



Civil Aviation Administration of China (CAAC)

Aircraft Evaluation Group (AEG)

Aircraft Evaluation Report

For

Bell 429

Revision 0

Date: 21/JAN/2012

Manufacturer: Bell Helicopter Textron Canada Limited

Revision Record & Approval

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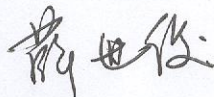
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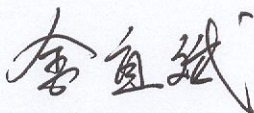


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Foreword

The Bell 429 was developed by Bell Helicopter Textron Canada Limited (Bell Helicopter) and first type certificated by Transport Canada Civil Aviation (TCCA) on June 2009 as Normal Category Rotorcraft, and the Validation Type Certificate has been approved by CAAC Aircraft Airworthiness Department on October 9th 2011.

The Bell 429 is with twin P&WC engine installation (Model PW207D1 or PW207D2), 4 bladed main rotor and 4 bladed tail rotor. The Maximum internal gross weight of Bell 429 is 3,175 kg, designed for Maximum Occupants of 8 (includes crew). Bell 429 cockpit configuration contains an entirely new (to Bell Helicopter) avionics/navigation display system.

Bell 429 was first evaluated by the CAAC AEG on January 2012.

Section 1: Pilot Type Rating and Qualification Specification

1.1 Statement and Explanation

This section is the formal notification that CAAC AEG has conducted Flight Standardization Board (FSB) evaluation for the Bell 429 type aircraft based on the Operational Evaluation Report published by TCCA, which specifies the pilot type rating, training, checking, and currency specifications for the flight crews.

Hereby, the provisions in this section can be used, as the basis, by Chinese operators to develop their pilot qualification and training program for above aircraft.

Alternate means of compliance to the requirements of CCAR 61, 91, 135, other than as specified in the provisions of this section, must be approved by Flight Standards Department of the CAAC. If alternate compliance is sought, operators will be required to establish that proposed alternate means provide an equivalent level of safety to the provisions of this section, and analysis, demonstrations, proof of concept testing, differences documentation, or other evidence may be required.

Find TCCA OE Report here:

<http://www.tc.gc.ca/eng/civilaviation/standards/commerce-OEB-Reports-3632.htm>

1.2 Pilot Type Rating and Licence Endorsement

Upon the FSB evaluation, the Pilot Type Rating for Bell 429 is listed as follows:

Manufacturer	Aircraft Type	Pilot Type Rating
Bell Helicopter Textron Canada Limited	Bell 429	B429

License endorsement:

"B429" for getting a type rating for Bell 429, and checking records should also be shown.

1.3 ODR and MDR

This section is reserved for future variants of the Bell 429.

1.4 Specification for Training

The Type Rating Training course proposed by Bell Helicopter for the B429 is as follows, and has to be considered as a minimum:

- Pilot Training Syllabus Bell Model 429 (429 Pilot Ground and Flight Procedures Transition Training)

***Note 1:** The syllabus includes both VFR and IFR Courses.*

***Note 2:** For pilots not having previous experience with glass cockpits, Garmin GPS units and multi-engine helicopters, additional requirements may be appropriate depending on the intended operational environment.*

***Note 3:** For operators required to conduct Category A Operation, the appropriate Category A elements should be within the Bell 429 pilot training program as per the RFM Category A Flight Supplement.*

***Note 4:** For scenario-based training (e.g. NVG, Hoist operation), it will be provided through individual modules other than the type rating course, and some training may be provided by other suppliers.*

***Note 5:** Pilot Training Syllabus is available by request to Bell Helicopter.*

Specifications for particular emphasis elements during training are as follows:

- a) Garmin 430 and/or 530 GPS as applicable,
- b) Automatic Flight Control System (AFCS),
- c) Data Source Selection for the Display Units (DU), Air Data Attitude Heading

Reference System (ADAHRS), Data Control Unit (DCU), Electronic Engine Control Unit (ECU), Crew Alerting System (CAS), and Air Data Interface Unit (ADIU),
d) Enhanced Ground Proximity Warning System (EGPWS) and,
e) Traffic Collision and Avoidance System (TCAS).

In addition, the following characteristics of the Bell 429 should be emphasized throughout the training program:

- exercise crew coordination and proper flight management (task sharing and crosschecking) due to the high level of automation.
- handle Engine Indication and Crew Alerting System (EICAS) cascading messages by proper identification of which malfunction originated thereto-associated failure conditions.

1.5 Specification for Checking

As required by CCAR Part 61 and 135.

