INVENTORY SHEET
AS350 B3e FLIGHT MANUAL

EASA CERTIFICATION

RFM dated on 25/06/2024

The following chapters are subjected to export control regulations.
Classified sections or appendices are provided within this Flight Manual only if relevant to the aircraft (equipment installed/not installed) and if authorized by the proper export licence.
The presence of this Inventory Sheet means the documentation has been checked and meets Export Control requirements.

US extraterritorial jurisdiction (ITAR)
US_EC_NoUScontent

US extraterritorial jurisdiction (Dual Use)
US_EC_NotAssessed

French Jurisdiction (ML)
FR_EC_NotAssessed

German Jurisdiction
GE_EC_NotAssessed

UK Jurisdiction
UK_EC_NotAssessed

Spanish Jurisdiction
SP_EC_NotAssessed

Edition du :
Issue Dated : **25/06/2024**

AS 350 B3e
SITUATION DES REVISIONS DU MANUEL DE VOL
FLIGHT MANUAL REVISIONS STATUS
CERTIFICATION EASA
EASA CERTIFICATION

Ce manuel doit contenir la révision normale (RN) et les révisions rapides (RR) référencées dans l'édition (EDIT) considérée.

This manual must contain the normal revision (RN) and rush revisions (RR) listed under the relevant issue (EDIT).

PARTIE REGLEMENTAIRE
PRESCRIBED SECTION
Volume 1

SECT. / SUP.	. EDIT .	. DATE .	
0 => 5.1	RN18	23-40	R
SUP.0	RN11	23-40	R
SUP.4	RN1	17-06	
SUP.6	RN1	17-06	
SUP.7	RN4	18-30	
SUP.12	RN2	17-06	
SUP.13	RN2	17-06	
SUP.13.1	RN2	17-06	
SUP.13.2	RN3	17-06	
SUP.14	RN1	17-06	
SUP.16	RN1	17-06	
SUP.17	RN2	23-50	
SUP.18	RN2	19-47	
	RR3a	21-49	
SUP.19	RN2	19-47	
	RR3a	20-28	
	RR3b	21-45	
SUP.19.1	RN2	19-47	
	RR3a	20-28	
	RR3b	21-49	
SUP.20	RN1	17-06	
SUP.21	RN1	17-23	

PARTIE REGLEMENTAIRE
PRESCRIBED SECTION
Volume 1

SECT. / SUP.	. EDIT .	. DATE .	
SUP.22	RN1	17-06	
SUP.23	RN7	23-14	
SUP.27	RN2	23-08	
SUP.28	RN4	23-08	
SUP.29	RN2	23-14	
SUP.40	RN1	17-06	
SUP.50	RN1	17-06	
SUP.52	RN2	19-38	
SUP.55.2	RN2	17-06	
SUP.55.3	RN3	17-44	
SUP.55.8	RN2	20-29	
SUP.55.9	RN3	23-40	R
SUP.55.10	RN3	23-40	R
SUP.56	RN1	17-06	
SUP.57	RN2	23-40	R
SUP.99.1	RN0	16-40	

PARTIE COMPLEMENTAIRE
COMPLEMENTARY SECTION
Volume 2

SECT.	EDIT	DATE	
0, 5.2, 6, 7, 8, 9	RN18	23-46	R

Merci de vous référer à la Fiche d'Inventaire de ce Manuel de Vol pour la classification relative au contrôle des exportations.
Please refer to the Inventory Sheet of this flight manual for export control classification information.

