RECORD OF TEMPORARY REVISIONS

ACTIVE TEMPORARY REVISIONS

The following Temporary Revisions are still active and must be retained in your printed manual.

For Temporary Revisions, changes from the basic issue are printed in red.

TR N°	Page	Approval	Note
5-6	5-10 and 5-10A, 5-20 and 5-20A, S106-i thru S106-iv, S106-1 thru S106-6	EASA Approval N° 10085430 dated 8 October 2024	–
2-4	2-12 and 2-13, 5-8 and 5-8A, 5-10 and 5-10A, S37-2 and S37-2A, S67-viA and S67-1, S68-ivA and S68-1, S69-viA and S69-1, S70-viA and S70-1, S74-2 and S74-2A, S74-6A and S74-7, S79-i and S79-iA, S79-ivA and S79-1, S79-6A and S79-7, S79-8A and S79-9, S80-2A and S80-3, S80-4A and S80-5, S81-2A and S81-3, S101-i and S101-iA, S101-4A and S101-5, S101-6A and S101-7, S102-2A and S102-3	Approved with NDC-139G4600-008 dated 26 June 2024 under the authority of DOA ref. EASA.21J.005	–

INACTIVE TEMPORARY REVISIONS

The following Temporary Revisions are inactive and must not be retained in your printed manual:

TR N°	Page	Approval	Note
5-1	S11-8A, S11-8B, S11-21, S11-22, S11-24, S11-25	Approved with NDC-139G0257-026 P. EASA 10072085	Introduced with RFM Issue 2 Revision 25.
5-2	5-5A, 5-5, S52-iA, S52-i, S52-1A, S52-1, S52-6, S52-7	Approved with NDC-139G9350-010 dated 23 September 2020 under the authority of DOA ref. EASA.21J.005	Introduced with RFM Issue 2 Revision 27.
5-3	5-5A, 5-5, S52-iA, S52-i, S52-1A, S52-1, S52-2, S52-3, S52-4, S52-4A, S52-4B, S52-4C	Approved with NDC-139G9350-012 dated 28 May 2021 under the authority of DOA ref. EASA.21J.005	Introduced with RFM Issue 2 Revision 28.
5-4	5-2, 5-2A, S17-i, S17-iA, S17-1, S17-1A	Approved with NDC-139G0257-032 dated 20 January 2023 under the authority of DOA ref. EASA.21J.005	Introduced with RFM Issue 2 Revision 29.
2-3	2-6, 2-9	EASA Approval N° R.A. 01396 dated 22 October 200	Introduced with RFM Issue 2 Revision 30.
5-5	S9-5, S9-6, S9-23, S9-24 S95-7, S95-26	EASA Approval N° 10082537 dated 03 August 2023	Introduced with RFM Issue 2 Revision 30.

Supplement No.	Name of equipment	P/N
97	CAT A Enhanced Offshore Procedure	-
98	Dual Cargo Hook Operations	3G2592F00111 4G2592F00111
99	Cabin Compartment Partial Extension with Baggage Barrier Net	4G5338F00111
100	Baggage Compartment Restraint System	4G5340F00311 4G5230F00111
101	Phase 8 Additional Functions	EB7030191-00113
102	Synthetic Vision System (EPIC Phase 8)	-
103	Cabin Storage Boxes	-
104	VIP Seat Installations	4G2520F29011 4G2520F28911
105	Cabin Tunnel Extension STN 7200	4G5338F00211 4G5338F00311
106	Hight Intensity Strobe Light (HISL)	4G3340F03111

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Suppl. No.	Name of equipment	Incompati-bility (Supp.)	Restrictions (Supp.)	Serial N° (A)	Serial N° (B)
96	Heavy Duty Baggage Compartment	31,42,55, 65,71,73, 75,100, 105	17,54	♦	♦
97	CAT A Enhanced Offshore Procedure	None	77	♦	♦
98	Dual Cargo Hook Operations	None	8,21,42,73	♦	♦
99	Cabin Compartment Partial Extension with Baggage Barrier Net	15,54,55, 65,75,105	104	x	♦
100	Baggage Compartment Restraint System	9,31,54, 55,65,75, 95,96,105	None	x	♦
101	Phase 8 Additional Functions	34,40	None	♦	♦
102	Synthetic Vision System (EPIC Phase 8)	None	None	♦	♦
103	Cabin Stowage Boxes	None	104	♦	♦
104	VIP Seat Installations	7,56	11,38,39, 41,45,49, 54,65,99, 103,105	♦	♦
105	Cabin Tunnel Extension STN 7200	15,54,55, 65,75,96, 99,100	104	♦	♦
106	Hight Intensity Strobe Light (HISL)	None	None	♦	♦

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The information contained in this document supplements the information of the Basic Flight Manual.
For limitations, procedures and performance data not contained in this Supplement, consult the basic Rotorcraft Flight Manual.