For pilots not having previous experience with glass cockpits, Garmin GPS units and multi-engine helicopters, checking for demonstration of Instrument Flight should be included for a pilot proficiency ride.

1.6 Specification for Currency

As required by CCAR Part 61 and 135.

1.7 Specification for Flight Simulation Training Devices

When this report has been finalized, no Flight Simulation Training Devices were qualified in accordance with CCAR Part 60 for the Bell 429.

Section 2: Master Minimum Equipment List

2.1 Statement and Explanation

This section is the formal notification that the CAAC AEG has conducted Flight Operation Evaluation Board (FOEB) evaluation for the Bell 429 aircraft based on the Bell 429 Master Minimum Equipment List published by TCCA, which outlines the items of equipment that may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations.

Hereby, the MMEL and its future revisions published by TCCA can be used, as the basis, by Chinese operators to develop their Minimum Equipment List (MEL) for Bell 429 Helicopters. In addition, CAAC Supplement for TCCA MMEL in this section should also be considered by Chinese operators in developing their MEL.

Find the TCCA MMEL here:

[http:// wwwapps2.tc.gc.ca/Saf-Sec-Sur/2/MEL-LEM/m_e_l_s.aspx?lang=eng](http://wwwapps2.tc.gc.ca/Saf-Sec-Sur/2/MEL-LEM/m_e_l_s.aspx?lang=eng)

2.2 CAAC Supplemental for TCCA MMEL:

1. System & Sequence N ^o Item			2. Repair Time Interval Categories		
			3.	Number Installed	
				4.	Number Required For Dispatch
					5. Remarks or Exceptions
21- AIR CONDITIONING					
2	Bleed Air Heater	C	1	0	(M) May be inoperative provided system is deactivated and secured.

3	Air Conditioner	D	1	0	(M) May be inoperative provided system is deactivated and secured.

5	Display Unit (DU) Fans	C	-	-	(O) One fan per DU may be inoperative.
	Note: 3 rd Display Unit is optional				
22- AUTOFLIGHT					
3	Collective Trim	C	1	0	May be inoperative provided collective trim is selected OFF.

25- EQUIPMENT/FURNISHINGS					
3	Emergency Medical Service (EMS) Equipment	D	-	0	(M) and/or (O) procedures may be required based on STC Maintenance Instructions.

5	Automatically Deployable Emergency Locator Transmitter (ELT (AD))	D	-	-	As required by Regulation. May be inoperative or missing.

6	Survival Emergency Locator Transmitter (ELT (S))	D	-	-	As required by Regulation. May be inoperative or missing.

7	Emergency Floatation System	D	1	-	(M) As required by Regulation. May be inoperative provided system is deactivated and secured.

9	Hoist	D	1	0	(M) May be inoperative provided system is deactivated and secured.

10	Forward Looking Infra Red (FLIR)	D	1	0	(M) May be inoperative provided system is deactivated and secured.

	(1) Fore/Aft adjustment	C	1	0	(M) May be inoperative provided seat is secured in a position acceptable to crew member and egress is not impaired.
	(2) Height adjustment	C	1	0	(M) May be inoperative provided seat is secured in a position acceptable to crew member and egress is not impaired.
26- FIRE PROTECTION					

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1. System & Sequence N ^o Item		2. Repair Time Interval Categories			
			3.	3. Number Installed	
				4.	Number Required For Dispatch
					5. Remarks or Exceptions
1	Engine Fire Extinguisher Bottle	C	-	1	(M) Any in excess of one may be (O) inoperative provided system is deactivated and secured.
30- ICE and RAIN PROTECTION					
1	Pitot / Static Heater System	C	2	0	May be inoperative for day VFR provided there is no visible moisture.
		C	2	0	May be inoperative for day VFR provided OAT is above +4 C.
		C	2	1	One may be inoperative provided OAT is above +10 degrees C.
31- INDICATING/RECORDING SYSTEMS					
5	3rd (Left) Display Unit (DU)				

	(1) Dual Pilot Operation	C	1	0	May be inoperative for day VFR provided:- (a) Center and Right DUs are operative, and (b) PNF is in the left hand seat.
	(2) Single Pilot Operation	D	1	0	May be inoperative provided PIC is in the right hand seat.
6	Health Usage Monitoring System (HUMS)	D	1	0	

7	Hanger Bearing Monitoring	D	1	0	

8	Flight Data Recorder (FDR)	D	1	0	As required by Regulation.

9	Cockpit Voice Recorder (CVR)				

	(1) If required by Regulations	A	1	0	May be inoperative provided repairs are made within 3 flight days.
	(2) If not required by Regulations	D	1	0	
33 – LIGHTS					
12	NVG Lighting System	D	1	0	May be inoperative provided NVG operations are not conducted.