REVISION TO AIRCRAFT PUBLICATION: AS350 B3e

PUBLICATION CONCERNED: FLIGHT MANUAL

CUSTOMIZATION AIRCRAFT:

PMVR	**REVISION No. : 18**	**DATE CODE:**	**23-40**	**CERTIFICATION CODE:**	**A**
SUP.0	**REVISION No. : 11**	**DATE CODE:**	**23-40**	**CERTIFICATION CODE:**	**A**
SUP.55.9	**REVISION No. : 3**	**DATE CODE:**	**23-40**	**CERTIFICATION CODE:**	**A**
SUP.55.10	**REVISION No. : 3**	**DATE CODE:**	**23-40**	**CERTIFICATION CODE:**	**A**
SUP.57	**REVISION No. : 2**	**DATE CODE:**	**23-40**	**CERTIFICATION CODE:**	**A**
PMVN	**REVISION No. : 18**	**DATE CODE:**	**23-46**	**CERTIFICATION CODE:**	**/**

- The outline of the revision is given below :
  . Sections or supplements affected (added or modified),
  . Major points of the revision.
- Check that pages in each section are those specified in the list of effective pages.
- Withdraw old and insert new pages affected by this revision.
- Return the acknowledgement card.
- This list of amended pages may be filed (apart from the manual).

THE CONTENT OF THE FLIGHT MANUAL REVISION MUST BE BROUGHT TO THE ATTENTION OF FLIGHT CREWS.

	DELETED PAGES			INSERTED PAGES		
	Section, SUP or APP	**Pages or §**	**DATE CODE**	**Section, SUP or APP**	**Pages or §**	**DATE CODE**
Inventory sheet EASA	-	1	02/04/2024	-	1	25/06/2024
Inventory sheet TC	-	1	02/04/2024	-	1	25/06/2024
Inventory sheet SAAU	-	1	02/04/2024	-	1	25/06/2024
Inventory sheet FATA	-	1	02/04/2024	-	1	25/06/2024
SRD EASA	-	-	02/04/2024	-	-	25/06/2024
SRD TC	-	-	02/04/2024	-	-	25/06/2024
SRD SAAU	-	-	02/04/2024	-	-	25/06/2024
SRD FATA	-	-	02/04/2024	-	-	25/06/2024
NORMAL REVISION	0.0.P3 (Vol1)	1	23-02	0.0.P3	1	23-40
	0.0.P5 (Vol1)	1 to 7	23-14	0.0.P5	1 to 7	23-40
	4.3	1 to 5	22-21	4.3	1 to 5	23-40
	4.4	1	21-40	4.4	1	23-40
	4.5	1 to 2	22-21	4.5	1 to 2	23-40
	SUP.0.P2	1 to 3	23-14	SUP.0.P2	1 to 3	23-40
	SUP.0.P5	1 to 4	23-14	SUP.0.P5	1 to 4	23-40
	SUP.55.9.P5	1 to 2	22-21	SUP.55.9.P5	1 to 2	23-40
	SUP.55.9	1 to 5	22-21	SUP.55.9	1 to 5	23-40
	SUP.55.10.P5	1 to 2	22-21	SUP.55.10.P5	1 to 2	23-40
	SUP.55.10	1 to 13	22-21	SUP.55.10	1 to 13	23-40
	SUP.57.P1	1	20-30	SUP.57.P1	1	23-40
	SUP.57.P5	1 to 2	20-30	SUP.57.P5	1 to 2	23-40
	SUP.57	1 to 5	20-30	SUP.57	1 to 6	23-40
	0.0.P3 (Vol2)	1	23-04	0.0.P3	1	23-46
	0.0.P5 (Vol2)	1 to 6	23-14	0.0.P5	1 to 6	23-46
	0.0	1 to 2	23-02	0.0	1 to 2	23-46
	7.0.P6	1 to 3	23-02	7.0.P6	1 to 3	23-46
	7.2	1 to 3	22-07	7.2	1 to 3	23-46
	7.3	1 to 4	23-02	7.3	1 to 4	23-46
	7.5	1 to 3	22-24	7.5	1 to 4	23-46