SUPPLEMENT 106

HIGH INTENSITY STROBE LIGHT (HISL)

P/N 4G3340F03111

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SUPPLEMENT 106

HIGH INTENSITY STROBE LIGHT (HISL)

TABLE OF CONTENTS

LIST OF ILLUSTRATIONS

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SECTION 1 - LIMITATIONS

WEIGHT AND CENTER OF GRAVITY LIMITATIONS

After HISL installation, the new empty weight and CG location must be determined.

HISL LIMITATIONS

The white high intensity strobe light must be selected OFF or to RED when:

— In the vicinity of other aircraft or person on the ground.

— During flight in cloud, fog or haze.

— During night operations.

SECTION 2 - NORMAL PROCEDURES

IN-FLIGHT PROCEDURES

AFTER TAKE-OFF

1.	A/COLLswitch (Overhead panel)	— Select BOTH-OFF-UPPER as required.
2.	SEC A/COLL MODE switch (Overhead panel)	— Select RED-WHITE as required when A/COLL selected to BOTH.

PRE-LANDING CHECKS

1.	SEC A/COLL MODE switch (Overhead panel)	— Select RED (on Overhead panel) or UPPER (on A/COLL light switch on Overhead panel).

SECTION 3 - EMERGENCY AND MALFUNCTION PROCEDURES

No Change.

SECTION 4 - PERFORMANCE DATA

No Change.

PART II - MANUFACTURER'S DATA

SECTION 6 - WEIGHT AND BALANCE

No Change.

SECTION 7 - SYSTEM DESCRIPTION

The High Intensity Strobe Light (HISL) installation configures the aircraft with a dual colour white/red strobe light under the belly of the aircraft (Figure S106-1) which is in addition to the standard red strobe light mounted on the top of the fin. The white HISL emits a light at an intensity of 2000 candela and is designed to increase the visibility of the helicopter in daylight conditions. The red light is of lower intensity.

Pilot selection of the light is through the Anticollision switch (A/COLL) on the Overhead panel with the following selections:

- BOTH (the fin mounted red upper light and the lower HISL light illuminated)
- OFF (all anticollision lights unpowered)
- UPPER (the fin mounted red upper anticollision light illuminated)

The selection of the HISL Light colour is using an additional switch on the Overhead panel SEC A/COLL MODE with the following selections:

- RED
- WHITE

Refer Figure S106-2 for switch positions.

When the lighting MODE switch is on NVG mode (if installed) the WHITE mode of the HISL is inhibited.

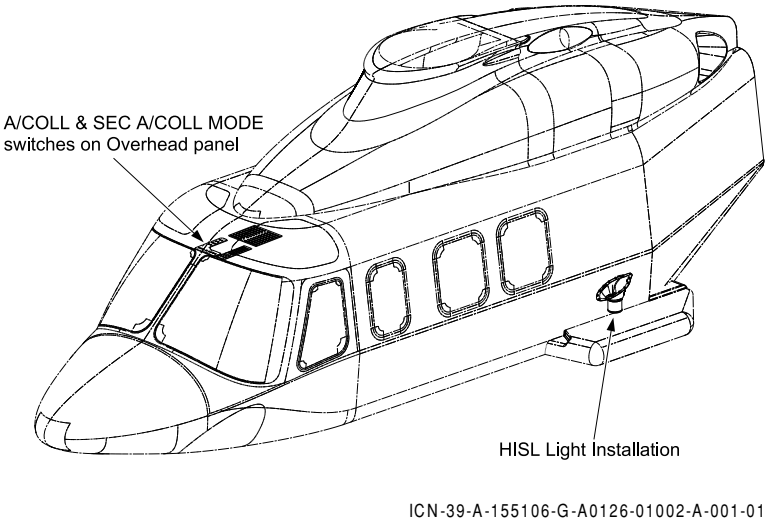
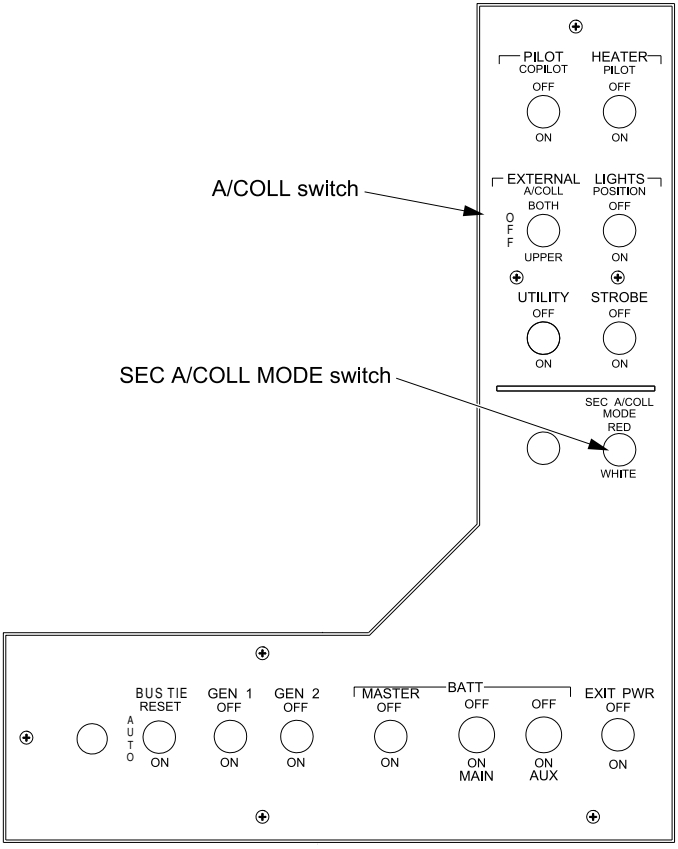


