

# R66

## PILOT'S OPERATING HANDBOOK

### AND APPROVED ROTORCRAFT FLIGHT MANUAL FOR ROTORCRAFT REGISTERED IN BRAZIL

THIS ROTORCRAFT FLIGHT MANUAL IS APPROVED BY THE FAA ON BEHALF OF THE AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL (ANAC) FOR BRAZILIAN REGISTERED ROTORCRAFT, IN ACCORDANCE WITH THE REGULAMENTO BRASILEIRO DA AVIAÇÃO CIVIL (RBAC) 21, SECTION 21.29.

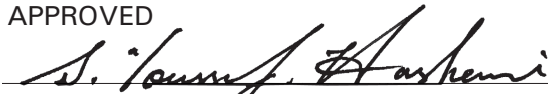
HELICOPTER SERIAL NO. \_\_\_\_\_

HELICOPTER REGISTRATION NO. \_\_\_\_\_

SECTIONS 2, 3, 4, 5, AND 9

FAA APPROVED

BY:



MANAGER, FLIGHT TEST BRANCH, ANM-160L  
FEDERAL AVIATION ADMINISTRATION  
LOS ANGELES AIRCRAFT CERTIFICATION OFFICE  
TRANSPORT AIRPLANE DIRECTORATE

DATE: June 21, 2011

THIS ROTORCRAFT SHALL BE OPERATED IN ACCORDANCE WITH THE LIMITATIONS AND INSTRUCTIONS HEREIN ESTABLISHED.

**ROBINSON HELICOPTER COMPANY**  
**TORRANCE, CALIFORNIA**

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FAA APPROVED  
R66 PILOT'S OPERATING HANDBOOK

BRAZILIAN SUPPLEMENT

This supplement together with the Brazil-specific cover page (replacing the standard cover page) must be included in the FAA-approved Robinson R66 Pilot's Operating Handbook for Brazilian-registered aircraft.

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 R66 Pilot's Operating Handbook.

APPROVED BY: \_\_\_\_\_

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

DATE: \_\_\_\_\_

June 21, 2011

LOG OF REVISIONS

Page No.	Date	Page No.	Date
i	21 Jun 2011	9-F1.7	3 Jun 2015
9-F1.1	13 Mar 2020	9-F1.8	19 Sep 2018
9-F1.2	3 Jun 2015	9-F1.9	3 Jun 2015
9-F1.3	3 Jun 2015	9-F1.10	13 Mar 2020
9-F1.4	3 Jun 2015	9-F1.11	13 Mar 2020
9-F1.5	3 Jun 2015	9-F1.12	13 Mar 2020
9-F1.6	3 Jun 2015		

REVISIONS

APPROVED BY: \_\_\_\_\_

Nevada Jo Ryan

Digitally signed by Nevada Jo Ryan  
Date: 2020.03.13 11:20:04 -07'00'

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

DATE: 13 MAR 2020

**SECTION 1: GENERAL**      No change.

**SECTION 2: LIMITATIONS**

**PLACARDS**

On both sides of vertical tail and tailcone:

PERIGO

(Danger)

On all doors, outside:

ABRIR

(Open)

On all doors, inside:

PARA FECHAR: EMPURRE A MAÇANETA PARA TRÁS E GIRE PARA BAIXO  
PARA ABRIR: LEVANTE A MAÇANETA E EMPURRE PARA FRENTE

(To close: Slide handle aft and down  
To open: Lift handle and slide forward)

Near lock on rear cabin doors:

EMPURRE PARA TRAVAR  
NÃO TRAVE EM VOO

(Push to lock  
Do not lock in flight)

Inside cabin above each door:

SAÍDA

(Exit)

**SECTION 2: LIMITATIONS (Cont'd)**

**PLACARDS (Cont'd)**

Inside each under-seat compartment:

<p style="text-align: center;"><b>CUIDADO</b></p> <p><b>NÃO EXCEDA OS LIMITES:</b></p> <ul style="list-style-type: none"><li>● <b>CAPACIDADE MÁXIMA DO COMPARTIMENTO:</b> 23 kg (50 LB)</li><li>● <b>ASSENTO E COMPARTIMENTO COMBINADOS:</b> 136 kg (300 LB) MÁXIMA</li><li>● <b>LINHA DE CARREGAMENTO MÁXIMA</b></li></ul> <p><b>PARA INSTRUÇÕES ADICIONAIS DE CARREGAMENTO CONSULTE O MANUAL DE VOO.</b></p>
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(Caution

Do not exceed any of the following:

- Compartment capacity: 50 lb (23 kg)
- Combined seat plus compartment: 300 lb (136 kg)
- Max fill line

See Pilot's Handbook for additional loading instructions.)

