



Interagency Aviation TECH BULLETIN



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Subject: Clarification of utilizing the Weight Altitude Temperature (WAT) limit Chart

Distribution: All Helicopter Operations

This bulletin is to provide clarification in the utilization of the WAT chart as it applies to the AMD-67/FS 5700-17 (Interagency Helicopter Load Calculation). The following instructions address the minimum required information for completion of Line 10 (Gross Weight Limit), HIGE/HOGE Non-Jettisonable and/or Jettisonable. It is acceptable for vendors to use a weight reduction limitation (WAT) in block 10 HOGE-J even if not required by the flight manual or applicable Supplemental Type Certificate (STC) to provide additional safety margins.

Rotary wing Aircraft not specified below are required to use applicable WAT or other weight reducing requirements listed in the limitations section. Line 10 Gross weight limit will reflect applicable limitations for HIGE, HOGE and HOGE-J as specified in the flight manual/STC's.

Bell 205 A1++ (Heli-Trade STC) WAT applies to Line 10 HIGE/HOGE Non-Jettisonable. Use the aircraft gross weight limit for Jettisonable loads.

Bell 210 (Heli-Trade STC) WAT applies to Line 10 HIGE/HOGE Non-Jettisonable. Use the aircraft gross weight limit for Jettisonable loads.

Bell 212HP (FMS 35) WAT applies to Line 10 HIGE/HOGE Non-Jettisonable. Use the aircraft gross weight limit for Jettisonable loads.

Bell UH-1 (Minuteman STC) WAT applies to Line 10 HIGE/HOGE Non-Jettisonable (if calculated), and **HOGE Jettisonable as per the Minuteman STC limitations section. This applies to a UH-1 utilizing the BLR STC as well.** It is understood that the increased performance provided by the BLR fast fin and strake is not accounted for in the required WAT chart. However; no changes were made by BLR and the STC specifically references the Minuteman STC, therefore it is an applicable limitation. It is also understood that WAT chart limits are to ensure controllability and are typically not applicable to Jettisonable loads, this is not the case with the Minuteman STC as the WAT specifically addresses Jettisonable loads.

Any questions should be directed to Tom Cook, National Helicopter Standardization Pilot, USFS, NIFC at 208-387-5613 or thomascook@fs.fed.us.

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