34 – NAVIGATION					
2	Navigation Equipment				

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1. System & Sequence N ^o Item		2. Repair Time Interval Categories			
		3.	Number Installed		
			4.	Number Required For Dispatch	
				5.	Remarks or Exceptions
	(1) Navigation System (VOR/ILS, GPS)	C	2	-	Any navigation function in excess of those required by Regulation may be inoperative.
	(2) (ADF, RMI)	D	-	0	As required by Regulation.
3	Skid / Slip Indicator Note: 3 rd Indicator is optional	C	-	0	May be inoperative for day VFR flight with reference to visual landmarks.
		C	-	-	One required at each pilot station occupied by a pilot.
9	Radar Altimeter ***	C	1	0	As required by Regulation. Note: Radar Altimeter is required for Category A Helipad operations.
11	Weather Radar System ***	C	1	0	As required by Regulation.
13	Thunderstorm/ lightning *** detection system	D	1	0	
14	Deleted				
16	Traffic Collision Alert System ***	C	-	0	
35- OXYGEN					
1	Oxygen System and Masks *** (Crew and Passengers)	D	-	-	As required by Regulation.
52- DOORS					
3	Aft Doors Caution *** (Clamshell) System	C	1	0	Door caution system may be inoperative provided it is determined through a physical check that the door is closed and latched prior to flight.
63- ROTOR DRIVE					
1	Rotor Brake System ***	D	1	0	(M) May be inoperative provided rotor brake master cylinder is secured or de-activated and inspection is performed to determine that the rotor is free.

Section 3: Maintenance Review Board Report

3.1 Statement and Explanation

This section is the formal notification that the CAAC AEG has conducted Maintenance Review Board (MRB) evaluation for the B429 aircraft based on the Bell 429 Initial Maintenance Requirements Report (IMMR) Document approved by TCCA, which outlines the initial minimum maintenance requirements to be used in the development of an approved operator's maintenance program for the airframe, engines, systems and components.

Hereby, the IMMR and its future revisions approved by TCCA can be used, as the basis, by Chinese operators to develop their maintenance program for above aircraft.

***Note1:** For IMMR maintenance tasks with interval 200h, 400h and 800h, it is recommended by Bell Helicopter to be done also within every 12 months if annual flight hours are less than 800h. Detail reference to MM Chapter 5.*

***Note2:** STC kits developed by third party are not included in the IMMR and need to be provided by STC Holders.*

MRBR distribution:

The IMMR is provided upon request to Bell Helicopter.

3.2 CAAC Supplemental

Not applicable.

Section 4: Operational and Continued Airworthiness Instructions

4.1 Statement and Explanation:

This section is the formal notification that the CAAC AEG has conducted evaluation of the operational and continued airworthiness instructions for the Bell 429 aircraft based on the relevant policies and procedures of Bell Helicopter.

Hereby, the Operational & Continued Airworthiness Instructions document listed in the attachment was found acceptable by the CAAC AEG, and will give the necessary guidance for properly operating and maintaining the Bell429 aircraft within the approved operating conditions and limitations.

This acceptance may not assure the accuracy and applicability of the content in each document, it is the aircraft owner's or operator's responsibility to report any defect or discrepancy in the documents to the aircraft manufacturer, or report to the CAAC AEG by mail box: aeg@caac.gov.cn.

Operational & Continued Airworthiness Instructions distribution:

By Bell Helicopter either in hardcopy, CD/DVD or website, except engine manuals are distributed by engine manufacturer directly to operators.

4.2 List of Operational and Continued Airworthiness Instructions

Manual	Reference No.	Description	Revision/Date
FM	BHT-429-FM-1	Flight Manual	As revised
MD	BHT-429-MD-1	Manufacture Data	As revised
IAM	BHT-429-IAM	Integrated Avionics Manual	As revised
MM	BHT-429-MM-1	Maintenance Manual	As revised
IPB	BHT-429-IPB	Illustrated Parts Breakdown	As revised
CMM	BHT-429-CMM	Component Maintenance Manual	As revised
CMMV	BHT-429-CMM-V	Component Maintenance Manual Vendor Data	As revised
SRM	BHT-ALL-SRM	Structural Repair Manual	As revised
SPM	BHT-ALL-SPM	Standard Practices Manual	As revised
ELEC-SPM	BHT-ELEC-SPM	Electrical Standard Practices Manual	As revised
SPECTOOL-IPB	BHT-SPECTOOL-IPB	Special Tools Illustrated Parts Breakdown	As revised

Note 1: For optional installation kits developed by Bell Helicopter, the following documents will be developed and distributed by Bell Helicopter:

- FMS: Flight Manual Supplemental*
- MMS: Maintenance Manual Supplemental*
- II: Installation Instructions*

Note 2: For ICAs introduced by third party kits, installation will be provided by STC Holder.