Figure S106-1 HISL LIGHT Installation



ICN-39-A-155106-G-A0126-01001-A-001-01

Figure S106-2 HISL Switches on Overhead Panel (Example)

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18. LT Panel switch	— ON. Confirm emergency lights functioning: cabin (2), sponson (left and right), cockpit door (left and right).
	— OFF or ARM, as required.
19. MFD	— Set SYSTEM page, select SYS CONFIG and verify Top Level System Part Number (EPIC software release) installed: EB 7030191-00105 Phase 4 or EB 7030191-00107 Phase 5 or EB 7030191-00108 Phase 6 or EB 7030191-00109 Phase 6 or EB 7030191-00110 Phase 7 or EB 7030191-00111 Phase 7 or EB 7030191-00112 Phase 7 or EB 7030191-00114 Phase 7 or EB 7030191-00115 Phase 7 or EB 7030191-00117 Phase 7 or EB 7030191-00118 Phase 7 or EB 7030191-00113 Phase 8 or EB 7030191-00120 Phase 8
20. ♦ MFD	— Set powerplant page and check configuration setting.

Note

If MFD/PFD are in composite mode, reset to NORMAL before starting using RCP switches (MFD ONLY-PFD ONLY-NORMAL).

21. ♦ CAS messages	— Check.
22. ♦ MFD	— Check fuel quantity.
23. ♦ LDG GEAR panel	— Check 3 green lights and EMER DOWN switch secure.
23A. ♦ NOSE WHEEL lock	— Confirm LOCK illuminated and/or aircraft suitably chocked.
24. ♦ PARK BRAKE	— Pull and turn handle and press pedals until PARK BRAKE ON advisory illuminates on CAS.
25. ♦ RAD MSTR switch	— As required (GND if battery start).
26. ♦ FORCE TRIM switch	— ON.
27. ♦ CLTV/YAW TRIM switch	— ON.
28. ♦ AWG switch	— As required (REGRADE or INHIBIT position disables “150 FEET” voice message). See Note page 2-48.
29. LD-SH switch	— TORQUE.
30. AFCS	— Confirm not engaged.
31. Cyclic stick	— Centred.
32. Collective lever	— Full down, friction as required.
33. ♦ Flight Controls ➡	— Push ELEC PUMP on HYD panel. Carry out cyclic, collective and yaw pedals full and free check. Utilizing the cyclic position indicator, on PFD, centralize cyclic control by moving in the direction indicated by the yellow arrows to obtain the central circle green. ELEC HYD PUMP select OFF.

