SECTION 9
SUPPLEMENTS

OPTIONAL EQUIPMENT SUPPLEMENTS

Information contained in the following supplements applies only when the related equipment is installed.

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NON-U.S. SUPPLEMENTS

The following supplements contain additional information required by certain countries:

- Argentine Supplement
- Brazilian Supplement
- Canadian Supplement
- EASA Supplement
- FATA Supplement (Russia)
- IAC AR Supplement
- Ukrainian Supplement
HEATED PITOT SUPPLEMENT

This supplement must be included in the FAA-approved Pilot's Operating Handbook when the heated pitot is installed.

Information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot's Operating Handbook.

APPROVED BY: [Signature]
Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration, LAACO
Transport Airplane Directorate

DATE: October 25, 2010

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*Manufacturer's data, not FAA approved.
SECTION 1: GENERAL

INTRODUCTION

This supplement contains the changes and additional data applicable when the heated pitot is installed.

SECTIONS 2 and 3  No change.

SECTION 4: NORMAL PROCEDURES

USE OF PITOT HEAT

When conditions conducive to pitot ice exist, switch pitot heat on until landing or until no longer in potential icing conditions.

NOTE

The R66 is not certified for flight into known or suspected icing conditions.

NOTE

Continued use of pitot heat following a generator failure will significantly increase battery drain.

SECTIONS 5 AND 6  No change.
SECTION 7: SYSTEMS DESCRIPTION

HEATED PITOT INSTALLATION

The heated pitot tube is installed in the mast fairing, replacing the standard pitot tube. Pitot heat is controlled by a toggle switch located to the right of the cyclic. Power is supplied to the heated pitot through its own 10-amp circuit breaker.

SECTION 8: HANDLING AND MAINTENANCE

CAUTION

Pitot tube becomes extremely hot with pitot heat switched on. Touching pitot tube after it has been on for more than 30 seconds can result in severe burns.
This supplement must be included in the FAA-approved Pilot’s Operating Handbook when cabin air conditioning is installed.

Information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot’s Operating Handbook.

APPROVED BY: 
Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration, LAACO
Transport Airplane Directorate

DATE:  February 25, 2011

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* Manufacturer’s data, not FAA approved.

REVISIONS APPROVED BY: 
Manager, Flight Test Branch ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Office, Transport Airplane Directorate

DATE:  October 9, 2015
SECTION 1: GENERAL

INTRODUCTION

This supplement contains the changes and additional data applicable when cabin air conditioning is installed.

SECTION 2: LIMITATIONS

No change.

SECTION 3: EMERGENCY PROCEDURES

POWER FAILURE - GENERAL

If time permits, switch air conditioning OFF to maximize glide performance.

SECTION 4: NORMAL PROCEDURES

BEFORE STARTING ENGINE

Add:

A/C switch ........................................... OFF

AIR CONDITIONING OPERATION

Air conditioning is controlled by the toggle switch at the forward end of the overhead duct. The switch allows selection of OFF, LOW, and HIGH fan settings. The compressor is automatically engaged by switching the fan on. Each of the seven outlets may be directed as desired.

NOTE

Evaporator condensate drains from a tube through the aircraft belly. Water drainage during ground operation is normal.
SECTION 5: PERFORMANCE

IGE HOVER CEILING VS. GROSS WEIGHT

With air conditioning on, add 2°C to OAT.

OGE HOVER CEILING VS. GROSS WEIGHT

With air conditioning on, add 2°C to OAT.

CLIMB PERFORMANCE, 2700 LB (1225 KG) GROSS WEIGHT

Air conditioning operation may reduce climb rate up to 50 ft/min.

CLIMB PERFORMANCE, 2200 LB (998 KG) GROSS WEIGHT

Air conditioning operation may reduce climb rate up to 60 ft/min.
SECTION 7: SYSTEMS DESCRIPTION

The cabin air conditioning system consists of a compressor mounted to the main gearbox, a condenser and two fans mounted in the lower forward area of the engine compartment, an evaporator mounted to the front of the rear center seat, two fans mounted under the seat, an overhead outlet duct, and interconnecting lines and hoses. The system uses R-134a refrigerant.

The compressor is belt-driven from the tail rotor driveshaft and is equipped with an electromagnetic clutch. When the system is OFF, the compressor clutch is disengaged, allowing the compressor pulley to freewheel.

The fans under the rear seat draw warm cabin air through the evaporator where it is cooled. The cooled air is blown through ducts behind the center rear seat and into the overhead duct.

The system is controlled by a toggle switch on the overhead duct which allows selection of OFF, LOW, and HIGH fan settings. The compressor is automatically engaged by switching the fan on. A temperature switch disengages the compressor when evaporator temperature drops below freezing. Safety switches disengage the compressor if refrigerant leakage occurs or if refrigerant pressure is excessive. The compressor disengages when the collective is fully lowered to ensure that aircraft performance is not affected when entering autorotation. The compressor will reengage ten seconds after the collective was lowered or when the collective is raised from the full down position, whichever occurs first. The compressor clutch and fan circuits are protected by the A/C circuit breaker.
SECTION 8: HANDLING AND MAINTENANCE

Standard automotive-style charge ports are located on the compressor. Normal charge is 2.25 lb (1.02 kg) R-134a refrigerant. Refer to R66 Maintenance Manual for complete system service procedures.

CAUTION
System must only be serviced by qualified personnel following R66 Maintenance Manual procedures.
This supplement must be included in the FAA-approved Pilot’s Operating Handbook when pop-out floats are installed.

Information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot’s Operating Handbook.

APPROVED BY:
Manager, Flight Test Branch ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Office,
Transport Airplane Directorate

DATE: November 14, 2014

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* Manufacturer’s data, not FAA approved.

REVISIONS
APPROVED BY:
Manager, Flight Test Branch ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Office,
Transport Airplane Directorate

DATE: December 19, 2016
SECTION 1: GENERAL

INTRODUCTION

This supplement contains the changes and additional data applicable when pop-out floats are installed.

Pop-out floats are intended for safety during over-water flights. Intentional (non-emergency) water landings for other than training purposes are not recommended.

NOTE

The pop-out floats are not certified for ditching. Some countries may prohibit certain over-water operations.
SECTION 2: LIMITATIONS

AIRSPEED LIMITS

NEVER-EXCEED AIRSPEED ($V_{NE}$) – FLOATS STOWED

- All Weights: 130 KIAS
- Autorotation: 100 KIAS

For $V_{NE}$ reductions with altitude and temperature, see placards on page 9-3.5.

ADDITIONAL AIRSPEED LIMITS

- 65 KIAS maximum above 83% torque.
- With floats stowed, 100 KIAS maximum with any combination of cabin doors removed.
- 80 KIAS maximum for float inflation.
- 80 KIAS maximum with floats inflated.
- 115 KIAS maximum with float system armed (safety catch in READY position).
SECTION 2: LIMITATIONS (cont’d)

WEIGHT LIMITS

Maximum weight
for intentional water operations 2200 lb (998 kg)

FLIGHT AND MANEUVER LIMITATIONS

Maximum altitude decrease with floats inflated is 4000 feet.

CAUTION

Altitude loss greater than 4000 feet may cause floats to lose shape and rigidity due to atmospheric pressure increase. Do not inflate floats above 4000 feet AGL.

Intentional water operations at weights above 2200 lb (998 kg) are prohibited.

Intentional water operations in waves greater than 1 foot (0.3 m), trough to crest, are prohibited.

Water takeoff after an emergency water landing is prohibited unless waves are less than 1 foot (0.3 m), trough to crest, and there are no indications of damage. Subsequent flight is limited to ferrying to the nearest suitable area for inspection.

KINDS OF OPERATION LIMITATIONS

Except for an actual emergency, night operation with floats inflated is prohibited.

INSTRUMENT MARKINGS

Airspeed Indicator

Green arc 0 to 110 KIAS
Yellow arc* 110 to 130 KIAS
Red cross-hatch 100 KIAS
Red line 130 KIAS

*Earlier airspeed indicators without yellow arc must have the following placard adjacent:

DO NOT EXCEED 110 KIAS EXCEPT IN SMOOTH AIR
PLACARDS

Adjacent to pilot’s cyclic grip:

### POWER-ON $V_{ne}$ - KIAS

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| 8000 109 117| 121 116 112 107 102 97 |  
| 10000 105 112| 112 106 101 96 91 86 |  
| 12000 100 106| 101 95 90 |  
| 14000 96 95| 89 |  
| 16000 90 |  

**NOTE:** 65 KIAS maximum above 83% torque do not exceed 80 KIAS with floats inflated.

### AUTOROTATION $V_{ne}$ - KIAS

<table>
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| 6000 | 100 | 99 94 89  
| 8000 | 98 93 88 83 78 |  
| 10000 | 98 93 87 82 |  
| 12000 | 93 87 81 |  
| 14000 | 87 81 |  
| 16000 | 82 |  

**NOTE:** 80 KIAS maximum below 80% torque do not exceed 85 KIAS with floats inflated.

Near inflation lever:

**DO NOT INFLATE FLOATS ABOVE 80 KIAS**
SECTION 3: EMERGENCY PROCEDURES

POWER FAILURE – GENERAL

**CAUTION**

Lowering collective rapidly or applying excessive forward cyclic while helicopter is moving forward on water can cause floats to submerge and helicopter to nose over.

**CAUTION**

Float inflation may take up to three seconds. Squeeze inflation lever early enough to allow full inflation before water contact.

POWER FAILURE ABOVE 500 FEET AGL

Autorotation to land: Same as in basic manual.

Autorotation to water:

1. Lower collective immediately to maintain rotor RPM.
2. Reduce airspeed to below 80 KIAS.
3. Adjust collective to keep RPM between 95 and 106% or apply full down collective if light weight prevents attaining above 95%.
4. If altitude permits, maneuver into wind.
5. Inflate floats.

**CAUTION**

Do not inflate floats above 80 KIAS.
Do not exceed 80 KIAS with floats inflated.

6. At about 40 feet AGL, begin cyclic flare.
7. At about 8 feet AGL, apply forward cyclic and raise collective just before touchdown. Touch down in slight nose high attitude with nose straight ahead.
8. Maintain cyclic in touchdown position and do not lower collective full down until forward motion has stopped.
SECTION 3: EMERGENCY PROCEDURES (cont’d)

POWER FAILURE BETWEEN 8 FEET AND 500 FEET AGL

Autorotation to land: Same as in basic manual.

Autorotation to water:

1. Lower collective immediately to maintain rotor RPM.
2. Reduce airspeed to below 80 KIAS.
3. Adjust collective to keep RPM between 95 and 106% or apply full down collective if light weight prevents attaining above 95%.
4. If altitude permits, maneuver into wind.
5. Inflate floats.

**CAUTION**

Do not inflate floats above 80 KIAS.
Do not exceed 80 KIAS with floats inflated.

6. Maintain airspeed until water is approached, then begin cyclic flare.
7. At about 8 feet AGL, apply forward cyclic and raise collective just before touchdown. Touch down in slight nose high attitude with nose straight ahead.
8. Maintain cyclic in touchdown position and do not lower collective full down until forward motion has stopped.
SECTION 3: EMERGENCY PROCEDURES (cont’d)

POWER FAILURE BELOW 8 FEET AGL

Over land: Same as in basic manual.

Over water:
1. Apply right pedal as required to prevent yawing.
2. Inflate floats.
3. Allow rotorcraft to settle.
4. Raise collective just before touchdown.

MAXIMUM GLIDE DISTANCE CONFIGURATION

Same as in basic manual except airspeed 80 KIAS with floats inflated.

With floats inflated, best glide ratio is about 5.2:1 or one nautical mile per 1200 feet AGL.

EMERGENCY WATER LANDING – POWER OFF

See procedures for power failures in this supplement.

EMERGENCY WATER LANDING – POWER ON

1. Reduce airspeed to below 80 KIAS.
2. Inflate floats.

CAUTION

Do not inflate floats above 80 KIAS.
Do not exceed 80 KIAS with floats inflated.