Section 5: CCARs Compliance Checklist

5.1 Statement and Explanation:

This section is the formal notification that CAAC AEG has developed the compliance checklist for the Bell 429 aircraft based on the following aircraft configuration:

- TCCA Type Certificate Data Sheet No. H107, Revision 2
- General Arrangement-Helicopter Assembly & Kits (PL-429-100-001, Rev. HJ)

The checklist is provided as an aid to identify those specific requirements of rules for which compliance has already been demonstrated for the type design. The checklist also notes the requirements of rules where compliance remains to be demonstrated by the operators.

When the aircraft configuration differs from the above stated aircraft configuration, it is the responsibility of the operator and its CAAC Principle Inspector (PI) to evaluate those differences and develop the compliance to the relevant requirements of rules.

It also remains the responsibility of the operator and its PI to evaluate the corrective actions for those items not satisfactorily addressing compliance in the checklist prior to approval of the appropriate operation.

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5.2 CCAR-91R2 Compliance Checklist

Articles/Subject	Compliance	Remark/Limitation
§91.401 Civil aircraft: Certifications required	CCAR-34 and CCAR-36 not applicable	1. Bell 429 complies with ICAO Annex 16 for noise and emissions 2. Other requirements should be checked by PI.
§91.403 Instrument and Equipment for VFR operation	Complies	
§91.405 Instrument and Equipment for IFR operation	Complies	
§91.407 Instruments and Equipments for night and over-the-top operation	Complies except flashlight	1. Provisions for flashlight stowage are provided in the cockpit. 2. Requirements in operation should be checked by PI.
§91.409 Mach number indicator	Not applicable	
§91.411 Radio communication equipment	Complies	Requirements in operation should be checked by PI.
§91.413 Navigation equipment	Complies	Requirements in operation should be checked by PI.
§91.415 Emergency and life-saving equipment	Optionally Complies	1. Optional fire extinguisher installation should be checked by PI. 2. Sign or instruction for optional oxygen and life jacket provisions should be checked by PI.
§91.417 Additional emergency and Life equipments for over water operation	Not applicable.	
§91.419 Additional emergency and Life-saving equipment for rotorcraft over water flights	Does not comply	Limited for over water flight, except: 1. Optional emergency float and ditching kits,

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Articles/Subject	Compliance	Remark/Limitation
		optional life rafts installed and checked by PI. 2. Life jacket should be installed by operator and checked by PI.
§91.421 Additional emergency and Life-saving equipment for flights over designated land areas	Does not comply	Limited for flights over designated land areas, except the corrective action taken by operator and checked by PI.
§91.423 Oxygen equipment-operation at high altitude	Does not comply	Maximum operating altitude limited to 3000m, except the corrective action taken by operator and checked by PI.
§91.425 Equipment for operation in icing conditions	Does not comply	Flights under icing conditions are prohibited
§91.427 ATC transponder and altitude reporting equipment	Complies	Requirements in operation should be checked by PI.
§91.429 Altitude alerting system or device: Turbojet-powered civil aircrafts.	Not applicable	
§91.431 Weather radar	Optionally Complies	The installation of optional weather radar should be checked by PI before approval of operations in area with forecasted thunder storm or other potential dangerous meteorology condition in night or instrument meteorological conditions.
§91.433 Flight recorder	Not applicable	But optional combined Cockpit Voice/Flight Data Recorder kit is available.
§91.435 Emergency locator transmitter	Optionally Complies	1. The installation of optional ELT should be checked by PI 2. Requirements in operation should be checked by

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Articles/Subject	Compliance	Remark/Limitation
		PI.
§91.437 Terrain awareness and warning system.	Not applicable	But an optional HTAWS Kit is available
§91.439 Traffic Alert and Collision Avoidance equipment and use	Not applicable	But an optional TCAS Kit is available
§91.441 Radiation indicator	Not applicable	
Appendix B Category II Operations: Manual, Instruments, Equipment, and Maintenance	Not applicable	
Appendix C Operations within airspace designated as Minimum Navigation Performance Specification Airspace.	Not compliance	
Appendix D Operations in Reduced Vertical Separation Minimum(RVSM)	Not applicable	

5.3 CCAR-121R4 Compliance Checklist

Not Applicable.