	DELETED PAGES			INSERTED PAGES		
	Section, SUP or APP	**Pages or §**	**DATE CODE**	**Section, SUP or APP**	**Pages or §**	**DATE CODE**
	7.6	1 to 5	23-04	7.6	1 to 5	23-46
	7.11	1 to 8	23-04	7.11	1 to 8	23-46
	7.14	1 to 2	17-06	7.14	1 to 2	23-46
	9.22	1 to 6	20-50	9.22	1 to 6	23-46
CONDITIONAL REVISION	4.3 RCb	1*RC*	22-21	4.3 RCb	1*RC*	23-40
	4.3 RCd	1*RC*	22-21	4.3 RCd	1*RC*	23-40
	4.3 RCf	1*RC*	23-02	4.3 RCf	1*RC*	23-40
	-	-	-	7.2 RCh	1*RC*	23-46
	-	-	-	7.6 RCh	1.1.2*RC*	23-46
	-	-	-	7.11 RCh	1.2*RC*	23-46

DESCRIPTION OF THE REVISION	Section	Page
PMVR		
Update of list of approved conditional revision	0.0.P3	1
Update list of approved effective pages and log of approved normal revisions	0.0.P5	1 to 7
Modification of the CWP lights representation	4.3	2
Update of RCb page 2 to integrate the correction of CWP lights representation	4.3 *RCb*	1 to 2
Update of RCd page 2 to integrate the correction of CWP lights representation	4.3 *RCd*	1 to 2
Update of RCf to integrate the correction of CWP lights representation	4.3 *RCf*	1 to 1
Integration of Pulse Light in normal procedure (MOD 07.20241)	4.4	1
Integration of Pulse Light in normal procedure (MOD 07.20241)	4.5	2
PMVS		
Update of list of supplements (New title for SUP.57 : addition of GTX 345R transponder)	SUP.0.P2	2
Update list of approved effective pages and log of approved normal revisions	SUP.0.P5	1 to 4
Update list of approved effective pages and log of approved normal revisions	SUP.55.9.P5	1 to 2
Replacement of "VOR/VHF GNC 255" by "NAV2/COM2" in the GTN 650Xi installation synoptic	SUP.55.9	2
Modification of NOTE 1 to integrate GTX 345R transponder	SUP.55.9	5
Update list of approved effective pages and log of approved normal revisions	SUP.55.10.P5	1 to 2
Suppression of : " "x" appears in the heading display" in the symptoms of HDG FAIL message	SUP.55.10	7
Integration of "TRAFFIC" alert (Post MOD 07-20254)	SUP.55.10	8
Modification of title to integrate GTX 345R transponder	SUP.57.P1	1
Update list of approved effective pages and log of approved normal revisions	SUP.57.P5	1 to 2
- Addition of GTX 345R in the general description § - Addition of § on ADS-B In - Addition of AC 20-172B compliance requirements relative on ADS-B In	SUP.57	1

DESCRIPTION OF THE REVISION	Section	Page
- Addition of GTX 345R and push-button TRFC ACK in the diagram - Addition of "TRFC ACK" abbreviation (Post MOD 07-20254)	SUP.57	2
- Modification of NOTE to integrate GTX 345R - Modification of wording and addition of new messages display relative on GTX 345R	SUP.57	3
Integration of new messages display relative on GTX 345R	SUP.57	4
Addition of §3.3 concerning the loss of ADS-B IN function	SUP.57	5
- Added "ADS-B Out" display in the §4.2 due to new setting - Addition of new §4.3 concerning aural traffic alert	SUP.57	6
PMVN		
Update list of composition of non approved conditional revisions (RC)	0.0.P3	1
Update list of effective pages and log of normal revisions	0.0.P5	1 to 6
Update of the list of modifications or service bulletins mentioned in the flight manual	0.0	1 and 2
- Update of §7.3.4 title : deletion of "(POST MOD 07-20112 OR MOD 07-20228)" - Update of §7.14 title : "APPAREO VISION 1000" becomes "COCKPIT VIDEO CAMERA"	7.0.P6	3
- Modification of Figure 1 to integrate the new instrument lighting plate and the engine starting selector on the instrument panel - Incorporate the Pulse Light pushbutton instead of "CRANK" pushbutton on console	7.2	1
Creation of new RC h - Instrument panel and console (Pre MOD 07-20207)	7.2	1*RC*
Creation of §4.2 to incorporate "CRANK" pushbutton instead of "ENG START" selector on the overhead panel	7.3	4
Update of Figure 2 to integrate on cyclic grip the "Traffic acknowledgement" button	7.5	2
Update of Figure 4 to present the "EBCAU test switch" only	7.5	3
- Creation of Figure 5 to describe the "CRANK" pushbutton on the instrument panel (PRE MOD 07-20207) and on overhead panel (POST MOD 07-20207) - Creation of Figure 6 to describe "ENG START" selector and indicate that it is located on the instrument panel (POST MOD 07-20207)	7.5	4
- Integration and description of "INT.LT" potentiometer (POST MOD 07-20207) - Deletion of NVG* (optional)	7.6	2