Inside main baggage compartment:

<p style="text-align: center;"><b>CUIDADO</b></p> <p><b>CARGA MÁXIMA DISTRIBUÍDA NO PISO:</b> 244 kg/m<sup>2</sup> (50 LB/FT<sup>2</sup>)</p> <p><b>CARGA MÁXIMA NO COMPARTIMENTO:</b> 136 kg (300 LB)</p>
--

(Caution

Maximum distributed floor load: 50 lb/ft<sup>2</sup>  
(244 kg/m<sup>2</sup>)

Maximum total compartment load: 300 lb  
(136 kg))

**SECTION 2: LIMITATIONS (Cont'd)**

**PLACARDS (Cont'd)**

On left forward cabin floor and horizontal panel forward of rear center seat:

PERIGO  
ROTOR DE CAUDA  
E  
GASES QUENTES

(Danger  
Tail Rotor  
And  
Hot Exhaust)

On baggage compartment door:

TRAVAR

(Latch)

**SECTION 2: LIMITATIONS (Cont'd)**

**PLACARDS (Cont'd)**

Near fuel tank filler cap:

APENAS COMBUSTÍVEL  
JET A, JET A1, JET B, OU  
CONFORME ESPECIFICADO NO MANUAL  
DE VOO.  
ADITIVO ANTI-GELO PODE SER  
NECESSÁRIO.  
CONSULTE O MANUAL DE VOO.

(Jet fuel only  
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.)

ATERRE AQUI  
ANTES DE REMOVER A TAMPA PARA  
ABASTECIMENTO

(Ground either place  
before removing fuel  
cap for fueling)

**SECTION 2: LIMITATIONS (Cont'd)**

**PLACARDS (Cont'd)**

On tailcone above engine exhaust pipe:

PERIGO  
GASES QUENTES

(Danger  
Hot exhaust)

On or near collective controls:

NÃO COLOCAR OBJETOS  
MANTENHA O LOCAL LIVRE

(No stowage  
Keep area clear)

In clear view of all occupants:

NÃO FUMAR

(No smoking)

On underside of each main rotor blade tip:

NÃO PUXE A PÁ PARA BAIXO  
LEVANTE A PÁ OPOSTA

(Never pull down  
Push up opposite blade)

On optional console installation:

CAPACIDADE MÁXIMA DO  
COMPARTIMENTO:  
4,5 KG (10 LB)

(Maximum compartment capacity:  
10 lb (4.5 kg))

## SECTION 2: LIMITATIONS (Cont'd)

### PLACARDS (Cont'd)

On oil cooler panel:

EMPURRE PARA ABRIR

(Push to open)

On tail rotor guard:

NÃO SEGURE AQUI

(No hand hold)

### VHF/COMM LIMITATIONS

#### ***NOTE***

When operating the VHF/COMM system in Brazilian airspace, the selection of 8.33 kHz channel spacing can cause the loss of communications with Air Traffic Control (ATC).

### GPS LIMITATIONS

Use of GPS as the primary means for navigation is prohibited. GPS is approved as a supplemental means for navigation only.

The WAAS functionality is not available in Brazil. This function is not tested or approved in Brazilian airspace.

**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: SYSTEM DESCRIPTION** No change.

**SECTION 8: HANDLING, SERVICING AND MAINTENANCE**

No change.

**SECTION 9: SUPPLEMENTS**

The following supplements are approved by the FAA on behalf of the Agência Nacional de Aviação Civil (ANAC) for Brazilian registered aircraft, in accordance with the Regulamento Brasileiro da Aviação Civil (RBAC) 21, Section 21.29.