Supplement No.	Name of equipment	P/N
77	Goodrich Landing Gear	4G3200F00111 4G3200F00112 4G3200F00113
78	Radio Equipment ADS-B Transmitter	4G3450F01111
79	EPIC Software Phase 7 and later Specific Functions	EB7030191-00110 EB7030191-00111 EB7030191-00112 EB7030191-00113 EB7030191-00114 EB7030191-00115 EB7030191-00117 EB7030191-00118 EB7030191-00120
80	RNP Operations (EPIC Phase 7 and later)	-
81	EGPWS MK XXII	3G3440F00211 3G3440F00212 4G3440F00311 4G3440F00411
82	TCAS II	4G3450F00211
83	TRAKKABEAM Series Searchlight	4G3340F02411 4G3340F02412 4G3340F02413 4G3340F02414 4G3340F03011
84	OPLS	4G9360F00211
85	Batteries in Parallel (Improved Engine Starting) Kit	4G2430F00811

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Supplement No.	Name of equipment	P/N
97	CAT A Enhanced Offshore Procedure	-
98	Dual Cargo Hook Operations	3G2592F00111 4G2592F00111
99	Cabin Compartment Partial Extension with Baggage Barrier Net	4G5338F00111
100	Baggage Compartment Restraint System	4G5340F00311 4G5230F00111
101	Phase 8 Additional Functions	EB7030191-00113 EB7030191-00120
102	Synthetic Vision System (EPIC Phase 8)	-
103	Cabin Storage Boxes	-
104	VIP Seat Installations	4G2520F29011 4G2520F28911
105	Cabin Tunnel Extension STN 7200	4G5338F00211 4G5338F00311

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Note

System P/N 4G3450F00612 is compatible with Primus EPIC Phase 5 and subsequent SW releases.
System P/N 4G3450F00613 is compatible with Primus EPIC Phase 7 and later SW only and is required to conduct LPV approaches. It is mandatory with SW EB7030191-00110/00111/00112/00113/00120
(see Supplements 79, 80 & 101).

The 2nd GPS system (identified as GPS 1) interfaces with the MAU's and AHRS1.

SECTION 1 - LIMITATIONS

WEIGHT AND CENTER OF GRAVITY LIMITATIONS

After installation of the GPS 1, the new empty weight and center of gravity position must be determined.

GPS LIMITATIONS

For EPIC Phase 4 only the predictive RAIM (PRAIM) is not available on GPS 1.

SECTION 2 - NORMAL PROCEDURES

No Change.

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GENERAL INFORMATION

The 4 Axis Enhanced Flight Director (FD) provides commands that are normally coupled to the autopilot (AP) for automatic flight path control around the three axes of the aircraft plus collective. At Power Up one of the two FD is automatically selected and configured as Master (priority). At every Power Up the FD selected as Master (priority) is alternated.

The 4 Axis Enhanced Flight Director requires either EPIC Phase 5, (software release EB7030191-00107) or Phase 6 (software release EB7030191-00108 & 109) or Phase 7 (software release EB7030191-00110/00111/00112/00114/00115/00117/00118) or Phase 8 (software release EB7030191-00113/00120). The system contains all the functions of the 4 Axis Enhanced Flight Director and in addition the improvements of the Phase 5 and later software.

When coupled, both autopilots drive the actuators to satisfy the references provided by the priority FD.
When uncoupled the pilot can manually fly the commands.
In either case, pitch, roll command bars/collective cue are presented on each PFD, depending on the mode selected.

The FD uses the Navigation source and data reference presented on the selected PFD. The selected PFD is indicated by the green PFD couple arrow which is controlled by the PFD button on the Guidance Controller (See Figure 2). The SAR Guidance Controller (See Figure 3) is an alternative controller and has SAR mode buttons, however, the extra pushbuttons are not active. Either Guidance Controller can be used with the 4 Axis Enhanced Flight Director system Phase 5. (For Phase 5 and later installation that includes SAR mode functions see Supplement 69).

A green couple arrow is also presented on the side of the PFD pushbutton on the Guidance Controller. When a FD mode is engaged the coupled function is automatically engaged. The FD may be uncoupled by pressing the CPL pushbutton on the Autopilot Controller (See Figure 1). The coupled function is automatically forced to uncoupled whenever the AP ATT mode is off or becomes inoperative.

Armed and captured FD modes are displayed with messages along the top line of the PFD: Collective and pitch mode messages on the left of the selected PFD arrow and lateral mode on the right. Armed

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GENERAL INFORMATION

The following functions are introduced and operational with the installation of EPIC Phase 5 (software release EB7030191-00107) or Phase 6 (software release EB7030191-00108 & 109) or Phase 7 (software release EB7030191-00110/00111/00112/00114/00115/00117/00118) or Phase 8 (software release EB7030191-00113/00120).

New FMS Functions

— SAR Search Patterns (Optional, but included with Supplement 69)

— Helicopter Performance pages.