DESCRIPTION OF THE REVISION	Section	Page
Creation of RC h - PRE MOD 07-20207	7.6	1.1.2*RC*
Integration of "INT.LT" potentiometer (POST MOD 07-20207) in §1.2.2	7.6	3
- Inversion of the landing and taxi lights on Figure 2 (error) - Modification of "swiveling landing light"; It replaces the "taxi light" instead of the "fixed landing light"	7.6	4
Pulse Light description (POST MOD 07-20241)	7.6	5
- Modification of Breaker 30α: "VOR 2" becomes "SPARE" and "VHF2" 5A becomes "COM2/NAV2" 3A - Modification of Breakers 31/32α, 44α, 16α and 50α to be consistency with STEP 3 avionics	7.11	3
Creation of RC h - PRE MOD 07-20207	7.11	1.2*RC*
Integration of "Pulse LT" on the console in place of "CRANK" pushbutton (POST MOD 07-20241) and permutation with "ACCU TST"	7.11	4
- Modification of the title and §1 : "COCKPIT VIDEO CAMERA" instead of "APPAREO VISION 1000" - Integration of AIRS-400 camera in Figure 1	7.14	1
- "cockpit video camera" instead of "APPAREO vision 1000" in §3 - Integration of status indicator (LED) table relative to the AIRS-400 camera	7.14	2
Addition of GNC 215 in Figure 1	9.22	1
- Addition of "GNC 215" in the title and §3 - Addition of precision relative to main and secondary bus - Addition of circuit breaker information according to GNC	9.22	2
"ICS" is replaced by "GMA 350 H"	9.22	4
Addition of GNC 215 in §5	9.22	5
Modification of Figure 3 to only show radio controls on the cyclic grip	9.22	6

COMPOSITION

OF APPROVED CONDITIONAL REVISIONS (RC)

This manual assigned to the helicopter mentioned on the title page contains the following pink pages except those cancelled when the conditions are complied with.

CAUTION

The reader will have to insert the pink pages incorporating the paragraph(s) affected by the Conditional Revision so as the paragraph(s) cover(s) the paragraph(s) of the standard version or of the variant of standard definition.

(1) Paragraph Revision Code:

- **R** .....Revised, to be replaced
- **N** .....New, to be inserted

RC No.	SECTION or SUP.	PARAGRAPH	DATE CODE	Number of pages	(1)	Applicable before condition is met:
a	2.4 2.4 3.6	1 *RC* 5 *RC* 4 *RC*	17-06 14-44 17-06	1 1 1		MOD 07.4222
b	3.1 3.4 3.6 3.6 3.6 4.3	2 *RC* 1 *RC* 1 *RC* 4 *RC* 6 *RC* 1 *RC*	17-06 20-30 22-21 17-06 14-44 23-40	1 1 1 2 1 2	 R	MOD 07.4280
c	3.6	4 *RC*	17-06	1		MOD 07. 4280 or MOD 07.4222
d	3.0.P6 3.7 4.3	3.7 *RC* 4 *RC* 1 *RC*	17-06 14-44 23-40	1 1 2	 R	MOD 07.4654
e	2.3	2 *RC*	16-28	1		MOD AL-4236
f	4.3 4.4	1 *RC* 1 *RC*	23-40 23-02	1 1	R	MOD 07.20112 or MOD 07.20228