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**SECTION 9: SUPPLEMENTS (Cont'd)**

**PLACARDS FOR POLICE VERSION**

Inside right rear under-seat compartment:

**NÃO COLOCAR OBJETOS**

(No stowage)

On camera controller:

**RECOLHA DURANTE O TÁXI,  
DECOLAGEM, E POUSO**

(Stow during taxi, takeoff, and landing)

Inside main baggage compartment:

**CUIDADO  
CARGA MÁXIMA DISTRIBUÍDA NO PISO:  
244 kg/m<sup>2</sup> (50 LB/FT<sup>2</sup>)  
CARGA MÁXIMA NO COMPARTIMENTO:  
113 kg (250 LB)**

(Caution

Maximum distributed floor load: 50 lb/ft<sup>2</sup>  
(244 kg/m<sup>2</sup>)

Maximum total compartment load: 250 lb  
(113 kg))

**SECTION 9: SUPPLEMENTS (Cont'd)**

**PLACARDS FOR AUXILIARY FUEL TANK**

Inside main baggage compartment:

<p style="text-align: center;"><b>CUIDADO</b></p> <p><b>COM O TANQUE AUXILIAR INSTALADO:</b></p> <ul style="list-style-type: none"><li>• CARGA MÁXIMA DISTRIBUÍDA NO PISO: 244 kg/m<sup>2</sup> (50 LB/FT<sup>2</sup>)</li><li>• CARGA MÁXIMA NO BAGAGEIRO: 45 kg (100 LB)</li></ul> <p><b>SEM O TANQUE AUXILIAR INSTALADO:</b></p> <ul style="list-style-type: none"><li>• CARGA MÁXIMA DISTRIBUÍDA NO PISO: 244 kg/m<sup>2</sup> (50 LB/FT<sup>2</sup>)</li><li>• CARGA MÁXIMA NO COMPARTIMENTO: 136 kg (300 LB)</li></ul>
--

(Caution

With aux fuel tank installed:

Maximum distributed floor load: 50 lb/ft<sup>2</sup> (244 kg/m<sup>2</sup>)

Maximum total baggage load: 100 lb (45 kg)

Without aux fuel tank installed:

Maximum distributed floor load: 50 lb/ft<sup>2</sup> (244 kg/m<sup>2</sup>)

Maximum total compartment load: 300 lb (136 kg))

or

<p style="text-align: center;"><b>CUIDADO</b></p> <ul style="list-style-type: none"><li>• CARGA MÁXIMA NO BAGAGEIRO: SEM O TANQUE AUXILIAR INSTALADO: 136 kg (300 LB) COM O TANQUE AUXILIAR GRANDE (43,5 GAL) INSTALADO: 45 kg (100 LB) COM O TANQUE AUXILIAR PEQUENO (23,2 GAL) INSTALADO: 90 kg (200 LB)</li><li>• CARGA MÁXIMA DISTRIBUÍDA NO PISO: 244 kg/m<sup>2</sup> (50 LB/FT<sup>2</sup>)</li></ul>
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(Caution

Maximum total baggage load:

Without aux fuel tank installed: 300 lb (136 kg)

With large (43.5 gal) aux tank installed: 100 lb (45 kg)

With smal (23.2 gal) aux tank installed: 200 lb (90 kg)

Maximum distributed floor load: 50 lb/ft<sup>2</sup> (244 kg/m<sup>2</sup>)

**SECTION 9: SUPPLEMENTS (Cont'd)**

**PLACARDS FOR AUXILIARY FUEL TANK (Cont'd)**

Near aux fuel tank grounding jack:

ATERRE AQUI  
ANTES DE REMOVER A TAMPA PARA  
ABASTECIMENTO

(Ground here  
Before removing fuel  
cap for fueling)

**PLACARDS FOR E.N.G. VERSION**

Inside right rear under-seat compartment:

NÃO COLOCAR OBJETOS

(No stowage)

On laptop camera controller:

RECOLHA DURANTE O TÁXI,  
DECOLAGEM, E POUSO

(Stow during taxi, takeoff, and landing)

Inside main baggage compartment:

CUIDADO  
CARGA MÁXIMA DISTRIBUÍDA NO PISO:  
244 kg/m<sup>2</sup> (50 LB/FT<sup>2</sup>)  
CARGA MÁXIMA NO COMPARTIMENTO:  
113 kg (250 LB)

(Caution  
Maximum distributed floor load:  
50 lb/ft<sup>2</sup> (244 kg/m<sup>2</sup>)  
Maximum total compartment load:  
250 lb (113 kg))

**SECTION 9: SUPPLEMENTS (Cont'd)**

**PLACARDS FOR E.N.G. VERSION (Cont'd)**

On rear seat main monitor:

O MONITOR DEVE SER  
RECOLHIDO QUANDO A AERONAVE  
ESTIVER VOANDO ABAIXO DE  
152,4 M (500 PÉS) DO NÍVEL DO SOLO

(Monitor must be stowed when  
below 500 feet AGL)