3. Make normal approach and landing to water.
SECTION 4: NORMAL PROCEDURES

DAILY OR PREFLIGHT CHECKS

9. Pop-Out Floats
   Check float and cover condition
   Check hose and fitting condition
   Check pressure in pressure cylinder
   Verify safety pin at pressure cylinder removed
   Set inflation lever safety READY or LOCKED as desired

   CAUTION

   Avoid night flight over water beyond autorotation distance to land. Height above water may be difficult to judge during a water landing.

COLD WEATHER OPERATION

   When OAT is below -10°C, there may be insufficient charge in pressure cylinder for full float inflation.

FLOAT INFLATION

   The red inflation lever located under the pilot’s collective is equipped with a safety catch to prevent inadvertent float inflation. Prior to overwater flight, place the safety catch in the READY position. With the safety catch in the READY position, floats may be inflated by squeezing inflation lever.

   Over land, safety catch should be reset to LOCKED position.

   CAUTION

   Observe 115 KIAS speed limitation when safety catch is in READY position.
FLOAT INFLATION (cont’d)

**CAUTION**

The pressure cylinder also has provisions for a safety pin at the valve on the cylinder neck. This safety pin is for use during maintenance and cylinder transport only and must be removed at all other times.

**NOTE**

Some flapping of float covers during flight with floats inflated is normal. To minimize wear, consider removing covers if an extended flight with inflated floats is required.
SECTION 4: NORMAL PROCEDURES (cont’d)

OPERATION ON WATER

Intentional (non-emergency) operation on water is limited to maximum wave heights of 1 foot (0.3 m) (trough to crest). Maximum recommended water taxi speed is 5 knots. Some application of collective is required.

Since the helicopter sits very low on water, it is likely that water will leak into the cabin. Intentional water landings should be limited to training. Avoid salt water if possible.

There may be limited tail rotor clearance to water, particularly at aft CG. Also, even small waves may cause enough rocking to dip the tail rotor in the water. If tail rotor contact with water is suspected, have tail rotor inspected prior to further flight. (If no noticeable change in vibration occurs after suspected water contact, helicopter may be repositioned to nearest convenient inspection site.)

**CAUTION**

Except for actual emergencies, maximum weight for water operation is 2200 lb.

**CAUTION**

Engine thrust will cause helicopter to drift forward. Some application of collective with aft cyclic input is required to stop drift.

**CAUTION**

If starting or stopping rotor on water, ensure area is clear as helicopter can rotate one or more complete turns while tail rotor RPM is low.
SECTION 4: NORMAL PROCEDURES (cont’d)

PRACTICE AUTOROTATION – WITH GROUND CONTACT

Same as in basic manual. Autorotations with floats stowed should only be performed to a smooth, hard surface to avoid damage to floats. Touch-down autorotations with floats inflated are not recommended due to the possibility of damage to floats.

PRACTICE AUTOROTATION TO WATER

Autorotation to water with floats inflated is same as practice autorotation with ground contact in basic manual except touch down in slight nose high attitude with nose straight ahead. Maintain cyclic in touchdown position and do not lower collective full down until forward motion has stopped.

CAUTION

Lowering collective rapidly or applying excessive forward cyclic while helicopter is moving forward on water can cause floats to submerge and helicopter to nose over.

CAUTION

There may be limited tail rotor clearance to water, particularly at aft CG. Applying excessive aft cyclic may cause tail rotor to contact water.

SHUTDOWN PROCEDURE

Add:

Inflation lever safety . . . . . . . . LOCKED
SECTION 5: PERFORMANCE

CLIMB PERFORMANCE, 2700 LB (1225 KG) GROSS WEIGHT

Stowed or inflated floats may reduce climb rate by as much as 250 feet per minute.

CLIMB PERFORMANCE, 2200 LB (998 KG) GROSS WEIGHT

Stowed or inflated floats may reduce climb rate by as much as 300 feet per minute.
SECTION 6: WEIGHT AND BALANCE

WEIGHT AND BALANCE RECORD

Basic empty weight and CG with pop-out float landing gear and pressure cylinder installed are included in the Weight and Balance Summary provided with the helicopter. If pressure cylinder is removed, update Weight and Balance Record. A charged pressure cylinder weighs 11.4 lb. The longitudinal arm of the cylinder is 79.6 inches from datum and the lateral arm is +8.3 inches from datum.

SECTION 7: SYSTEMS DESCRIPTION

The pop-out float system consists of inflatable floats stowed in protective covers along the skid tubes, a pressure cylinder located in the compartment under the right rear seat, flexible hoses from the cylinder to the floats, an inflation lever located on the pilot’s collective, an enlarged stabilizer installed at the base of the lower vertical stabilizer, and an end plate installed at the tip of the horizontal stabilizer. Sealed inspection panels and drains with check valves are installed on the cabin belly.

The pressure cylinder is of aluminum construction reinforced with carbon filament windings and is charged with helium. Proper pressure is indicated on a placard on the cylinder, and pressure can be checked using the gage on the cylinder valve.

A safety catch on the inflation lever can be set to prevent inadvertent actuation. With the safety catch in the READY position, floats are inflated by squeezing firmly on the inflation lever. (Approximately 20 lb force is required.) Float inflation time is approximately 2-3 seconds. With the safety catch in the LOCKED position, the inflation lever is locked out.

To operate the safety catch, push spring-loaded knob with thumb while rotating U-shaped pin with forefinger as shown in figure.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

Push spring-loaded knob with thumb...

...then rotate forward to “ready” position.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

The pop-out floats are intended for safety during over-water flights. They are not certified for ditching.

**NOTE**

Floats maintain full pressure for at least 1 hour after inflation and typically maintain shape for several hours. Monitor float pressure if helicopter remains on water for an extended period. Verify adequate pressure (approximately 0.5 to 2 psi) prior to takeoff after an extended period of inflation.

**NOTE**

Flotation stability has been substantiated for emergency water landings up to a significant wave height of 8 feet (2.4m) corresponding to World Meteorological Organization Sea State 4. However, due to random variations in real-world wind and wave conditions, there is always some chance of capsize. Be prepared to evacuate rapidly if necessary.
SECTION 8: HANDLING AND MAINTENANCE

GROUND HANDLING

With floats installed, special ground handling wheels (Robinson part number MT980-1 and MT980-2) are required.

A safety pin is provided for installation at the pressure cylinder valve. This pin should be installed during maintenance and cylinder transport to prevent inadvertent pressure release.

**CAUTION**

With the safety pin installed, it is not possible to inflate the floats using the cockpit inflation lever. The safety pin is for use during maintenance and cylinder transport only and must be removed at all other times.

FLOAT TUBES AND COVERS

Immediately replace any damaged float tube cover to minimize chance of float damage. Inspect float tube condition after each inflation. Refer to R66 Maintenance Manual for periodic inspection, float repacking, and cylinder recharge instructions.

CLEANING HELICOPTER

Clean helicopter exterior per section 8 of the basic manual immediately following operation in salt water. Clean under-seat baggage compartments if damp.
This supplement must be included in the FAA-approved Pilot’s Operating Handbook when police equipment is installed.

Information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot’s Operating Handbook.

APPROVED BY: [Signature]
Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration, LAACO
Transport Airplane Directorate

DATE: September 7, 2012

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* Manufacturer’s data, not FAA approved.

REVISIONS APPROVED BY: [Signature]
Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration, LAACO
Transport Airplane Directorate

DATE: December 19, 2016
SECTION 1: GENERAL

INTRODUCTION

This supplement contains the changes and additional data applicable to the Police Version.

The Police Version is equipped with a nose-mounted gyro-stabilized infrared camera, a flat screen monitor for viewing camera images, a video recorder, and a belly-mounted searchlight. Optional FM transceivers, a PA/Siren, Lojack equipment, and a GPS mapping system may also be installed. A dedicated, non-essential electrical bus distributes power to police equipment, and extended landing gear provides additional ground clearance for the camera and searchlight.

There are two cockpit configurations: the earlier configuration installed on aircraft prior to S/N 0602 and the later configuration installed on aircraft S/N 0602 and subsequent. See descriptions in Section 7 of this supplement.

SECTION 2: LIMITATIONS

AIRSPEED LIMITS

NEVER-EXCEED AIRSPEED ($V_{ne}$)

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<td>Autorotation</td>
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For $V_{ne}$ reductions with altitude and temperature, see placards on page 9-4.3.

FLIGHT AND MANEUVER LIMITATIONS

For earlier cockpit configuration, pilot in command must occupy right seat (configuration defined in Section 7).
SECTION 2: LIMITATIONS (cont’d)

INSTRUMENT MARKINGS

AIRSPEED INDICATOR

- Green arc: 0 to 110 KIAS
- Yellow arc*: 110 to 130 KIAS
- Red cross-hatch: 100 KIAS
- Red line: 130 KIAS

*Earlier airspeed indicators without yellow arc must have the following placard adjacent:

DO NOT EXCEED 110 KIAS EXCEPT IN SMOOTH AIR

PLACARDS

Adjacent to pilot’s cyclic grip:

**POWER-ON \( V_{ne} \) - KIAS**

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NOTE: 65 KIAS MAXIMUM ABOVE 83% TORQUE

**AUTOROTATION \( V_{ne} \) - KIAS**

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NO FLIGHT
SECTION 2: LIMITATIONS (cont’d)

PLACARDS (cont’d)

Inside right rear under-seat compartment:

NO STOWAGE

On camera controller:

STOW DURING TAXI, TAKEOFF, AND LANDING

Inside main baggage compartment:

CAUTION

• MAXIMUM DISTRIBUTED FLOOR LOAD: 50 LB/FT² (244 KG/M²)
• MAXIMUM TOTAL COMPARTMENT LOAD: 250 LB (113 KG)

SECTION 3: EMERGENCY PROCEDURES

MAXIMUM GLIDE DISTANCE CONFIGURATION

With police equipment installed, best glide ratio is about 5.1:1 or one nautical mile per 1200 feet AGL.

MINIMUM RATE OF DESCENT CONFIGURATION

With police equipment installed, minimum rate of descent is about 1400 feet per minute. Glide ratio is about 4.3:1 or one nautical mile per 1400 feet AGL.
SECTION 4: NORMAL PROCEDURES

DAILY OR PREFLIGHT CHECKS

Add to item 2, Fuselage Right Side:
Verify searchlight secure.

Add to item 6, Fuselage Left Side:
Verify siren secure.

Add to item 7, Nose:
Verify camera and fairing secure.

TAKEOFF PROCEDURE

Stow camera controller during taxi and takeoff.

APPROACH AND LANDING

Stow camera controller.

NOTE

Stow searchlight horizontally when not in use to minimize chance of damage during a hard landing.

SECTION 5: PERFORMANCE

CLIMB PERFORMANCE, 2700 LB GROSS WEIGHT

Police equipment may reduce climb rate by as much as 160 ft/min.

CLIMB PERFORMANCE, 2200 LB GROSS WEIGHT

Police equipment may reduce climb rate by as much as 200 ft/min.
SECTION 6: WEIGHT AND BALANCE

CAUTION

Removal of nose-mounted camera causes a large shift in CG of empty helicopter. Calculate weight and balance prior to flight with camera removed to assure aft CG limit is not exceeded.

SECTION 7: SYSTEMS DESCRIPTION

GENERAL

The R66 is a four-place helicopter when police equipment is installed.

Basic descriptions of police equipment and systems are given below. More detailed information can be found in manufacturer’s documents supplied with individual pieces of equipment.

FLIGHT CONTROLS

For the earlier cockpit configuration, the cyclic control does not include the left side grip in order to prevent interference with the observers’s LCD monitor. (Configurations are defined below.)

INSTRUMENT PANEL

There are two basic cockpit configurations as shown on the following page. The earlier configuration uses a modified cyclic control without a left-side grip because the flat screen monitor would interfere. The later configuration uses the standard cyclic control with a left-side grip.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

EARLIER CONFIGURATION
(some optional equipment shown)

LATER CONFIGURATION
(some optional equipment shown)
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

ELECTRICAL SYSTEM

An additional circuit breaker panel on the ledge just forward of the pilot’s seat contains all circuit breakers for police equipment. Depending on installed police options, the outboard section of the aft row of circuit breakers may be a 14-volt bus powered by a 28- to 14-volt converter. The police equipment master switch on the left side of the panel controls power to all police equipment.