LIST OF APPROVED EFFECTIVE PAGES - EASA CERTIFICATION

(1) AIRWORTHINESS EFFECTIVITY:

- Without indication..... Applicable to all aircraft
- [A] ..... Specific to EASA.

(2) VARIANT OF STANDARD DEFINITION EFFECTIVITY:

- Without indication..... Applicable to all aircraft
- XXX..... Specific to aircraft equipped with XXX

SECTION	PAGES	DATE CODE	(1)	(2)
0.0.P1	1 to 1	17-06	[A]	
0.0.P2	1 to 1	14-44		
0.0.P3	1 to 1	23-40		
0.0.P4	1 to 1	17-06		
0.0.P5	1 to 7	23-40	[A]	
1.0.P6	1 to 1	17-06		
1.1	1 to 2	17-06		
1.2	1 to 2	17-06		
1.3	1 to 4	23-08		
1.4	1 to 1	14-44		
2.0.P6	1 to 2	23-02		
2.1	1 to 2	22-21		
2.2	1 to 1	17-06		
2.3	1 to 4	22-21		
2.4	1 to 5	22-21		
2.5	1 to 7	23-02		
2.6	1 to 3	21-08		
3.0.P6	1 to 2	22-21		
3.1	1 to 2	17-06		
3.2	1 to 3	22-21		
3.3	1 to 2	22-21		
3.4	1 to 2	20-30		
3.5	1 to 7	22-21		
3.6	1 to 12	23-14		
3.7	1 to 3	22-21		
4.0.P6	1 to 2	22-21		
4.1	1 to 1	17-06		
4.2	1 to 4	20-49		
4.3	1 to 5	23-40		
4.4	1 to 1	23-40		
4.5	1 to 2	23-40		

LIST OF APPROVED EFFECTIVE PAGES - EASA CERTIFICATION

SECTION	PAGES	DATE CODE	(1)	(2)
4.6	1 to 2	17-06		
4.7	1 to 1	22-21		
4.8	1 to 1	17-06		
5.1.P6	1 to 1	20-50		
5.1	1 to 14	23-08		

LOG OF APPROVED NORMAL REVISIONS

BASIC RFM REVISIONS - EFFECTIVITY (1) (2) - EASA

ISSUE 1: NR 0 to NR 5:

NORMAL REVISION 5 - APRIL 2014	EASA DOA No.21J.056 on March 25th, 2014

ISSUE 2:

NORMAL REVISION 0 date code 14-44	Approved on April 10, 2015, under the authority of EASA DOA No. 21J056
Title	New issue
Revised information	All
Deleted information	None
NORMAL REVISION 1 date code 15-16	EASA Approval No. 10055432 on November 09th, 2015
Title	Rewriting of the hydraulic failure procedure, Insertion of the process for oil temperature checking when preheating system is used, Deletion of the requirement to have the pilot's guide on board.
Revised information	Sections: 0.0.P5, 2.5, 3.0, 3.6, 3.7, 4.3 and 4.6
Deleted information	None
NORMAL REVISION 2 date code 15-31	Approved on November 13, 2015, under the authority of EASA DOA No. 21J056
Title	Insertion of the modification of [ACCU TST] button in unstable button (MOD 07.4719). Applicable only for aircraft equipped with dual hydraulic system.
Revised information	Sections: 0.0.P5, 4.3, 4.4 and 4.6.
Deleted information	None