5.4 CCAR-135 Compliance Checklist

Articles/Subject	Compliance	Remark/Limitation
§135.75 Inspectors credentials: admission to pilots' compartment	Not applicable	Optional configuration available for utilize one of the central passenger seat.
§135.146 Emergency locator transmitters	Optionally Complies	1. Optional ELT kit available (AF ELT). 2. Over water operations limited unless lift raft with ELT installed and checked by PI.
§135.149 Dual controls required.	Optionally Complies	Optional dual controls and co-pilots display kits

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Articles/Subject	Compliance	Remark/Limitation
		available.
§135.151 Equipment requirements: General.	Complies	
§135.153 Public address and crewmember interphone systems.	Not applicable	
§135.155 Flight Data Recorder	Not applicable	But optional combined Cockpit Voice/Flight Data Recorder kit is available.
§135.157 Cockpit voice recorders.	Optionally Complies	Optional combined Cockpit Voice/Flight Data Recorder installation should be checked by PI.
§135.159 Ground proximity warning system	Not applicable	But an optional EGPWS Kit is available
§135.161 Terrain awareness and warning system (TAWS)	Not applicable	But an optional HTAWS Kit is available
§135.163 Fire extinguishers: Passenger carrying aircraft.	Optionally Complies	Optional fire extinguisher installation should be checked by PI.
§135.165 Oxygen equipment requirements.	Does not comply	Maximum operating altitude limited to 3000m, except the corrective action taken by operator and checked by PI.
§135.167 Equipment requirements: Carrying passengers under VFR at night or under VFR over the top conditions	Complies except flashlight	1. Provisions for flashlight stowage are provided in the cockpit. 2. Requirements in operation should be checked by PI.
§135.169 Radio and navigational equipment: Carrying passengers under VFR at night or under VFR over the top.	Complies	
§135.171 Equipment requirements: Aircraft carrying passengers under IFR	Complies	

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Articles/Subject	Compliance	Remark/Limitation
§135.173 Radio and navigational equipment requirement for extended overwater or IFR operations.	Complies	Overwater operation also requires additional emergency and Life-saving equipment as §91.419 and §135.175.
§135.175 Emergency equipment requirements for extended overwater operations.	Does not comply	Limited for extended over water flight, except: 1. Optional emergency float and ditching kits, optional life rafts installed and checked by PI. 2. Life jacket should be installed by operator and checked by PI.
§135.177 Shoulder harness installation requirement at flight crewmember stations.	Not applicable	
§135.179 Airborne thunderstorm detection equipment requirements.	Not applicable	
§135.181 Airborne weather radar equipment requirements.	Optionally Complies (Reference to CCAR91.431)	The installation of optional weather radar should be checked by PI before approval of operations in area with forecasted thunder storm or other potential dangerous meteorology condition in night or instrument meteorological conditions.
§135.183 Emergency equipment requirements for aircraft having a passenger seating configuration of more than 19 passengers.	Not applicable	
§135.185 Additional emergency equipments	Not applicable	
§135.189 Airborne Collision Avoidance System (ACAS II)	Not applicable	But optional TCAS is available.
§135.191 Performance requirements: Aircraft operated over the top or in IFR conditions.	Complies	

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Articles/Subject	Compliance	Remark/Limitation
§135.193 Land aircraft operated over water	Optionally Complies	Optional emergency float kit should be checked by PI
§135.197 Language requirement for placards and markings	Optionally Complies	Should be further checked by PI before operation
§135.199 Pitot heat indication systems.	Not applicable	
§135.203 Materials for compartment interiors	Not applicable	

Section 6: Other Evaluation Items

Not Applicable

Appendix A: CAAC AEG Team and Point of Contact

A.1: CAAC AEG Team

<u>Mr. Xue Shi Jun</u>	Director, Aircraft Evaluation Division, Flight Standards Department
<u>Mr. Zhang Ling Zhi</u>	Deputy Chief, Aircraft Evaluation Division, Flight Standards Department
<u>Mr. Tan Yun Feng</u>	Director, AEG Office of Shenyang Aircraft Airworthiness Certification Center
<u>Mr. Liu Yun Lei</u>	Engineer, AEG Office of Civil Aviation Safety and Technology Center

A.2: Bell Helicopter Point of Contact

<u>Mr. Mike Deer</u>	Manager, BHTCL Airworthiness
<u>Mr. Brian Jenkins</u>	Product Support Engineering Intermediate Helicopters
<u>BJ Lewis</u>	Manager of Flight Training Certified Flight Instructor
<u>Eric Emblin</u>	Experimental Test Pilot Specialist
<u>Jim Dawson</u>	Superviseur, Publications Technique