*NOTE*

Police circuit breaker panel will not be powered by police equipment master switch unless avionics switch is also on.

Wiring for police equipment is in a separate harness and occupies portions of the main baggage compartment, right side under seat compartments, and right rear footwell. Protective covers isolate the wiring harness as appropriate.

AUDIO SYSTEM

Audio control panel(s) to accommodate police radios and other equipment are installed. The audio system receives power from the audio breaker on the main (left hand) circuit breaker panel. It is not connected to the police equipment master switch.

Intercom and transmit switches for the left front seat are provided on the floor near the observer’s right heel. An optional transmit switch for the left rear seat is also available. The optional switch is handheld on a cord which plugs into a jack beneath the left rear seat ICS button. Transmit functionality is tied to the selection on the observer’s audio panel.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

SEATS, BELTS, AND BAGGAGE

The center rear seat has been replaced with an arm rest and storage console.

Baggage is not permitted in the right rear under-seat compartment due to electronic equipment and wiring in that compartment.

An interior wall has been added to the main baggage compartment to create an electronic equipment compartment at the aft end.

LANDING GEAR

Extended forward landing gear struts provide additional ground clearance for the camera and searchlight. The ground clearance at the tail is reduced by approximately 8 inches with the helicopter parked.

INFRARED CAMERA SYSTEM

The infrared camera system consists of a gyro-stabilized, gimbal-mounted infrared/video camera in the chin and a power junction box in the main baggage compartment behind the interior wall. The camera is operated by the observer in the left front seat via a handheld controller. A tray and strap forward of the circuit breaker panel are provided for controller stowage when not in use.

A flat screen LCD monitor is located in front of the left front seat to display camera images.

For the earlier cockpit configuration, the monitor is equipped with a visor to minimize glare. The monitor mount is hinged to retract forward and down, out of the observer’s way, when not in use.

For the later cockpit configuration, the monitor has no visor but is easily dimmed using a knob on its front face. The monitor mount is hinged on its inboard edge, and the monitor folds back against the left side of the instrument console, out of the observer’s way, when not in use.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

DIGITAL VIDEO RECORDER

The digital video recorder (DVR) is mounted just aft of the space between the front backrests and controlled by a switch at the observer’s station. The DVR can record images from the camera and play them back on the LCD monitor.

SEARCHLIGHT

The searchlight is installed on a motorized gimbal under the belly. The searchlight power junction box is located in the right rear under-seat compartment. The searchlight is steerable in azimuth and elevation and is operated from the left front seat via a remote control. An optional slaving system allows the searchlight to be slaved to follow the camera. The searchlight should be stowed horizontally when not in use to minimize chance of damage during a hard landing.

CAUTION

The searchlight is very bright and can disorient other pilots or ground personnel at long distances.

CAUTION

The searchlight beam is hot. Exposure to the beam at close range for more than a few seconds can result in burns.

INTERIOR LIGHT

An additional observer-side interior light is operated via a momentary foot switch on the left-hand forward floor. Power is supplied to the interior light via the “GAGES” breaker in the left hand circuit breaker panel and is not disconnected by the police equipment master switch.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

PA/SIREN SYSTEM (OPTIONAL)

A 100-watt speaker is located on the aircraft belly near the left rear landing gear strut. The PA system control panel is located in the avionics stack and allows the pilot or observer to select PA, radio, yelp, or siren for broadcast through the speaker.

FM TRANSCEIVERS (OPTIONAL)

A multi-band FM transceiver may be mounted either next to the LCD monitor or in the main avionics stack. The FM transceiver band(s) are selectable from the audio control panel(s).

LOJACK (OPTIONAL)

The Lojack installation consists of a receiver installed in the main baggage compartment behind the interior wall, a display and control unit on the right side of the instrument console, and four belly-mounted stub antennas. Lojack is used to track stolen vehicles equipped with Lojack transmitters.

GPS MAPPING SYSTEM (OPTIONAL)

The GPS mapping computer is installed in the main baggage compartment behind the interior wall and allows an overhead view of the helicopter’s area of operation to be displayed on the LCD monitor. The computer contains a database of streets, landmarks, and topography enabling direct navigation to street addresses and other points on the ground. The computer is accessed using a keyboard below the LCD monitor. An optional inertial monitoring unit can interface with the computer to keep the camera and/or searchlight trained on a fixed ground location while the helicopter maneuvers.

SECTION 8: HANDLING AND MAINTENANCE

No change.
This supplement must be included in the FAA-approved Pilot’s Operating Handbook when ADS-B equipment is installed.

The information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot’s Operating Handbook.

APPROVED BY:  
Manager, Flight Test Branch, ANM-160L  
Federal Aviation Administration, LAACO  
Transport Airplane Directorate

DATE:  November 26, 2013

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*Manufacturer’s data, not FAA approved.

REVISIONS APPROVED BY:  
Manager, Flight Test Branch, ANM-160L  
Federal Aviation Administration, LAACO  
Transport Airplane Directorate

DATE:  October 19, 2016
SECTION 1: GENERAL

INTRODUCTION

This supplement contains the changes and additional data applicable when Automatic Dependent Surveillance-Broadcast (ADS-B) equipment is installed.

ADS-B is divided into two categories – ADS-B “Out” and ADS-B “In”.

ADS-B Out equipment transmits information to air traffic control to supplement radar/transponder information. The supplemental information allows optimization of flight plan routes and aircraft spacing.

ADS-B Out equipment may be required for operation in certain airspace. The R66 ADS-B Out installation has been shown to meet the requirements of 14 CFR § 91.227.

NOTE

The R66 ADS-B Out system operates on frequency 1090 MHz. This frequency is also accepted for ADS-B Out equipment in most countries outside the United States.

The ADS-B Out equipment consists of either a GPS receiver connected to the transponder or a transponder with built-in GPS. The transponder has ADS-B broadcast capability and broadcasts GPS position as well as additional preprogrammed information such as aircraft identification and type to air traffic control.

ADS-B In equipment receives traffic information from other ADS-B equipped aircraft. ADS-B In equipment may also receive additional traffic information and weather information from ground stations. The additional traffic and weather information from ground stations is only available in the United States.
SECTION 1: GENERAL (cont’d)

INTRODUCTION (cont’d)

The ADS-B In equipment consists of a receiver (either installed under the left, front seat or built in to the transponder) and a suitable display. Refer to receiver and display manufactures’ documentation for operation of ADS-B In equipment.

The R66 may be equipped with only ADS-B Out or with both ADS-B Out and ADS-B In.
SECTION 2: LIMITATIONS

PLACARDS

On transponder when ADS-B Out equipment is installed:

ADS-B OUT INSTALLED

SECTION 3: EMERGENCY PROCEDURES

No change.

SECTION 4: NORMAL PROCEDURES

ADS-B SYSTEM OPERATION

ADS-B system operation is mostly automatic and requires little pilot action. The GPS (if separate from the transponder), transponder, and ADS-B receiver (if installed) must all be powered and in normal operating modes for proper system function.

ADS-B OUT

The R66 ADS-B Out system is a single point of entry system. Mode 3/A codes, IDENT commands, and emergency codes are set on the transponder and are automatically incorporated in ADS-B Out broadcasts. The transponder should transition to ALT mode after takeoff for proper ADS-B Out broadcasts.

ADS-B Out broadcasts may be selected off by using menus associated with the transponder FUNC key.

NOTE

ADS-B Out may be required in certain airspace. Do not turn off ADS-B Out unless directed by air traffic control.

Malfunctions in the ADS-B Out system are annunciated by various messages on the transponder and/or GPS screen (refer to manufacturers’ documentation).
SECTION 4: NORMAL PROCEDURES (cont’d)

ADS-B SYSTEM OPERATION (cont’d)

ADS-B IN

The ADS-B In receiver is either mounted underneath the left, front seat or is built in to the transponder. The receiver is powered by the Transponder/ADS-B circuit breaker.

ADS-B In data is sent from the receiver to a suitable display, often the primary GPS screen. The display may have dedicated traffic and weather views or may allow traffic and weather information to be overlaid on other data such as moving maps. Warnings such as traffic conflicts may also appear on the display. Refer to receiver and display manufacturers’ documentation.

SECTION 5: PERFORMANCE

No change.
SECTION 7: SYSTEM DESCRIPTION

ADS-B SYSTEM

The ADS-B Out system consists of either a GPS receiver connected to the transponder or a transponder with built-in GPS. The transponder broadcasts the aircraft’s position, identification, and certain other parameters to air traffic control. ADS-B data is broadcast via the Extended Squitter (ES) feature of the transponder on a frequency of 1090 MHz. Note that change of aircraft registration may require update of preprogrammed parameters by qualified maintenance personnel.

Most of the data required for ADS-B broadcast such as aircraft type, ICAO address, and call sign are preprogrammed at installation. Flight-specific data such as Mode 3/A code and IDENT are entered using the transponder controls. The transponder uses these codes simultaneously for standard transponder as well as ADS-B broadcasts. There is no need to make a second code entry or to enter a code more than once. This is known as a “single point of entry” ADS-B system.

The ADS-B In system consists of a receiver (either mounted under the left, front seat or built in to the transponder) and a suitable display. The receiver receives both approved US ADS-B frequencies (978 MHz and 1090 MHz).

SECTION 8: HANDLING, SERVICING AND MAINTENANCE

No change.
FAA APPROVED
R66 PILOT’S OPERATING HANDBOOK

AUTOPILOT SUPPLEMENT

This supplement must be included in the FAA-approved Pilot’s Operating Handbook when the autopilot is installed.

The information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot’s Operating Handbook.

APPROVED BY: Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration, LAACO
Transport Airplane Directorate

DATE: January 20, 2015

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* Manufacturer’s data, not FAA approved.

REVISIONS
APPROVED BY: Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration, LAACO
Transport Airplane Directorate

DATE: October 9, 2015
SECTION 1: GENERAL

INTRODUCTION

This supplement contains the changes and additional data applicable when the autopilot is installed.

CAUTION

The autopilot is intended to enhance safety by reducing pilot workload. It is not a substitute for adequate pilot skill nor does it relieve the pilot of the responsibility to maintain adequate outside visual reference.

The primary autopilot mode is Stability Augmentation System (SAS) mode which maintains a steady helicopter attitude by applying corrective inputs to the cyclic. The autopilot does not provide any collective or pedal inputs. Additional modes providing heading hold, altitude hold, and navigation functionality are also selectable.

SECTION 2: LIMITATIONS

FLIGHT AND MANEUVER LIMITATIONS

Minimum altitude for use of autopilot ALT mode is 200 feet AGL.

For practice instrument approaches, minimum altitude for use of autopilot VRT mode is 50 feet AGL.

Pilot’s hand must be on cyclic grip under the following conditions:

During autopilot engagement or intentional disengagement

At airspeeds less than 50 KIAS when less than 500 feet AGL
SECTION 3: EMERGENCY PROCEDURES

AUTOPILOT DISENGAGEMENT OR FAILURE

The autopilot is designed to automatically disengage if the system detects a fault. Disengagement is indicated by four beeps in the headset. If the autopilot does not automatically disengage, failure may be recognized by erratic cyclic control motion, abnormal cyclic stick forces, or deviations in pitch or roll.

1. Continue flight using manual control. If autopilot has not disengaged, manually disengage using cyclic AP OFF button or control panel SAS button.

2. If SAS annunciator on control panel is steady white, re-engagement may be attempted at pilot’s discretion.

 NOTE

The system automatically switches off all modes except SAS mode at airspeeds below 44 KIAS or above 140 KIAS, accompanied by a single beep. This is by design and not a system failure.

SECTION 4: NORMAL PROCEDURES

GENERAL

Autopilot controls and operating modes are described in Section 7, Systems Description.