New Basic Display Functions

— CAS caution ‘GEN OVLD’ added and generator load display modified.

— Aural ‘Check Height’ and ‘Low Speed’ alerts.

— OAT sensor miscompare indication.

— AHRS G/S velocity miscompare indication.

— Wind indication.

— CAT A symbology indications on PFD’s.

Optional Functions

— Support of SBAS GNSS Receivers.

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GENERAL INFORMATION

The 4 Axis Enhanced Flight Director (FD) provides commands that are normally coupled to the autopilot (AP) for automatic flight path control around the three axes of the aircraft plus collective. At Power Up one of the two FD is automatically selected and configured as Master (priority). At every Power Up the FD selected as Master (priority) is alternated.

The 4 Axis Enhanced Flight Director with SAR Modes system is the complete version of the FD system and requires either EPIC Phase 5, (software release EB7030191-00107) or Phase 6 (software release EB7030191-00108 & 109) or Phase 7 (software release EB7030191-00110/00111/00112/00114/00115/00117/00118) or Phase 8 (software release EB7030191-00113/00120). The system contains all the functions of the 4 Axis Enhanced Flight Director, SAR modes and in addition the improvements of the Phase 5 and later software.

When coupled, both autopilots drive the actuators to satisfy the references provided by the priority FD.
When uncoupled the pilot can manually fly the commands.
In either case, pitch, roll command bars/collective cue are presented on each PFD, depending on the mode selected.

The FD uses the Navigation source and data reference presented on the selected PFD. The selected PFD is indicated by the green PFD couple arrow which is controlled by the PFD button on the SAR Guidance Controller (See Figure 2).

A green couple arrow is also presented on the side of the PFD pushbutton on the Guidance Controller. When a FD mode is engaged the coupled function is automatically engaged. The FD may be uncoupled by pressing the CPL pushbutton on the Autopilot Controller (See Figure 1). The coupled function is automatically forced to uncoupled whenever the AP ATT mode is off or becomes inoperative.

Armed and captured FD modes are displayed with messages along the top line of the PFD: Collective and pitch mode messages on the left of the selected PFD arrow and lateral mode on the right. Armed modes are in small white characters and captured or engaged modes are in medium size green characters. When transitioning from no mode to engaged, from armed to captured or change from one mode to another mode the message flashes for 6 seconds then become

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GENERAL INFORMATION

The 4 Axis Basic Flight Director (FD) provides commands that are normally coupled to the autopilot (AP) for automatic flight path control around the three axes of the aircraft plus collective. At Power Up one of the two FD is automatically selected and configured as Master (priority). At every Power Up the FD selected as Master (priority) is alternated.

The 4 Axis Basic Flight Director system is a simplified version of the 4 Axis Enhanced Flight Director system (Supplement 67) as it does not include Hover Mode (HOV) or TU modes. The system requires Phase 5 (software release EB7030191-00107) or Phase 6 (software release EB7030191-00108 & 109) or Phase 7 (software release EB7030191-00110/00111/00112/00114/00115/00117/00118) or Phase 8 (software release EB7030191-00113/00120).

When coupled, both autopilots drive the actuators to satisfy the references provided by the priority FD.
When uncoupled the pilot can manually fly the commands.
In either case, pitch, roll command bars/collective cue are presented on each PFD, depending on the mode selected.

The FD uses the Navigation source and data reference presented on the selected PFD. The selected PFD is indicated by the green PFD couple arrow which is controlled by the PFD button on the Guidance Controller (See Figure 2). The SAR Guidance Controller (See Figure 3) is an alternative controller and has SAR mode buttons, however, the extra pushbuttons are not active. Either Guidance Controller can be used with the 4 Axis Enhanced Flight Director system Phase 5,6,7 & 8. (For Phase 5 and later installations that includes SAR mode functions see Supplement 69).

A green couple arrow is also presented on the side of the PFD pushbutton on the Guidance Controller. When a FD mode is engaged the coupled function is automatically engaged. The FD may be uncoupled by pressing the CPL pushbutton on the Autopilot Controller (See Figure 1). The coupled function is automatically forced to uncoupled whenever the AP ATT mode is off or becomes inoperative.

Armed and captured FD modes are displayed with messages along the top line of the PFD: Collective and pitch mode messages on the left of the selected PFD arrow and lateral mode on the right. Armed

selected to LH then either collective 5 way switch can be used to control the LH light. If one landing light is extended and ON then selecting the other light with the LDG LTS SELECT rotary switch will leave the first light extended, illuminated and at the last selected position while the other light may be controlled by either collective 5 way switch.

