

Manufacturer	Bell Helicopter
Model(s)	206A, 206B, 206B-3, 206L, 206L-1, 206L-3, 206L-4, and 206LT.
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General	In general, left side (port) of helicopter is louder, except during an approach/descent, where the right side (starboard) is louder because of Blade-Vortex Interaction (BVI) noise.
Ground Operations	No available information.
Hover Hover-Taxi Ground-Taxi	No available information.
Takeoff and Climb	<ul style="list-style-type: none"> ▪ Takeoff using a high climb angle in order to get away from the ground as fast as possible (climb 5-10 knots slower than V_y using maximum takeoff power). ▪ The left side will be slightly louder than the right side, therefore, try to keep the noise sensitive areas on the right side of the helicopter. ▪ Turns will further increase noise on the left hand side of the helicopter.
Enroute and Cruise Flyover	<p><i>For the Bell 206B-series:</i></p> <ul style="list-style-type: none"> ▪ Cruise at an altitude of at least 1,000 feet when possible. Over a noise-sensitive area, the cruise altitude required to be totally unobtrusive is approximately 3,000 feet. Remember that doubling your altitude reduces the ground noise by 6 dB. ▪ Maintain a maximum cruise airspeed of approximately 95 knots. <p><i>For the Bell 206L-series:</i></p> <ul style="list-style-type: none"> ▪ Cruise at an altitude of at least 1,200 feet when possible. Over a noise-sensitive area, the cruise altitude required to be totally unobtrusive is approximately 3,600 feet. Remember that doubling your altitude reduces the ground noise by 6 dB. ▪ Maintain maximum cruise airspeed of approximately 90 knots.
Turns	During a turn, most of the increase in noise will occur on the left hand side of the helicopter. Therefore keep the noise sensitive areas to the right of the helicopter.
Descent/ Approach and	The following approach procedures are aimed at avoiding a rate-of-descent/airspeed combination that leads to high Blade-Vortex

Landing

Interaction (BVI) noise. The high noise region is illustrated in Figure below as a function of airspeed and rate-of-descent. The noise abatement approach procedures are also shown on the figure.

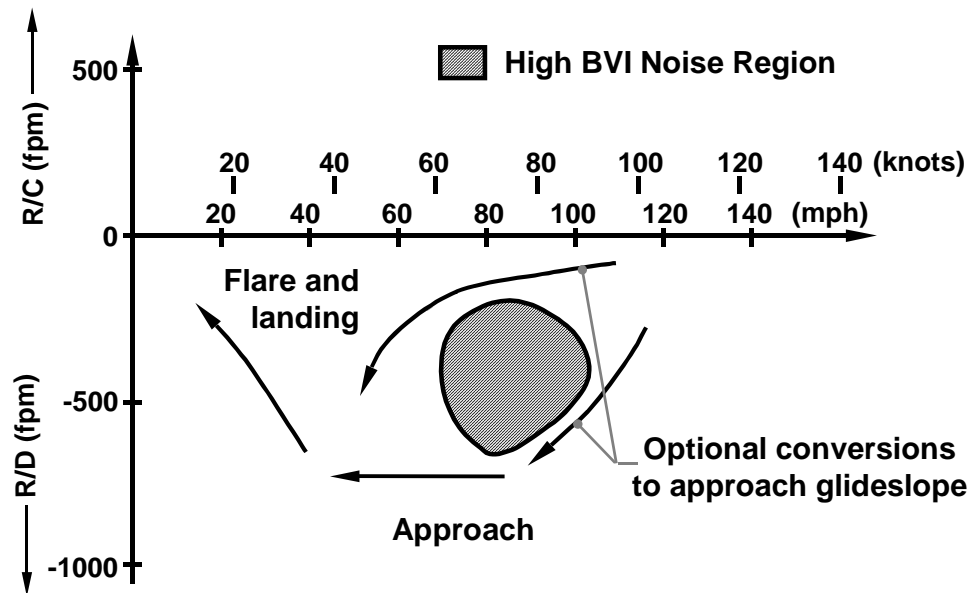


Figure. High noise region and noise abatement procedures for Bell 206-series helicopters

1. Commence the approach by following one of the two procedures:
 - a. First establish a rate-of-descent of at least 500 fpm.
 - b. Then reduce airspeed while increasing the rate of descent to at least 800 fpm.
- Or:
 - a. First establish a rate-of-descent of no more than 200 fpm while reducing the airspeed to approximately 55 knots.
 - b. Then increase the rate-of-descent to at least 800 fpm.
2. At a convenient airspeed between 50 and 80 knots, setup an approach glideslope while maintaining the 800 fpm or greater rate-of-descent.
3. Increase the rate-of-descent if the main rotor tends to slap, or if a steeper glideslope is desired.
4. Reduce the airspeed to below 60 knots before decreasing the rate-of-descent and commencing the flare.
5. Execute a normal flare and landing.

Comments