 NOTE

Cyclic friction must be fully off for autopilot to work properly. Cyclic friction will degrade autopilot performance.
SECTION 4: NORMAL PROCEDURES

STARTING ENGINE AND RUN-UP

After “Hydraulic system”, add:

Autopilot ......................................................... Check

NOTE

For autopilot check, wear headset and ensure cyclic friction is off. Engage SAS mode, and verify cyclic exhibits centering tendency and SAS annunciator on control panel turns green. Disengage. Verify 4 beeps in headset, cyclic reverts to normal hydraulic system feel, and SAS annunciator turns white.

TAKEOFF PROCEDURE

Autopilot SAS mode may be engaged as desired on the ground or at any time during the takeoff procedure. Retrim as necessary to eliminate undesirable cyclic forces.

CRUISE

Add:

Engage autopilot modes as desired. In SAS mode, rettrim as necessary to eliminate undesirable cyclic forces.

CAUTION

It is the pilot’s responsibility to monitor flight controls, aircraft flightpath, traffic, and terrain even while the autopilot is engaged. Be prepared to take control if required.

SECTION 5: PERFORMANCE

No change.
SECTION 6: WEIGHT AND BALANCE

No change.

SECTION 7: SYSTEMS DESCRIPTION

AUTOPILOT

The autopilot system consists of two electric servomotors, a flight control computer, an autopilot control panel, and control buttons on the cyclic grip. One servomotor controls pitch and is installed in the control tunnel forward of the cyclic stick. The other servomotor controls roll and is installed under the pilot’s seat. The servomotors are connected to the cyclic through electromagnetic clutches.

The flight control computer is installed on the forward panel under the pilot’s seat, and the autopilot control panel is installed in the avionics stack.

In addition to the autopilot system components, an onboard attitude source such as an Attitude Heading Reference System (AHRS) is required.

The primary autopilot mode is Stability Augmentation System (SAS) mode which maintains a steady helicopter attitude by applying corrective inputs to the cyclic. This is felt as a light cyclic centering force. The autopilot senses aircraft attitude using a combination of sensors in the flight control computer and the onboard attitude source. The computer then sends signals to the servomotors which are connected to the bottom of the cyclic in the control tunnel. Additional modes may be layered on top of SAS mode and are described below.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

AUTOPILOT (cont’d)

Heading Mode (HDG) – maintains the heading selected by the heading bug on the directional gyro or Horizontal Situation Indicator (HSI) display. Aircraft can be steered using the heading bug.

NOTE

For large heading or course changes, the autopilot will use a maximum of 20° bank.

Altitude Mode (ALT) – maintains altitude at the time of engagement or of last TRIM button release. The target altitude is reset each time the TRIM button is pressed and released.

NOTE

The autopilot uses pitch attitude to maintain altitude or follow an approach glidepath. It does not have any control of power setting. The pilot must manage power with the collective to control speed and rate of climb or descent. Make small, smooth power changes to allow the system to adjust to new power settings.

Navigation Mode (NAV) – tracks the active GPS or VLOC course displayed on the Course Deviation Indicator (CDI). If no CDI is installed, NAV will only track the active GPS course displayed on the GPS.

NAV may be armed prior to intercepting the active course. NAV annunciator is white when NAV is armed and turns green at course intercept. If HDG is active when NAV is armed, the autopilot will fly the selected heading until course intercept. If HDG is not active, the autopilot will select a 45° intercept angle.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

AUTOPILOT (cont’d)

Vertical Navigation Mode (VRT) – tracks an ILS glideslope or GPS approach vertical guidance. Arm VRT (annunciator turns white when armed) prior to intercepting the glidepath. VRT annunciator will turn green at glidepath intercept.

**NOTE**
Pushing the ALT button while VRT is armed or active will turn off VRT. VRT must be re-armed or re-engaged as desired.

**NOTE**
Reducing power to approach setting just prior to glidepath intercept is recommended.

Backcourse Mode (BC) – reverse CDI sensing for backcourse approaches. Course on HSI should be set so that tail of course pointer points toward runway (set to inbound front course).

The control panel has a row of buttons to control autopilot modes and annunciators to indicate mode status. A dark annunciator indicates that a mode is off, a white annunciator indicates that a mode is armed or on standby, and a green annunciator indicates that a mode is active.

When the avionics master is switched on, the autopilot performs a self-test and then enters SAS standby mode. All of the control panel indicators flash alternating white and green during the self-test. Four headset beeps occur at the beginning of the self-test as a check of the aural warning function. The SAS annunciator on the control panel turns steady white when the self-test is complete.

**NOTE**
Autopilot will not enter standby mode if attitude indicator is not functioning or indicated bank angle is greater than 6 degrees.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

AUTOPILOT (cont’d)

The autopilot SAS mode is engaged either by pressing the SAS button on the control panel or by pressing the TRIM button on the cyclic for more than 1.25 seconds. Additional modes are engaged by pressing the appropriate button on the control panel. The additional modes are disabled and will not engage at airspeeds below 44 KIAS or above 140 KIAS.

To disengage any mode, push the appropriate button on the control panel.

NOTE

Disengaging SAS mode will also disengage all other modes.

Modes may also be disengaged using the AP OFF button on the cyclic. If only SAS mode is engaged, push the AP OFF button once to disengage. If additional modes are engaged, push the AP OFF button once to disengage all modes except SAS and a second time to disengage SAS mode, or push and hold the AP OFF button to disengage all modes including SAS.

NOTE

SAS disengagement is always accompanied by four beeps in the headset.

Safety monitors automatically disengage individual modes or the entire system if a fault is detected. Automatic disengagement of SAS mode (or the entire system) is indicated by four beeps in the headset. Automatic disengagement of any mode other than SAS is indicated by a single beep in the headset. There is no audio indication for intentional disengagement of modes other than SAS.
The system also automatically reverts to SAS mode at airspeeds below 44 KIAS or above 140 KIAS, accompanied by a single beep.

The TRIM button is used to re-set the target attitude (to re-trim) while in SAS mode. Use a small amount of force to override the autopilot and then push and release the TRIM button at the new desired condition. If the force to override is objectionable, the TRIM button may be held down during maneuvers. The system will re-trim to the attitude at which the TRIM button is released.

The system will not re-trim to more than 6° nose down, 11° nose up, or 10° of bank. If a re-trim is attempted outside these limits, the system will trim to the limiting value.

When engaging SAS mode from standby, the autopilot uses the helicopter attitude at the time SAS mode is engaged as the target (trim) attitude. For large pitch and roll angles at the time of engagement, a target of 2° nose up pitch and 0° (level) roll is used.

The autopilot is protected by a dedicated circuit breaker on the avionics bus (autopilot is not powered with the avionics master switch off).

On later aircraft, disconnect the electrical connector for the left-hand trim button located near the quick release pin before removing the left cyclic grip. Reconnect the connector when installing the left cyclic grip.
SECTION 8: HANDLING AND MAINTENANCE

No change.

SECTION 10: SAFETY TIPS

The autopilot is intended to reduce pilot workload and enhance safety. It is important that pilots do not misuse this capability and allow their attention to be diverted from monitoring the helicopter attitude and looking for traffic and other obstacles. Autopilot disengagement requires immediate pilot attention. Pilots must always be prepared to take manual control.

The autopilot is not certified for flight in Instrument Meteorological Conditions (IMC). Adhering to appropriate VFR weather minimums is essential for safety.

If an inadvertent loss of outside visual reference occurs, the pilot must regain visual conditions as quickly as possible while avoiding abrupt, disorienting maneuvers. The following procedure is recommended:

1. If not already engaged, immediately engage autopilot SAS mode and allow autopilot to recover from unusual attitude if one has occurred.
2. Select a heading and altitude to ensure terrain and obstacle clearance. Turns and/or climbs may be required. Engage additional autopilot modes as desired for workload reduction.
3. While maintaining terrain and obstacle clearance, maneuver toward conditions of improved visibility.
This supplement must be included in the FAA-approved Pilot’s Operating Handbook when the auxiliary fuel system is installed.

Information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot’s Operating Handbook.

APPROVED BY: Manager, Flight Test Branch ANM-160L Federal Aviation Administration Los Angeles Aircraft Certification Office, Transport Airplane Directorate

DATE: February 17, 2016

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* Manufacturer’s data, not FAA approved.

REVISIONS APPROVED BY: Manager, Flight Test Branch ANM-160L Federal Aviation Administration Los Angeles Aircraft Certification Office, Transport Airplane Directorate

DATE: October 19, 2016
SECTION 1: GENERAL

INTRODUCTION

This supplement contains changes and additional data applicable when the auxiliary fuel system is installed.

CAUTION

When tank is full, auxiliary fuel system weighs over 320 lb (145 kg). Do not exceed helicopter weight limitations.

SECTION 2: LIMITATIONS

WEIGHT LIMITS

Baggage compartment with auxiliary fuel tank installed:
Maximum distributed load 50 lb/ft² (244 kg/m²)
Maximum total load 100 lb (45 kg)

FUEL LIMITATIONS

AUXILIARY FUEL CAPACITY

Transferable to main tank: 43.5 US gallons (165 liters)
Non-transferable: 0.14 US gallons (0.5 liters)

NOTE

Fuel in auxiliary tank is not usable fuel for flight planning purposes until it is transferred to the main tank.
SECTION 2: LIMITATIONS (cont’d)

PLACARDS
Near auxiliary fuel tank filler cap:

**FUEL**
GRADE JET A, JET A1, JET B
OR AS SPECIFIED IN PILOT’S HANDBOOK
ANTI-ICE ADDITIVE MAY BE REQUIRED
SEE PILOT’S HANDBOOK

Inside main baggage compartment:

**CAUTION**
WITH AUX FUEL TANK INSTALLED:
• MAXIMUM DISTRIBUTED FLOOR LOAD: 50 LB/ FT\(^2\) (244 KG/M\(^2\))
• MAXIMUM TOTAL BAGGAGE LOAD: 100 LB (45 KG)

WITHOUT AUX FUEL TANK INSTALLED:
• MAXIMUM DISTRIBUTED FLOOR LOAD: 50 LB/ FT\(^2\) (244 KG/M\(^2\))
• MAXIMUM TOTAL COMPARTMENT LOAD: 300 LB (136 KG)

SECTION 3: EMERGENCY PROCEDURES

**AMBER CAUTION INDICATORS**

**NO FLOW**
(on AUX FUEL panel)
When transfer pump is switched on, indicates fuel is not transferring from auxiliary tank to main tank. When pump is first switched on, it is normal for light to illuminate for approximately 5 seconds while system is priming. Otherwise, light indicates either auxiliary tank is empty or transfer pump has failed. Switch pump off to extinguish light.

**NOTE**
Light also illuminates when quantity button is pressed to verify circuit is functioning.
SECTION 4: NORMAL PROCEDURES

DAILY OR PREFLIGHT CHECKS

Add to item 1, Pilot’s Station:
 Verify aux fuel pump is off.
 While battery switch is ON, press QUANTITY button
to check aux fuel quantity and verify NO FLOW light
illuminates.

Add to item 2, Fuselage Right Side:
 Verify aux fuel tank is secure and no leaks
 Verify aux fuel quantity and filler cap secure
 Sample aux fuel, drain water and contaminants
 Stow drain hose and latch baggage door

BEFORE STARTING ENGINE

Add:
 Aux fuel pump . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . OFF

AUX FUEL PUMP OPERATION

After engine start, auxiliary fuel transfer pump may be
turned on as desired. The aux fuel pump may be
left on even when the main tank is full. Excess fuel is
recirculated to the auxiliary tank. Switch aux fuel pump
off when the auxiliary fuel tank is empty (indicated by
the NO FLOW light).

NOTE

The fuel transfer system has no redundancy
in case of pump failure. Therefore, fuel is not
usable for flight planning purposes until it is
transferred to the main tank.

SHUTDOWN PROCEDURE

Add:
 Aux fuel pump . . . . . . . . . . . . . . . . . . . . . . . . . . . . . . OFF

SECTION 5: PERFORMANCE

No change.
SECTION 6: WEIGHT AND BALANCE

WEIGHT AND BALANCE RECORD

Basic empty weight and CG with auxiliary fuel system installed is included in the Weight and Balance Summary provided with the helicopter.

LOADING INSTRUCTIONS

The following table may be used when calculating loaded helicopter weight and CG position.