When the LDG LTS SELECT switch on the LT panel is set to NONE then neither of the landing lights can be controlled by either collective 5 way switchs. However if either or both the lights are extended and on they will remain illuminated and at the last selected position.

A further feature of this configuration is a Landing Light Over-ride (LDG LT OVRD) pushbutton, on the pilot collective only, and recessed into the grip to avoid inadvertent activation. This pushbutton allows the pilot to control the LH landing light if there is a failure of the RH landing light and the LT panel selector switch and/or a failure of the pilot collective 5 way switch. The LH UNSTOW STOW/OFF must be selected to UNSTOW then by pressing the LDG LT OVRD pushbutton the LH landing light illuminates and remains STOWED. (RH light will remain illuminated if already illuminated). The pilot collective 5 way switch can then be used to extend and steer the LH landing light (the copilot collective 5 way switch is also active to steer the LH light). The LH landing light should be turned OFF by selecting the LH UNSTOW STOW/OFF switch to STOW.

The RH landing light is powered by the DC ESS BUS 1 and the LH landing light by the DC MAIN BUS 2.

Note

When PRIMUS EPIC software version EB7030191-00110/00111/00112/00113/00114/00115/00117/00118/00120 is installed the CAS advisory messages are LANDING LT LH ON and LANDING LT RH ON.

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PRE LANDING CHECKS

1. RH LDG LT & LH LDG LT — Select as required.

Note

For single pilot night operations it is recommended to leave the LT panel LH landing light UNSTOW STOW/ OFF switch on UNSTOW.

POST LANDING CHECKS

1. RH LDG LT & LH LDG LT — Select LH and RH UNSTOW STOW/OFF switches to STOW/OFF on LT panel (if used).

CAS Caption (Green)	System State
LANDING LT ON	RH LDG LT switched ON
SEARCH LT ON	LH LDG LT switched ON

When PRIMUS EPIC software EB7030191-00110/00111/00112/ 00113/00114/00115/00117/00118/00120 is installed the advisory messages become:

LANDING LT RH ON	RH LDG LT switched ON
LANDING LT LH ON	LH LDG LT switched ON

The information contained in this document supplements the information of the Basic Flight Manual.
For limitations, procedures and performance data not contained in this Supplement, consult the basic Rotorcraft Flight Manual.

SUPPLEMENT 79

EPIC SOFTWARE PHASE 7 AND LATER SPECIFIC FUNCTIONS

S/W EB7030191 - 00110
S/W EB7030191 - 00111
S/W EB7030191 - 00112
S/W EB7030191 - 00114
S/W EB7030191 - 00115
S/W EB7030191 - 00117
S/W EB7030191 - 00118
S/W EB7030191 - 00113
S/W EB7030191 - 00120

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GENERAL INFORMATION

The following functions are introduced and operational with the installation of EPIC Phase 7 software EB7030191 - 00110/00111/00112/00114/00115/00117/00118 and EPIC Phase 8 software EB7030191 - 00113/00120.

New AFCS Functions

— Automatic LNAV engagement at Go-Around.

New EDS Functions

— Expanded Lateral Deviation Scale with EPU winglet and aural alert for RNP AR APCH approaches.

— TCAS II Capability (covered by Supplement 82).

— EGPWS -30 capability (covered by Supplement 81).

— Full time DME display.

New FMS Functions

— Auto-close flight plan implemented

— Compliance with the following Navigation Specification, in accordance with PBN Manual ICAO doc. 9613 Ed. 4th:

- RNP 2,
- RNP 1,
- RNP 0.3 all phases of flight,
- RNP APCH approaches (LPV, LNAV/VNAV, LNAV minima),
- RNP AR APCH (0.3 NM in final approach segment, 1.0 NM in Missed Approach).
  Covered by Supplement 80.

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SECTION 1 - LIMITATIONS

GENERAL

For Limitations not presented in this Supplement see Basic RFM or appropriate Supplements.
The Flight Director Supplements valid for the EPIC Phase 7 software EB7030191 - 00110/00111/00112/00114/00115/00117/0018 and EPIC Phase 8 EB7030191 - 00113/00120 are Supplements 67, 69 and 70 depending on the aircraft configuration. See the appropriate Supplement for limitations not covered in this document.

The installation of the ADS-B Out system has been shown to meet the equipment requirements of 14CFR §91.227 and AMC 20-24.

