

**FAA APPROVED
R66 PILOT'S OPERATING HANDBOOK
UKRAINIAN SUPPLEMENT**

This supplement must be included in the FAA-approved Robinson R66 Pilot's Operating Handbook for Ukrainian-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.

This supplement is approved by the United States Federal Aviation Administration on behalf of the State Aviation Administration of Ukraine.

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SECTION 1: GENERAL

No change.

SECTION 2: LIMITATIONS

REQUIRED EQUIPMENT

Ukrainian-registered R66s are equipped with an analog clock, and include an artificial horizon with inclinometer, an ATC transponder, a flight data recorder (for regular commercial transportation), an ELT or portable radio or emergency locator beacon, a VHF radio transmitter, and a GPS navigation system (for flight above 60° north latitude in areas without landmarks) as standard equipment.

A first-aid kit (supplied by operator) should be stored in the accessory box located in front of the forward left seat.

A flight data recorder is required for regular commercial transportation.

FLIGHT AND MANEUVER LIMITATIONS

Maximum bank angle is 60°.

Maximum pitch angle is 20° except for takeoff, landing and flare at autorotation.

Maximum lateral ground slope angle for takeoff and landing is 7°.

Maximum fore/aft ground slope angle for takeoff and landing is 5°.

Maximum operating pressure altitude without supplemental oxygen is 2400 meters (7870 feet) with passengers on board. Maximum operating pressure altitude without supplemental oxygen is 3600 meters (11810 feet) with crew on board only. Flights between 3000 meters and 3600 meters (8940 feet and 11810 feet) pressure altitude without supplemental oxygen for the crew are limited to a maximum of 30 minutes.

SECTION 2: LIMITATIONS (cont'd)

FLIGHT AND MANEUVER LIMITATIONS (cont'd)

Helicopter is not approved for ditching. Flights with passengers over water beyond safe auto-rotation distance from land are prohibited without floats installed. Extended over-water operation is prohibited.

For flight above 60° north latitude a GPS navigation system must be installed.

Flights are permitted only along routes with continuous VHF coverage.

For flight over remote and sparsely populated regions and large bodies of water, a COSPAS-SARSAT VHF/UHF emergency radio beacon (ELT) must be installed. For other cases, if an ELT is not installed, a VHF emergency locator beacon or VHF emergency (portable) radio transceiver, capable of operation on 121.5 MHz, should be placed in the baggage compartment under the pilot's seat.

FUEL LIMITATIONS

APPROVED FUEL GRADES

- TC-1 grade aviation fuel (GOST10227 & GSTU 320.00149943.011-98 specifications)
- PT grade aviation fuel (GOST10227 & GSTU 320.00149943.007-97 specifications)

APPROVED FUEL ADDITIVES

- I grade aviation fuel additive (Fluid I)
- IM grade aviation fuel additive (Fluid IM)

SECTION 3: EMERGENCY PROCEDURES No change.

SECTION 4: NORMAL PROCEDURES

GENERAL

Icing conditions are indicated by the accumulation of ice at the tips of the landing gear skids, landing gear struts, and yaw strings. An increase in torque required to maintain airspeed is also an indication of icing conditions. Immediately leave suspected icing conditions by reversing track or landing as soon as possible.

COLD WEATHER OPERATION

Special precautions should be taken if the helicopter is to be started after a cold soak below 4°C (40°F). Since a cold battery has significantly reduced capacity, pre-heating the battery or storing battery in a warm location to avoid cold soak is recommended. Use auxiliary ground power if available. For consistent starts, use fuels optimized for cold weather as stated in the basic R66 Pilot's Operating Handbook (Jet B, JP-4). A fuel anti-icing additive may be required (see Section 2). After start, ensure engine oil temperature is 0°C minimum before increasing RPM above idle.

If cold soaked below -18°C (0°F), pre-heat the battery (if not stored in warm location) and engine fuel control area. The engine fuel control area may be pre-heated using a space heater. When cold soaked to -35°C (-31°F) and heated with a 3000 BTU/hr (900 W) space heater, it will require approximately 20 minutes to pre-heat the fuel control unit.

CAUTION

Do not use an open flame heater to pre-heat the engine or battery.

SECTION 4: NORMAL PROCEDURES (cont'd)

COLD WEATHER OPERATION (cont'd)

CAUTION

Ice in engine fuel control air circuits following a cold soak may cause uncontrolled engine acceleration during starting. If uncontrolled acceleration occurs, pull fuel cutoff OFF to shut down engine, then restart engine.

Avionics equipment incorporating LCD screens may not function at cabin temperatures below -20°C (-4°F). Allow cabin to warm adequately before takeoff after a cold soak below -20°C (-4°F) to ensure correct functioning of avionics.

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.