<table>
<thead>
<tr>
<th>Item</th>
<th>Weight (lb)</th>
<th>Longitudinal arm (in.)</th>
<th>Lateral arm (in.)(+ = right side)</th>
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<tr>
<td>Auxiliary fuel</td>
<td>101.0</td>
<td>101.0</td>
<td>1.0</td>
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<tr>
<td>Remove auxiliary fuel tank</td>
<td>−30.0</td>
<td>101.0</td>
<td>1.5</td>
</tr>
<tr>
<td>Remove auxiliary tank support tray</td>
<td>−3.0</td>
<td>101.0</td>
<td>−1.2</td>
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**CAUTION**

When tank is full, auxiliary fuel system weighs over 320 lb (145 kg). Do not exceed helicopter weight limitations.
SECTION 7: SYSTEMS DESCRIPTION

The auxiliary fuel system consists of a removable fuel tank located in the forward section of the baggage compartment, hoses connecting the auxiliary tank to the main fuel tank, and a small control panel on the instrument console.

The auxiliary fuel tank includes a crash-resistant bladder in an aluminum and fiberglass enclosure, an internal fuel transfer pump, a quantity sender, a filler port, and a sump drain. The filler port and sump drain are accessed by opening the baggage door. The tank mounts on a separate fiberglass tray which is also removable.

The pump transfers fuel to the main tank at approximately 40 gallons per hour (150 liters per hour). Venting is provided through a second hose connected to the main tank. If the main tank is full, any excess fuel transferred by the pump returns to the auxiliary tank through the vent hose.

A fuel flow sensor is located at the fitting where transferred auxiliary fuel enters the main tank (hose connection near the main tank filler port). The sensor illuminates the NO FLOW light on the control panel when the pump switch is on but the fuel transfer rate is less than ten gallons per hour.

The AUX FUEL control panel on the console includes a pump switch, a NO FLOW annunciator light, and a QUANTITY button. The pump switch engages the transfer pump. When the pump switch is on, the NO FLOW light indicates fuel is not transferring from auxiliary tank to the main tank, either because the auxiliary tank is empty or the pump has failed. It is normal for the light to illuminate for approximately five seconds when the pump is first switched on while the system is priming.

A time-delay circuit automatically switches the pump off if the NO FLOW light is illuminated for more than ten seconds. The light will remain on even after the time delay has removed power from the pump. Turning the pump switch off will extinguish the light.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

While the QUANTITY button is depressed, the fuel quantity gage indicates fuel quantity in the auxiliary tank instead of the main tank. The NO FLOW light also comes on while the QUANTITY button is depressed to provide a test of the circuit and to confirm that the auxiliary tank quantity is being displayed on the fuel gage.

The auxiliary fuel tank has two drains through the belly of the helicopter. Any fuel spilled at the filler port is collected by the surrounding scupper and drains through a hose into the outboard belly drain location. The tank support tray has a drain at the inboard drain location. Fuel leaking from the inboard drain indicates a possible leak in the fuel bladder.

A sump drain hose stowed vertically along the right side of the tank allows preflight fuel sampling from the low point of the tank. To sample fuel, extend hose away from the helicopter and push in on the valve. The valve may be locked open to allow draining of the tank.

Operationally, the fuel transfer pump may be switched on any time at the pilot’s discretion. If the main tank is full, any excess fuel transferred from the auxiliary tank will return through the vent/return hose. Note that fuel in the auxiliary tank is not considered usable for flight planning purposes because the fuel transfer system has no redundancy in case of pump failure.

The auxiliary fuel tank may be removed to provide additional baggage space. The separate support tray may also be removed. A small container which may be clipped to the outboard side of the tank is provided for stowing installation hardware. Refer to the R66 Maintenance Manual for removal and installation procedures.

SECTION 8: HANDLING AND MAINTENANCE

No change.
This supplement must be included in the FAA-approved Pilot’s Operating Handbook when the lithium-ion main battery is installed.

Information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot’s Operating Handbook.

APPROVED BY: 
Manager, Flight Test Branch ANM-160L
Federal Aviation Administration
Los Angeles Aircraft Certification Office,
Transport Airplane Directorate

DATE: January 17, 2017

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* Manufacturer’s data, not FAA approved.

REVISIONS
APPROVED BY: 
Manager, West Flight Test Section, AIR-716
Federal Aviation Administration
Los Angeles, CA

DATE: August 29, 2017
SECTION 1: GENERAL

INTRODUCTION

This supplement contains changes and additional data applicable when the lithium-ion main battery is installed.

SECTION 2: LIMITATIONS

No change.

SECTION 3: EMERGENCY PROCEDURES

AMBER CAUTION INDICATORS

BATT FAULT Indicates abnormal battery operation. Charging, discharging, or both may be disabled. Land as soon as practical. Generator will continue to supply power in flight.

**NOTE**

Battery’s internal circuitry may disable charge/discharge functions due to over-temperature, over/under voltage, or excessive current draw. A flashing light means the fault may be recoverable (battery will reset itself) either when the condition improves or during a power cycle at the next landing. A steady light means battery maintenance or replacement will likely be necessary.
SECTION 4: NORMAL PROCEDURES

COLD WEATHER OPERATION

The lithium-ion battery has a built-in heater, so battery preheating is not required. When the battery switch is ON, the BATT HEATER light illuminates during the heating cycle and extinguishes when the battery is warm enough to attempt a start. The indicator light is disabled after engine start, but the heater will continue to cycle as required to maintain optimum battery temperature.

STARTING ENGINE AND RUN-UP

After Battery Switch ON, add:

Battery Heater Indicator Light .................. Extinguished

STARTING ENGINE AND RUN-UP

NOTE

A battery without sufficient charge to start the engine will not have the normal indications of starter sluggishness associated with a lead-acid battery. Instead, the battery’s monitoring circuit will suddenly interrupt power to the starter. If this occurs, immediately abort start by pulling fuel cutoff.

SECTION 5: PERFORMANCE

No change.

SECTION 6: WEIGHT AND BALANCE

No change.
SECTION 7: SYSTEMS DESCRIPTION

ELECTRICAL SYSTEM

A 17 amp-hour lithium-ion battery replaces the lead-acid main battery. The battery includes built-in circuitry that monitors temperature, voltage, and current draw and manages battery charge and discharge. The circuitry automatically disables charge and/or discharge if any electrical or thermal problems are detected. The battery uses lithium-iron-phosphate chemistry which is less susceptible to thermal runaway than some other lithium battery chemistries.

The metal battery case is designed to contain any heat or gases generated within the battery and is vented overboard on the left side of the aircraft. No venting should occur during normal operation.

Two indicator lights, BATT FAULT and BATT HEATER, are installed to the left of the annunciator panel to show battery status. The annunciator panel test button should cause these lights to illuminate along with the rest of the annunciator panel. The indicator lights will also illuminate briefly when the battery switch is turned on after several hour of inactivity.

The fault light illuminates if the battery has an over- or under-voltage condition, an over-temperature condition, or if current draw exceeds limits. A flashing light indicates a recoverable fault. The light may go out if the fault corrects itself (e.g. temperature decrease) or may go out as a result of a power cycle at the next landing. A steady light indicates battery maintenance or replacement may be required. The emergency procedure for a fault light (flashing or steady) is to land as soon as practical. The generator will continue to supply electrical power during the landing.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

ELECTRICAL SYSTEM (cont’d)

The battery incorporates an internal heater for cold weather operation. The heater attempts to maintain a battery temperature of at least 50°F (10°C). When the battery is switched ON, the heater light illuminates while the heater is warming the battery and extinguishes when the battery is warm enough to attempt an engine start. On very cold days, the heating cycle may take 10 minutes or more. The heater light is disabled while the engine is running but the heater will continue to function as long as the battery switch is ON.

If a start is attempted with insufficient charge, the battery’s safety monitors may interrupt power. In the event of a power interruption, a small backup power supply will allow the MGT and N₁ gages as well as the Engine Monitoring Unit to continue functioning. The backup power supply also provides power to the map light. The backup power supply consists of two 9-volt batteries installed in the compartment under the left front seat. The 9-volt batteries are non-rechargeable and should be replaced periodically as indicated in the R66 Maintenance Manual.

SECTION 8: HANDLING AND MAINTENANCE

Nominal charge voltage for the lithium-ion battery is 28.8 volts. Some lead-acid chargers may not provide enough voltage to fully charge the battery. Ensure charging equipment is compatible with lithium-ion batteries.

Refer to the R66 Maintenance Manual for additional handling and maintenance instructions.
This supplement must be included in the FAA-approved Pilot’s Operating Handbook when Electronic News Gathering (E.N.G.) equipment is installed.

Information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot’s Operating Handbook.

APPROVED BY: [Signature]
Manager, Flight Test Branch, ANM-160L
Federal Aviation Administration, LAACO
Transport Airplane Directorate

DATE: June 30, 2017

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* Manufacturer’s data, not FAA approved.
SECTION 1: GENERAL

INTRODUCTION

This supplement contains the changes and additional data applicable when Electronic News Gathering (E.N.G) equipment is installed.

The E.N.G. version is equipped with a nose-mounted, gyro-stabilized video camera, microwave transmitting equipment, and related video and audio components to allow on-scene video and audio recording as well as relay of video and audio to ground stations. A rear center equipment console replaces the center rear seat and houses various audio and video controls. Extended landing gear provides additional ground clearance for the nose camera and belly-mounted microwave antenna. Typical crew configuration includes a camera operator who controls the news equipment from the left rear seat. E.N.G. equipment is described in detail in section 7.
SECTION 2: LIMITATIONS

AIRSPEED LIMITS

NEVER-EXCEED AIRSPEED ($V_{ne}$)

- All weights: 120 KIAS
- Autorotation: 100 KIAS

For $V_{ne}$ reductions with altitude and temperature, see placards on page 9-9.4.

WEIGHT LIMITS

Baggage Compartment:
- Maximum distributed floor load: 50 lb/ft² (244 kg/m²)
- Maximum total baggage load: 250 lb (113 kg)

FLIGHT AND MANEUVER LIMITATIONS

- Rear seat main monitor must be stowed below 500 feet AGL.
- Camera laptop controller must be stowed during taxi, takeoff, and landing.

INSTRUMENT MARKINGS

AIRSPEED INDICATOR

- Green arc: 0 to 110 KIAS
- Yellow arc: 110 to 120 KIAS
- Red cross hatch: 100 KIAS
- Red line: 120 KIAS
SECTION 2: LIMITATIONS (cont’d)

PLACARDS

Adjacent to pilot’s cyclic grip:

**POWER-ON \( V_{ne} \) - KIAS**

<table>
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<tr>
<th>PRESS</th>
<th>OAT- °C</th>
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</tr>
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<td>14000</td>
<td>96</td>
</tr>
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<td>16000</td>
<td>90</td>
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*NOTE: 65 KIAS MAXIMUM ABOVE 83% TORQUE*

**AUTOROTATION \( V_{ne} \) - KIAS**

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<tr>
<td>ALT-FT</td>
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<td>14000</td>
<td>93</td>
</tr>
<tr>
<td>16000</td>
<td>82</td>
</tr>
</tbody>
</table>

On rear seat main monitor:

**MONITOR MUST BE STOWED WHEN BELOW 500 FEET AGL**

On laptop camera controller:

**STOW DURING TAXI, TAKEOFF, AND LANDING**

Inside right rear under-seat compartment:

**NO STOWAGE**

Inside main baggage compartment:

**CAUTION**

- **MAXIMUM DISTRIBUTED FLOOR LOAD: 50 LB/FT\(^2\) (244 KG/M\(^2\))**
- **MAXIMUM TOTAL COMPARTMENT LOAD: 250 LB (113 KG)**
SECTION 3: EMERGENCY PROCEDURES

POWER FAILURE ABOVE 500 FEET AGL

Add:
If time permits, stow main rear seat monitor and laptop controller.

MAXIMUM GLIDE DISTANCE CONFIGURATION

With E.N.G. equipment installed, best glide ratio is about 4.8:1 or one nautical mile per 1300 feet AGL.