REQUIRED EQUIPMENT

— Upgraded XS-858B transponder
(only for optional ADS-B Out)

PHASE 7 AND LATER CHANGES TO FD MODE LIMITATIONS

FD Modes Engagement Limits and Minimum Use Height (MUH)

(See Supplements 67, 69 or 70 as appropriate)

Hold Mode	Applicable Range	MUH
IAS*	60 KIAS to Vne less 5 KIAS 50 KIAS to Vne less 5 KIAS during approach see Note**	150 ft AGL or 50 ft AGL during approach
HDG*/NAV*	60 KIAS to Vne less 5 KIAS 50 KIAS to Vne less 5 KIAS during approach see Note**	150 ft AGL or 50 ft AGL during approach
GA*	41 KIAS to Vne	N/A
APP* (VGP)	50 KIAS to Vne	50 ft AGL
APP* (VRT) Note* **	50 KIAS to Vne 150 ft to 2400 ft AGL	50 ft AGL
DCL*	50 KIAS to Vne	50 ft AGL

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SECTION 2 - NORMAL PROCEDURES

PRE START CHECKS

1. MFD — Set SYSTEM page, select SYS CONFIG and verify Top Level System Part Number (EPIC software release) installed: EB 7030191-00110 Phase 7.
or
EB 7030191-00111 Phase 7
or
EB 7030191-00112 Phase 7
or
EB 7030191-00114 Phase 7
or
EB 7030191-00115 Phase 7
or
EB 7030191-00117 Phase 7
or
EB 7030191-00118 Phase 7
or
EB 7030191-00113 Phase 8
or
EB 7030191-00120 Phase 8.

SYSTEM CHECKS

1. ADS-B TEST page on MCDU (if fitted) — On TCAS/XPDR page 1/2 select TEST ON and confirm 'TEST' message displays followed by 'PASS' to indicate test has completed satisfactorily.

2. ADS-B selection on MCDU RADIO page 1 (if fitted) — Select Call Sign/Flight ID and SQUAWK CODE as required.

Note

For Phase 7 software only, change the transponder code using the XPDR/TCAS MCDU radio page. If changed using the PFD and CCD the ADS-B Out will be turned off.

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SECTION 1 - LIMITATIONS

For Limitations not presented in this Supplement see Basic RFM or appropriate Supplement.

RNP APCH approaches with LP minima are not supported.

REQUIRED EQUIPMENT

— PRIMUS EPIC Phase 7 and later with software EB7030191 - 00110/00111/00112/00114/00115/00117/00118 and /00113/00120 (Phase 8).

— For LPV Approaches, RNP AR APCH Approaches and RNP 0.3 only:

- SBAS GPS kits P/N 3G3450F00113 or P/N 3G3450F00413
- 2nd SBAS GPS kits P/N 4G3450F00613

TYPE OF OPERATION

RNP operations are approved under Day/Night VFR and Day/Night IFR operation.

GLIDE SLOPE LIMITATIONS

Maximum Glideslope angle for LPV approaches ..... 9°

Maximum Glideslope angle for RNP AR APCH, LNAV/VNAV and LNAV approaches ..... 8.3°

AIRSPEED AND ALTITUDE LIMITATIONS FOR APPROACHES

Minimum APP mode engagement airspeed for RNP APCH approach procedures ..... 50 KIAS

Maximum ROD while approaching the MAP ..... 1000 fpm

Minimum DA(H) for RNP AR APCH, LNAV/VNAV and LNAV approaches ..... 250 ft

Minimum DA(H) for LPV approaches ..... 200 ft

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SECTION 2 - NORMAL PROCEDURES

PRE START CHECKS

1. MFD — Set SYSTEM page, select SYS CONFIG and verify Top Level System Part Number (EPIC software release) installed: EB 7030191-00110/ 00111/00112/00113/00114/ 00115/00117/00118/00120.

RNP 1, RNP 2, RNP 0.3 PROCEDURE (for departure, en-route, arrival)

For normal procedures associated with RNP 1, RNP 2 and RNP 0.3 in the departure, en-route and arrival phases of flight refer to the basic RFM.

CAUTION

Phase 7 software cannot automatically retrieve the 0.3 NM RNP value from Navigation Database for airways. For Phase 7 only the start of a RNP 0.3 airway, the crew shall manually enter 0.3 as RNP value by accessing the PROGRESS 2/3 RNP MCDU page. Following the manual entry, current RNP value shall be checked on PFD or PROGRESS 1/3 MCDU page.