MINIMUM RATE OF DESCENT CONFIGURATION

With E.N.G. equipment installed, minimum rate of descent is about 1600 feet per minute. Glide ratio is about 3.8:1 or one nautical mile per 1600 feet AGL.
SECTION 4: NORMAL PROCEDURES

DAILY OR PREFLIGHT CHECKS

Add to item 3, Tailcone, Empennage, and Tail Rotor:
Verify security of camera on horizontal stabilizer

Add to item 4, Belly:
Verify security of microwave antenna pod

Add to item 7, Nose:
Verify security of camera and fairing

Add to item 8, Cabin area:
Verify security or proper stowage of cameras, monitors, and control panels.

CAUTION

Talent lights and video monitors can be distracting for some pilots during dark, night conditions. Ensure proper crew coordination prior to switching on equipment, and set brightness levels to pilot preference.

TAKEOFF PROCEDURE

Add:
Stow rear seat main monitor and laptop camera controller.

DESCENT, APPROACH, AND LANDING

Add:
Stow rear seat main monitor and laptop camera controller.
SECTION 5: PERFORMANCE

CLIMB PERFORMANCE, 2700 LB GROSS WEIGHT

E.N.G. equipment may reduce climb rate by as much as 350 ft/min.

CLIMB PERFORMANCE, 2200 LB GROSS WEIGHT

E.N.G. equipment may reduce climb rate by as much as 450 ft/min.
SECTION 6: WEIGHT AND BALANCE

CAUTION

Removal of nose-mounted camera causes a large shift in CG of empty helicopter. Calculate weight and balance prior to flight with camera removed to assure aft CG limit is not exceeded.

SECTION 7: SYSTEMS DESCRIPTION

AIRFRAME

The R66 is a four-place helicopter when E.N.G. equipment is installed.

Basic descriptions of news gathering equipment and systems are given below. More detailed information can be found in manufacturer’s documents supplied with individual pieces of equipment.

ELECTRICAL SYSTEM

An additional circuit breaker panel on the ledge just forward of the pilot’s seat contains all circuit breakers for E.N.G. equipment. The forward row of circuit breakers is a 28-volt bus and the aft row is a 14-volt bus. A 28 to 14-volt converter powers the 14-volt bus. The news equipment master switch on the left side of the panel controls power to all E.N.G. equipment.

NOTE

E.N.G. circuit breaker panel will not be powered by news equipment master switch unless avionics switch is also on.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

NOSE-MOUNTED CAMERA SYSTEM

The nose-mounted camera system consists of a gyro-stabilized, gimbal-mounted video camera in the chin and a power junction box in the main baggage compartment. A fairing between the camera ball and chin minimizes the aerodynamic effects of the camera. The camera is operated from the left rear seat via a laptop controller.

When not in use, the laptop controller may be stowed and secured in the recess at the aft end of the rear equipment console.

CAUTION

The laptop controller is heavy and can cause injury if not secured during a hard landing. Always secure controller during taxi, takeoff, and landing operations.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

AUDIO AND INTERCOM SYSTEM

The audio system consists of four audio control panels and an audio junction box. The audio junction box is located beneath the right rear seat. Power is supplied via a 5-amp circuit breaker in the main circuit breaker panel on the left hand side of the aircraft. Power to the audio system is not disconnected by the news equipment master switch.

The pilot’s audio panel is located on the accessory bar in front of the pilot’s seat. Push buttons are used to select a primary (transmit and monitor) audio component. Green LEDs indicate which audio component is currently selected as primary. Additional components may be monitored by selecting their toggle switches up. Sliders control volume level for each component being monitored.

Intercom control is at the far right of the audio panel. Toggle switch down isolates the pilot from the intercom. With the toggle switch up, the ICS slider controls volume, and the VOX slider (adjacent to the left) controls voice-activation threshold. VOX slider full down is maximum threshold (keyed intercom). Pushing the ICS pushbutton (illuminating the green LED) provides hot mic regardless of VOX slider position.

The first detent of the pilot’s trigger switch is the intercom key. The second detent transmits on the #1 VHF communications radio regardless of audio panel configuration. The audio panel transmit thumb button transmits on the panel-selected audio component.

A toggle switch to the left of the pilot’s audio panel may be used to bypass the audio system and connect the pilot directly to Com 1. This mode is automatically engaged in the event of an audio system power failure. (The transmit indicator on the radio display can be used to verify transmission.)
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

AUDIO AND INTERCOM SYSTEM (cont’d)

The left front seat audio panel operates in the same manner as the pilot’s audio panel but is not connected to the bypass toggle switch. The first detent of the copilot’s trigger switch is the intercom key, and the second detent transmits on the panel-selected audio component. A handheld transmit switch has been added for use when the left cyclic grip is removed.

The left front seat audio panel also controls the audio configuration for the right rear seat.

The left rear seat audio panel is connected to the left rear seat headset jack. The laptop camera controller contains intercom and transmit switches for the camera operator.

The microwave audio panel controls which signals are sent to the microwave transmitter and video recorder. Selecting the toggle switch up for a component sends its signal to the transmitter. Push buttons are not functional on this panel.

FORWARD MONITOR INSTALLATION

The forward monitor installation consists of two small LCD monitors mounted to the left and right of the instrument console. The right monitor displays nose camera, micro-camera, or video tape recorder images as selected by the video switcher. The left monitor displays TV broadcasts as selected by the TV tuner.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

AFT MONITOR INSTALLATION

The aft monitor installation consists of one large main LCD monitor mounted to the cross tube between the front seatbacks and either one or two smaller LCD monitors mounted near the longitudinal tube running above the rear center equipment console.

The large, main LCD monitor is mounted on a pivoting arm. The pivoting arm allows the monitor to be rotated between the stowed position inboard and operating position directly in front of the camera operator. A spring-loaded pin beneath the pivot locks the monitor in the stowed position. Pulling the pin releases the monitor for use. The Velcro tether attached to the monitor should be wrapped around the seat back cross tube to hold the monitor in the operating position. Detaching the tether will cause the monitor to return to the stowed position. Verify monitor locks in position after detaching tether.

NOTE

Monitor must be stowed below 500 ft AGL. If not stowed, the monitor is a potential source of head injury in an accident.

The main rear LCD monitor may be switched between three input signals. Input A displays nose camera, micro camera, or video recorder images as selected by the video switcher. Input B bypasses the video switcher and displays nose-camera images directly. The accessory input bypasses the video switcher and displays annotated nose-camera images.

One or two smaller auxiliary monitors are installed near the longitudinal tube above the rear equipment console and display TV broadcasts as selected by the TV tuner(s).
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

VIDEO SWITCHER

The video switcher is located in the rear equipment console and is used to select the video signal source (nose camera, video recorder playback, or micro cameras). The signal is then routed to the monitors, microwave transmitter, and video recorder.

TV TUNER

The TV tuner is mounted in the rear equipment console and is used to select television broadcasts to be displayed on the monitors. A second tuner is optional.

MICRO CAMERA SYSTEM

The micro camera system consists of three small cameras and their control units. The micro cameras are mounted at the tip of the horizontal stabilizer, on the windshield bow, and in the center of the cabin. The control units are located in the rear equipment console. The horizontal stabilizer camera is enclosed in a weatherproof case.

VIDEO RECORDER

The video recorder is located on the cross tube between the front seatbacks and has a built-in monitor and controls.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

MICROWAVE SYSTEM

The microwave transmitting system consists of a microwave transmitter, power amplifier, control panels, and a directional antenna pod.

The microwave transmitter is located in the main baggage compartment. The control panel for the transmitter is located in the rear equipment console.

The directional antenna pod is located beneath the aircraft belly at approximately the center of the cabin, and the power amplifier is mounted on top of it. The directional antenna pod contains a GPS tracking system which keeps the antenna aimed at a ground-based receive site. The antenna has its own control panel located in the rear equipment panel.

FM TRANSCEIVERS

FM transceiver #1 is mounted in the lower instrument panel, and FM transceivers #2 and #3 are mounted in the rear equipment console. All 3 transceivers are selectable from any of the three main audio control panels.

AM/FM RECEIVERS

An optional AM/FM receiver may be mounted in the rear equipment console. The receiver is selectable from any of the three main audio control panels.

SCANNER

A multi-band scanner may be installed in place of the AM/FM receiver and is selectable from any of the three main audio control panels.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

TALENT LIGHT

The forward talent light is mounted on the left side of the instrument console and is used to illuminate the left front seat occupant (typically a reporter) during broadcasts in low-light conditions. Beam elevation is adjustable via a friction mount. The aft talent light is mounted on top of the center-cabin camera and is used to illuminate rear seat areas as desired. The forward light is controlled by a toggle switch on the rear equipment console, and the aft light is controlled by a switch on the light itself.

CAUTION

Talent lights may cause glare for pilot at night. Switch lights off if glare is objectionable.

SEATS, BELTS, AND BAGGAGE

Baggage is not permitted in the compartment under the right rear seat due to electronic equipment and wiring in that area.

LANDING GEAR

Extended forward landing gear struts provide additional ground clearance for the camera and directional microwave pod. Ground clearance at the tail is reduced by approximately 8 inches with the helicopter parked.

SECTION 8: HANDLING AND MAINTENANCE

For ground handling, a second set of wheel installation supports is provided forward on the landing gear skids. For ground handling using MT950 towcart, install wheels at forward supports and use cart at aft cross tube as indicated on cart instructions. For ground handling without towcart, wheels may be installed at all four support locations.
This supplement must be included in the FAA-approved Pilot’s Operating Handbook when the factory-supplied cargo hook and associated equipment is installed.

Information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic Pilot’s Operating Handbook.

Approved by:

Manager, West Flight Test Section, AIR-716
Federal Aviation Administration
Los Angeles, CA

DATE: July 6, 2018

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* Manufacturer’s data, not FAA approved.
SECTION 1: GENERAL

INTRODUCTION

This supplement applies to:

- Belly-mounted cargo hook
- Electric and manual cargo release systems
- Left side cyclic control with hydraulic switch and left side collective control with start button
- Load-weigh system
- Provisions for remote control of equipment carried by cargo hook
- Forward door(s) with large bubble window
- Skid-mounted cargo mirror(s)

Limitations are found in Section 2 and equipment descriptions are found in Section 7 of this supplement.

All of the following combinations of hook-related equipment are approved flight configurations:

- Cargo hook installed or removed
- Left side cyclic with hydraulic switch and/or left side collective with start button installed or removed

**NOTE**

Controls without switch/button may also be substituted. In this case, observe right seat solo flight limitation from basic handbook.

- One or both doors with large bubble window installed or removed
- One or both skid mirrors installed or removed

The cargo hook installation is not compatible with pop-out floats.
SECTION 2: LIMITATIONS

AIRSPEED LIMITS

ADDITIONAL AIRSPEED LIMITS

100 KIAS maximum when one or both forward cabin doors with a large bubble window are installed.

80 KIAS maximum with any external load on hook.

**CAUTION**

Maximum safe airspeed with external load depends upon load configuration. It is the operator’s responsibility to establish a maximum airspeed for each specific load.

POWERPLANT LIMITATIONS

During external load operations, maximum transient torque of 110% for up to 10 seconds is permitted for hover and hovering maneuvers.

**NOTE**

Transient torque allowance is permitted only at airspeed below effective translational lift (approximately 15 to 20 knots) to account for pilot reaction to gusts or other momentary conditions while operating with heavy external loads.

WEIGHT LIMITS

Maximum external load: 1200 lb (544 kg)

Maximum combined weight of helicopter and external load: 2900 lb (1315 kg)

(Weight above 2700 lb must be jettisonable external load. Maximum weight on landing gear is 2700 lb.)
SECTION 2: LIMITATIONS (cont’d)

CENTER OF GRAVITY LIMITS

See figure below for longitudinal CG limits for helicopter with external load. Lateral CG limits are unchanged. Weight above standard CG envelope must be jettisonable external load.

LONGITUDINAL CENTER OF GRAVITY LIMITS
SECTION 2: LIMITATIONS (cont’d)

FLIGHT AND MANEUVER LIMITATIONS

Maximum operating density altitude 7000 feet for combined weight of helicopter and external load above 2700 lb.