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Table 1 EGPWS vs PRIMUS EPIC Phase Software

EPIC Phase Software	EGPWS VERSION MK XXII			
	-024, -026	-030,	-034	-036
Phase 4, 5, 6 EB 7030191-00105 EB 7030191-00107 EB 7030191-00108 EB 7030191-00109	Basic EGPWS Functions	Basic EGPWS Functions	Basic EGPWS Functions	Basic EGPWS Functions plus 1) Introduction of Mode 3B 2) Mode 1 & 3A inhibited in OEI (less than 60 KIAS)
Phase 7 EB 7030191-00110 EB 7030191-00111 EB 7030191-00112 EB 7030191-00114 EB 7030191-00115 EB 7030191-00117 EB 7030191-00118	Not Compatible	Basic EGPWS Functions plus optional SAR and Offshore modes	Basic EGPWS Functions plus optional SAR and Offshore modes	Basic EGPWS Functions, optional SAR and Offshore modes plus 1) Offshore Mode 1, 3A, 4A & 4B & envelopes modified 2) Introduction of Mode 3B 3) Mode 1 & 3A inhibited in OEI
Phase 8 EB 7030191-00113 EB 7030191-00120	Not Compatible	Not Compatible	Basic EGPWS Functions plus optional Offshore and SAR modes 1) modifications to PFD and MFD annunciations 2) Changes to Situational Awareness colouring 3) SVS colouring changes in case of TAWS alert.	Basic EGPWS Functions plus optional Offshore and SA modes including those of -034 Phase 8 plus 1) Offshore Mode 1, 3A, 4A, 4B & envelopes modified 2) Introduction of Mode 3B 3) Mode 1 & 3A inhibited in OEI

The information contained in this document supplements the information of the Basic Flight Manual.
For limitations, procedures and performance data not contained in this Supplement, consult the basic Rotorcraft Flight Manual.

SUPPLEMENT 101

PHASE 8 ADDITIONAL FUNCTIONS

S/W EB7030191-00113/00120

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SECTION 1 - LIMITATIONS

REQUIRED EQUIPMENT

PRIMUS EPIC Phase 8 Software Release EB7030191-00113/00120.

FMS LIMITATIONS

Upload of Flight Plans from an external device to the FMS selected as Navigation Source for PFD in command is forbidden.

2D TERRAIN/OBSTACLE LIMITATIONS

The 2D Terrain and Obstacle display on PFD HSI and MFD is intended to enhance awareness only:

— Navigation shall not be based upon the use of the 2D Terrain/ Obstacle display

— Terrain and obstacle avoidance must not rely upon 2D Terrain/ Obstacle display only.

INAV DATABASE LIMITATIONS

Approval of the Honeywell INAV is based upon Terrain, Obstacle and Navigation databases from a database provider who has obtained a Type 2 Letter of Acceptance (LOA). The operator must ensure compliance with section 13 of AC 20-153B.

The last updated INAV database must be loaded on the displays.

CUSTOM APPROACH LIMITATIONS

Type of Operation

— Custom Approach, without level segment, is approved under Day/ Night VFR operation,

— Custom Approach with level segment is approved under DAY/ Night VFR and IFR operation.
The final approach segment must be carried out over water.

— All Custom Approaches must only be flown with FD coupled.

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SECTION 2 - NORMAL PROCEDURES

SYSTEM CHECKS

PRE START CHECKS

1. MFD — Set SYSTEM page, select SYS CONFIG and verify Top Level System Part Number (EPIC software release) installed: EB7030191-00113/00120).

2. MCDU — Select MENU, on SVS page, set as required:
   • FPRL
   • TERR BRT.
   If SVS installed:
   • FLT MODE PITCH/PATH
   • SVS.

CUSTOM APPROACH PROCEDURES

CUSTOM APPROACH WITHOUT LEVEL SEGMENT

Set Up

Note

If the approach information entered into the MCDU pages produces an inappropriate approach profile the conflicting parameters will be inverse video, on the MCDU, and require modification.

1. MCDU — Select FPL, on the ACTIVE FLT PLAN ensure required approach waypoint is the destination waypoint.

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SECTION 1 - LIMITATIONS

REQUIRED EQUIPMENT

PRIMUS EPIC Phase 8 Software Release EB7030191-00113/00120.

SVS LIMITATIONS

The SVS display is intended to enhance terrain and obstacle awareness only:

— Navigation shall not be based upon the use of the SVS information.

— Terrain and obstacle avoidance must not rely upon SVS display only.

SVS DATABASE LIMITATIONS

The database needs to be approved by the Competent Authority.

The last updated regional terrain database for the area of operations must be loaded on the displays. The last updated INAV database must be loaded on the displays.