Solo flight from left seat permitted provided left seat cyclic with hydraulic control switch is installed, left seat collective with engine start button is installed, and forward right seat belt is buckled.

Autorotations for any reason other than an actual emergency prohibited while carrying external load.

KINDS OF OPERATION LIMITATIONS

External load operations in accordance with 14 CFR § 133 may be conducted under the terms of a valid Rotorcraft External-Load Operator Certificate. The Rotorcraft Load Combination (RLC) must be Class B, Non-Human External Cargo (NHEC).

Night operations prohibited while carrying external load.
Night operations prohibited with one or both doors with a large bubble window installed.

NOTE

There may be additional requirements in countries outside the United States.
SECTION 2: LIMITATIONS (cont’d)

PLACARDS

Near hook on aircraft belly:

HOOK LOAD LIMIT 1200 LB (544 KG)

In clear view of pilot:

MAX SPEED WITH EXT LOAD 80 KIAS

APPROVED FOR ROTORCRAFT-LOAD COMBINATION CLASS B, NON-HUMAN EXTERNAL CARGO ONLY

PER 14 CFR § 133.35(A), NO PERSON MAY BE CARRIED DURING EXTERNAL LOAD OPERATIONS UNLESS THAT PERSON:

(1) IS A FLIGHT CREWMEMBER OR TRAINEE
(2) PERFORMS AN ESSENTIAL FUNCTION IN CONNECTION WITH THE EXTERNAL LOAD OPERATION, OR
(3) IS NECESSARY TO ACCOMPLISH THE WORK DIRECTLY ASSOCIATED WITH THAT OPERATION

FLIGHT LIMITED TO DAY VFR CONDITIONS WHILE CARRYING EXTERNAL LOAD

On door(s) with large bubble window:

WITH THIS DOOR INSTALLED:
• MAXIMUM SPEED 100 KIAS
• NIGHT FLIGHT PROHIBITED
SECTION 2: LIMITATIONS (cont’d)

PLACARDS (cont’d)

Near each cyclic release button:

HOOK RELEASE

Near each mechanical release knob:

HOOK RELEASE

The following placard is not required on left cyclic grip with hydraulic switch:

SOLO FROM RIGHT SEAT ONLY
SECTION 3: EMERGENCY PROCEDURES

POWER FAILURE – GENERAL

In case of power failure, release cargo using HOOK RELEASE after entering autorotation.

CAUTION

Consider people and property on ground when releasing cargo.

MAXIMUM Glide DISTANCE CONFIGURATION

With one or both doors with a large bubble window installed, best glide ratio is about 4.8:1 or one nautical mile per 1300 feet AGL.

MINIMUM RATE OF DESCENT CONFIGURATION

With one or both doors with a large bubble window installed, minimum rate of descent is about 1450 feet per minute. Glide ratio is about 4.1:1 or one nautical mile per 1500 feet AGL.

HOOK RELEASE BUTTON FAILURE

Pull manual release knob to release cargo.
SECTION 4: NORMAL PROCEDURES

RECOMMENDED AIRSPEEDS

Recommended airspeeds are not applicable with external load. Observe 80 KIAS external load speed limitation. Some loads may require lower speeds.

DAILY OR PREFLIGHT CHECKS

Add to Item 4, Belly:

Verify hook secure, no damage to hook, wiring, or surrounding structure.

Swivel hook to travel extremes. Verify no binding of release cable or wiring.

Check release cable rigging through window in manual release cover. Lightly depress manual release lever and verify slack in cable.

CAUTION

Verify no cargo lines pass over landing gear skid tubes or struts.

Add to Item 7, Nose:

Verify cargo mirrors (if installed) secure, no damage.

Add to Item 8, Cabin:

Cycle hook release buttons and manual release controls to verify proper hook function.

Cycle external load control switches to verify proper function (if applicable).

Verify cargo instruments (load meter, MGT, Torque) are unobstructed and have no visible damage.

Zero load meter (as required).
SECTION 4: NORMAL PROCEDURES (cont’d)

CARGO HOOK USE

Prior to external load operations, verify ground crew has been properly instructed regarding electrical grounding and discharge of static electricity. Helicopter should be electrically grounded prior to attaching or removing external load in order to prevent static discharge arc.

Rig external load such that only one primary load ring is in contact with the cargo hook. Do not use multiple load rings, rope, or straps directly on the hook.

**CAUTION**

It is the responsibility of the operator to ensure safe rigging configuration for each load carried.

Prior to lifting an external load, ground crew should verify that the hook lock indicator on the side of the hook is in the fully locked position. (Lock indicator diamond must align with engraved lines on the manual release cover).

Apply collective smoothly when lifting load.

**CAUTION**

Size and shape of load as well as load rigging may affect flight characteristics. It is the responsibility of the operator to establish safe operational limits for each specific load.

The hook release button at the cyclic grip opens the cargo hook to release the external load. The manual release knob may also be used to release the load.

The external load control switch at the cyclic grip controls remote functions for equipment attached to the hook.
USE OF CHARTS

HOVER PERFORMANCE

Out-of-ground-effect (OGE) hover performance for gross weights above 2700 lb is provided on page 9-10.13. Hover performance is only presented up to 7000 feet density altitude since weight is limited to 2700 lb above this altitude. For weights below 2700 lb, use the chart on page 5-8 of the basic handbook.

Note that the hover performance shown on page 9-10.13 is achieved at the 100% engine torque limit for all but the lower left corner of the chart. The engine is able to produce 100% torque without exceeding MGT limits. (Engine anti-ice may be on below 10°C and is not needed above 10°C.) However, the engine will still be near MGT limits. A torque transient above 100% or use of cabin heat could result in an MGT exceedance. Increasing torque by 10% increases MGT by approximately 30°C, and using full cabin heat increases MGT by approximately 60°C. Pilots should maintain an adequate MGT margin to allow for torque transients. This may require operating at reduced weight and/or restricting heater use.
SECTION 5: PERFORMANCE (cont’d)

OGE HOVER CEILING VS GROSS WEIGHT

Use chart on page 9-10.13 for weights above 2700 lb.

CLIMB PERFORMANCE

Due to drag variations with load type and rigging, climb performance charts may not be valid while carrying external load.

CLIMB PERFORMANCE, 2700 LB (1225 KG) GROSS WEIGHT

Climb rate may be reduced by up to 350 ft/min with one or both doors with a large bubble window installed.

CLIMB PERFORMANCE, 2200 LB (998 KG) GROSS WEIGHT

Climb rate may be reduced by up to 450 ft/min with one or both doors with a large bubble window installed.

HEIGHT-VELOCITY DIAGRAM

Due to drag and handling qualities variations with load type and rigging, the height-velocity diagram may not be valid while carrying external load.
SECTION 5: PERFORMANCE (cont’d)

OUT OF GROUND EFFECT, ZERO WIND
100% TORQUE EXCEPT AS NOTED
ENGINE ANTI-ICE OFF OR ON BELOW 10°C
CABIN HEAT OFF, 50 AMP GENERATOR LOAD

OGE HOVER CEILING VS. GROSS WEIGHT

*Gross weight limited to 2700 lb above 7000 feet density altitude.

FAA APPROVED: 6 JUL 2018
SECTION 6: WEIGHT AND BALANCE

The longitudinal arm of the cargo hook is 90.8 inches from the datum, and the lateral arm is -4.1 inches from the datum. These values may be used for weight and balance calculations when carrying external load. The weight and balance limits for the helicopter with external load are specified in Section 2 of this supplement.

NOTE

Doors with a large bubble window weigh more than standard doors. They should be individually weighed for weight and balance calculations.
SECTION 7: SYSTEMS DESCRIPTION

GENERAL

The cargo hook installation provides equipment for carrying external loads. External load operations in the United States require a valid Rotorcraft External-Load Operator Certificate in accordance with 14 CFR § 133.

The cargo hook installation consists of the following:

- Belly-mounted cargo hook.
- Electric cargo release buttons on left and right side cyclic control.
- Manual cargo release knobs for left and right front seats.
- Hydraulic switch and radio controls added to left-side cyclic (duplicates controls on right-side cyclic).
- Start button added to left-side collective (duplicates start button on right-side collective).
- A load weighing system.
- Additional MGT gage and torque meter for left seat pilot.
- Provisions for remote control of equipment carried as external load (such as remote hook on a long line).

The hook installation may also include:

- Forward doors with a large bubble window (left, right or both).
- Skid mounted mirrors to assist in viewing external loads (left, right, or both).
CARGO HOOK

A view of the cargo hook is shown on the following page. The hook is mounted to a hard point on the helicopter belly.

A hook lock indicator on the side of the hook’s manual release cover provides verification that the hook is fully latched. The indicator diamond must be aligned with the engraved lines on the cover prior to lifting an external load.

A window in the manual release cover allows verification of proper rigging of the manual release cable. The cable should have a small amount of slack to ensure that cable tension does not cause an inadvertent hook release. Proper rigging should be verified during preflight by lightly depressing the manual release lever and observing a small gap between the cable’s ball end and the release lever fork.

To ensure that the hook will release properly, the load should be rigged such that only a primary load ring (Robinson part no. MT142-1 or equivalent) is in contact with the hook.

Loads may be released from the hook by three methods. Primary release is by depressing the HOOK RELEASE button at the cyclic grip which energizes a solenoid that releases a latch and allows the hook to open. Manual release is by pulling the HOOK RELEASE knob located adjacent to the base of the collective. Pulling the knob pulls the inner wire of the manual release cable to open the hook latch. There is also a manual release lever on the side of the hook for use by ground crew.

All three release methods should be checked during preflight to confirm proper operation.
CARGO HOOK INSTALLATION

Load weigh harness

Electrical release harness

Manual release cover

Hook lock indicator

Manual release lever

Cable slack when manual release lever is lightly depressed

MT142-1 Primary load ring

FORWARD ➨

Load rigged to primary ring
FLIGHT CONTROLS

A HOOK RELEASE button is to the right of the hydraulic switch on each cyclic grip.

The left-side cyclic for the cargo hook includes a hydraulic switch and radio control buttons similar to the right-side cyclic.

A padded elbow rest is provided at the base of the left-side collective. This allows the left-side pilot to brace his elbow for stability while leaning out to see external loads. The elbow rest is adjustable up and down via a friction knob on the front face of its support. It is also removable by completely unscrewing the knob.

**NOTE**

When the left side cyclic for the cargo hook is installed, both hydraulic switches must be ON to enable the system.

REMOVABLE FLIGHT CONTROLS

There is an additional electrical plug where the left-side grip mates with the cyclic cross tube and an additional electrical plug at the base of the left-side collective.

ENGINE CONTROLS

The left-side collective incorporates an engine start button.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

FUEL SYSTEM

A <12 GAL FUEL indicator light illuminates with approximately 12 gallons of usable fuel remaining. The light is activated by a second float switch in the fuel tank and is independent of the standard (5 gallon) LOW FUEL annunciator. At moderate to high power settings, the 12 gallon light will illuminate approximately 15 to 20 minutes flying time prior to the LOW FUEL annunciator.

NOTE

Due to the geometry of the fuel tank, the exact level at which the <12 GAL FUEL light illuminates varies with helicopter pitch and roll attitude and is therefore affected by helicopter CG. 12 gallon indication is correct in a level attitude. Light may come on with as low as 8 gallons or as high as 16 gallons usable fuel remaining if helicopter is loaded to CG limits. Aft, left loadings cause the light to illuminate with less than 12 gallons remaining, and forward, right loadings cause the light to illuminate with more than 12 gallons remaining.

ELECTRICAL SYSTEM

The cargo hook electric releases are powered by the HOOK RELEASE circuit breaker. The load cell is also powered by the HOOK RELEASE breaker.

The controls for external equipment are powered by the EXT LOAD circuit breaker.

The left-side (door sill mounted) torque meter and MGT indicator receive power from the main (panel-mounted) torque meter.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

INSTRUMENT PANEL

A second torque meter and MGT indicator are provided near the left door sill. These allow the pilot to monitor power limits while leaning out to see external loads. A toggle switch in the door sill controls an instrument light for these gages.

SEATS, BELTS, AND BAGGAGE

Anchor points in the cabin ceiling above the door posts are provided for attaching a safety tether or harness for operations which involve leaning outside the cabin. Robinson offers a part no. MT184-1 harness for pilot use during cargo hook operations.

NOTE

The MT184-1 harness is considered a pilot accessory and has no FAA approval.

EXTERNAL LOAD CONTROL

External load functions are controlled by the EXT LOAD CONTROL momentary toggle switch located below and to the left of the radio control buttons on each cyclic grip.

The EXT LOAD CONTROL switch is a 3-position switch. The center, spring-loaded position is neutral. Momentary toggle up and momentary toggle down provide switched 28-volt power to external equipment. An electrical receptacle on the aircraft belly is provided for interface with external equipment and includes a decal showing pin assignments. A Robinson part no. MT143-1 wire harness is available for connecting to the receptacle. Control functions will vary with the type of equipment being used.

CAUTION

If using an external long line, release of load from end of line may cause substantial line recoil depending on characteristics of the line.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

LOAD WEIGH SYSTEM

The load weigh system consists of a load cell incorporated in the hook attaching hardware and a display installed near the left door sill.

The display shows load on the hook in tens of pounds (e.g. 90 indicates 900 lb.). An on-off toggle switch is adjacent to the display, and the display is internally lit.

NOTE

The load weigh system is for reference only. Correct weight and balance is the responsibility of the pilot in command based on actual weighing or on reliable weight data for cargo to be carried.

DOORS WITH LARGE BUBBLE WINDOW

Doors with a large bubble window are designed such that pilots may lean their head into the bubble in order to look straight down at an external load. The left door contains a second, lower window that allows the pilot to look back inside at the torque meter, MGT indicator, and load cell display. Each door contains an electric fan to aid with defogging. The fan is controlled by a toggle switch on the fan housing. The doors can be removed and installed in the same manner as standard doors with the addition of an electrical plug for the fans.

CARGO MIRRORS

Mirrors may be installed near the forward end of one or both landing gear skid tubes. The mirrors are intended to assist the pilot in viewing external loads. The mirrors are mounted on friction ball joints and may be adjusted to optimal angles prior to takeoff.
SECTION 8: HANDLING AND MAINTENANCE

CARGO HOOK

The R66 Maintenance Manual provides removal, installation, and servicing instructions for the cargo hook.

CABIN DOORS

The doors with a large bubble window may be removed and installed by maintenance personnel or pilots. Use the same procedure as for standard doors, except disconnect the fan power wire prior to door removal and reconnect it upon installation.
This supplement must be included in the FAA-approved Robinson R66 Pilot’s Operating Handbook when certain factory-supplied optional avionics are installed.

Information contained herein supplements or supersedes the basic manual only in those areas listed in this supplement. For limitations, procedures, and performance information not contained in this supplement, consult the basic R66 Pilot’s Operating Handbook.

APPROVED BY:  
Acting Manager, West Flight Test Section, AIR-716  
Federal Aviation Administration  
Los Angeles, CA  
DATE: April 18, 2018

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* Manufacturer’s data, not FAA approved.
SECTION 1: GENERAL

INTRODUCTION

This supplement provides additional information for certain avionics options. A set of manufacturers’ instructions for all installed avionics is provided with each new helicopter.

The following equipment is addressed in this supplement:

- Aspen Avionics EFD 1000H PFD and EFD 500H MFD
- Garmin G500H avionics system with non-touch screen display (GDU 620)
- Garmin G500H avionics system with touch screen display (GDU 1060 TXi or GDU 700L TXi)

NOTE

For all Robinson Primary Flight Display (PFD)/ Multi Function Display (MFD) installations, the airspeed indicator, altimeter, compass, tachometer, and engine instruments are retained. Pilots should use the traditional instruments as primary unless fully familiar with the installed avionics.
Section 2: Limitations
No change.

Section 3: Emergency Procedures
No change.

Section 4: Normal Procedures
No change.

Section 5: Performance
No change.

Section 6: Weight and Balance
No change.

Section 7: Systems Description
See below.

Section 8: Handling and Maintenance
No change.
SECTION 7: SYSTEMS DESCRIPTION

ASPEN EFD 1000H PFD AND EFD 500H MFD

The Aspen Electronic Flight Display (EFD) 1000H is a Primary Flight Display (PFD) optimized for helicopter use. It is available in a “Pilot” (basic) version or “Pro” (with more advanced navigation features) version.

The Aspen EFD 500H is a Multifunction Display (MFD) optimized for helicopter use.

Robinson configurations are either a single EFD 1000H PFD or a dual installation with one EFD 1000H PFD and one EFD 500H MFD. A typical dual-installation instrument panel is illustrated on the following page.

The manufacturer’s documents for the EFD 1000H and EFD 500H are:

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<tr>
<td><em>EFD 1000H PFD Pilot’s Guide</em></td>
<td>091-00012-001</td>
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<tr>
<td><em>Aspen Avionics Evolution Flight Display</em></td>
<td></td>
</tr>
<tr>
<td><em>EFD 1000H/500H MFD Pilot’s Guide</em></td>
<td>091-00013-001</td>
</tr>
</tbody>
</table>

**NOTE**

A Robinson part no. D327-4 light filter may be used to reduce reflections in the windshield at night. The light filter is installed by clipping it to the front of the display. Filter use is at pilot discretion.
1. AIRSPEED INDICATOR
2. $N_2$ AND ROTOR TACHOMETERS
3. ALTIMETER
4. TORQUEMETER
5. CLOCK
6. MULTI-FUNCTION DISPLAY
7. PRIMARY FLIGHT DISPLAY
8. ANNUNCIATOR PANEL
9. ANNUNCIATOR TEST BUTTON
10. AMMETER
11. ENGINE OIL TEMP GAGE
12. OUTSIDE AIR TEMP/VOLTMETER
13. ENGINE OIL PRESSURE GAGE
14. FUEL GAGE
15. PANEL LIGHTS DIMMER
16. ROTOR BRAKE ANNUNCIATOR
17. IGNITER SWITCH
18. MGT GAGE
19. $N_1$ TACHOMETER
20. CABIN AIR
21. NAVIGATION LIGHTS SWITCH
22. ANTI-COLLISION LIGHT SWITCH
23. AVIONICS MASTER SWITCH
24. GENERATOR SWITCH
25. BATTERY SWITCH
26. FUEL CUTOFF WITH GUARD
27. AUDIO CONTROL
28. AVIONICS STACK
29. HOURMETER
30. CYCLIC FRICTION
31. CABIN HEAT
32. ELT SWITCH (OPTIONAL)
33. PITOT HEAT SWITCH (OPT’L)
34. ENGINE ANTI-ICE SWITCH

OPTIONAL INSTRUMENT PANEL WITH ASPEN EFD 1000H PFD and EFD 500H MFD
(Exact panel configuration may vary with optional equipment and date of helicopter manufacture.)
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

GARMIN G500H SYSTEM WITH GDU 620 (NON-TOUCH SCREEN) DISPLAY

The Garmin GDU 620 display is a split screen PFD/MFD designed for use with Garmin’s G500H helicopter avionics system.

A typical Robinson Installation is illustrated on the following page.

The manufacturer’s document for the G500H system with GDU 620 display is:

<table>
<thead>
<tr>
<th>Title</th>
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<tr>
<td><em>Garmin G500H Pilot’s Guide</em></td>
<td>190-01150-02</td>
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</table>

**NOTE**

A Robinson part no. D327-1 light filter may be used to reduce reflections in the windshield at night. The light filter is installed by clipping it to the front of the display. Filter use is at pilot discretion.
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

1. AIRSPEED INDICATOR
2. $N_2$ AND ROTOR TACHOMETERS
3. ALTIMETER
4. TORQUEMETER
5. MULTI-FUNCTION DISPLAY
6. ANNUNCIATOR PANEL
7. ANNUNCIATOR TEST BUTTON
8. PRIMARY FLIGHT DISPLAY
9. OPTIONAL INSTRUMENT
10. CLOCK
11. AMMETER
12. OUTSIDE AIR TEMP/VOLTMETER
13. PANEL LIGHTS DIMMER
14. ENGINE OIL TEMP GAGE
15. MGT GAGE
16. ENGINE OIL PRESSURE GAGE
17. FUEL GAGE
18. $N_1$ TACHOMETER
19. GPS NAVIGATOR
20. IGNITER SWITCH
21. ROTOR BRAKE LIGHT
22. CABIN AIR
23. NAVIGATION LIGHTS SWITCH
24. ANTI-COLLISION LIGHT SWITCH
25. AVIONICS MASTER SWITCH
26. GENERATOR SWITCH
27. BATTERY SWITCH
28. FUEL CUTOFF WITH GUARD
29. AUDIO CONTROL
30. AVIONICS STACK
31. HOURMETER
32. CYCLIC FRICTION
33. CABIN HEAT
34. ELT SWITCH (OPTIONAL)
35. PITOT HEAT SWITCH (OPT’L)
36. ENGINE ANTI-ICE SWITCH

OPTIONAL INSTRUMENT PANEL WITH
GARMIN G500H SYSTEM WITH GDU 620 DISPLAY
(Exact panel configuration may vary with optional
equipment and date of helicopter manufacture.)
SECTION 7: SYSTEMS DESCRIPTION (cont’d)

GARMIN G500H SYSTEM WITH GDU 1060 TXi OR GDU 700L TXi TOUCH SCREEN DISPLAY

The Garmin GDU 1060 TXi is a 10.6 inch diagonal split screen PFD/MFD designed for use with Garmin’s G500H Helicopter Avionics System.

The Garmin GDU 700L TXi is a 7 inch diagonal PFD/MFD designed for use with Garmin’s G500H helicopter avionics system.

Both displays use a touch screen for pilot interface, with primary functions duplicated via knobs and buttons.

Robinson installations for each of the displays are illustrated on the following pages.

The manufacturer’s document for the G500H system with GDU 1060 TXi or GDU 700L TXi display is:

<table>
<thead>
<tr>
<th>Title</th>
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<tr>
<td>Garmin G500(H)/G600/G700 TXi Pilot’s Guide</td>
<td>190-01717-11</td>
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SECTION 7: SYSTEMS DESCRIPTION (cont’d)

1. AIRSPEED INDICATOR
2. N₂ AND ROTOR TACHOMETERS
3. ALTIMETER
4. TORQUEMETER
5. PRIMARY/MULTI-FxN DISPLAY
6. BATTERY STATUS LIGHT
7. ANNUNCIATOR PANEL
8. ANNUNCIATOR TEST BUTTON
9. OPTIONAL INSTRUMENT
10. CLOCK
11. AMMETER
12. OUTSIDE AIR TEMP/VOLTMETER
13. PANEL LIGHTS DIMMER
14. ENGINE OIL TEMP GAGE
15. MGT GAGE
16. ENGINE OIL PRESSURE GAGE
17. FUEL GAGE
18. N₁ TACHOMETER
19. GPS NAVIGATOR
20. IGNITER SWITCH
21. ROTOR BRAKE ANNUNCIATOR
22. CABIN AIR
23. NAVIGATION LIGHTS SWITCH
24. ANTI-COLLISION LIGHT SWITCH
25. AVIONICS MASTER SWITCH
26. GENERATOR SWITCH
27. BATTERY SWITCH
28. FUEL CUTOFF WITH GUARD
29. AUDIO CONTROL
30. AVIONICS STACK
31. HOURMETER
32. CYCLIC FRICTION
33. CABIN HEAT
34. ELT SWITCH (OPTIONAL)
35. PITOT HEAT SWITCH (OPT’L)
36. ENGINE ANTI-ICE SWITCH

OPTIONAL INSTRUMENT PANEL WITH
GARMIN G500H SYSTEM WITH GDU 1060 TXi DISPLAY
(Exact panel configuration may vary with optional equipment and date of helicopter manufacture.)
### Section 7: Systems Description (cont’d)

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<td>34</td>
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**Optional Instrument Panel with Garmin G500H System with GDU 700L TXi Display**

(Exact panel configuration may vary with optional equipment and date of helicopter manufacture.)

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