LOG OF APPROVED NORMAL REVISIONS

BASIC RFM REVISIONS - EFFECTIVITY (1) (2) - EASA

NORMAL REVISION 3 date code 16-28	EASA approval No. 10064924 on March 09th, 2018
Title	- Wording improvement - Insertion of the process for TGB oil temperature checking when preheating system is used for oil "O-156" - New placard "Masse/Weight" Post MOD 07-4274
Revised information	Sections: 0.0.P5, 2.3, 2.5 and 2.6.
Deleted information	None
NORMAL REVISION 4 date code 17-06	Approved on March 20, 2018 under the authority of EASA DOA No. 21J700
Title	- Updating of the cranking procedure and wording improvement
Revised information	All sections excepted sections 1.4, 4.7 and pages 0.0.P2, 2.0.P6 and 5.1.P6
Deleted information	None
NORMAL REVISION 5 date code 18-15	EASA approval No. 10065960 on June 22, 2018
Title	Improvement of the hydraulic emergency procedure
Revised information	Sections: 0.0.P5, 3.0.P6, 3.6
Deleted information	None
NORMAL REVISION 6 date code 18-28	EASA approval No. 10071551 on November 06, 2019
Title	Addition of "Engine Starter/Generator" paragraph in the limitations section. Modification of the engine starting procedure
Revised information	0.0.P5 pages 1 to 4; 2.0.P6 page 2; 2.5 pages 6 & 7; 4.3 page 3.
Deleted information	None
NORMAL REVISION 7 date code 19-12	Approved on April 23, 2020 under the authority of EASA DOA No. 21J700
Title	The limitation of use of COM frequency becomes Pre-MOD 07-4796 Harmonization of NOTE Section 2.3
Revised information	Sections: 0.0.P5 pages 1 to 4, 2.3 page 1, 2.5 page 7
Deleted information	None

LOG OF APPROVED NORMAL REVISIONS

BASIC RFM REVISIONS - EFFECTIVITY (1) (2) - EASA

NORMAL REVISION 8 date code 20-11	Approved on September 02, 2020 under the authority of EASA DOA No. 21J700
Title	Addition of post extinguisher use procedure
Revised information	0.0.P5 pages 1 to 5, 3.0.P6 page 1, 3.4 page 2
Deleted information	None
NORMAL REVISION 9 date code 20-30	EASA Approval No. 10075674 on February 19th, 2021
Title	Modification of "SMOKE IN THE CABIN" procedure
Revised information	0.0.P3, 0.0.P5 pages 1 to 5, 3.4 page 1
Deleted information	None
NORMAL REVISION 10 date code 20-49	Approved on December 18, 2020 under the authority of EASA DOA No. 21J700
Title	Modification of Preflight check for static plug in tail boom
Revised information	0.0.P5 pages 1 to 5, 4.2 pages 2 and 3
Deleted information	None
NORMAL REVISION 11 date code 20-50	EASA Approval No. 10076117 on April 04th, 2021
Title	Update of curves regarding the creation of the "increased takeoff power" supplement.
Revised information	0.0.P5 pages 1 to 5, 5.1.P6, 5.1
Deleted information	None
NORMAL REVISION 12 date code 21-08	EASA Approval No. 10078088 on January 11, 2022
Title	Modification of new China fuel, deletion of fuel placard
Revised information	0.0.P5 pages 1 to 5, 2.0.P6, 2.5, 2.6
Deleted information	Fuel placard

LOG OF APPROVED NORMAL REVISIONS

BASIC RFM REVISIONS - EFFECTIVITY (1) (2) - EASA

NORMAL REVISION 13 date code 21-40	EASA approval No. 10078952, 10078954 on April 01, 2022
Title	Addition of limitation linked to T-PED and modification of normal procedure (MOD 07.20112)
Revised information	0.0.P3, 0.0.P5 pages 1 to 6, 2.0.P6 page 2, 2.5 page 7, 4.3 page 2, 4.4 page 1
Deleted information	
NORMAL REVISION 14 date code 22-21	Approved on February 07, 2023 under the authority of EASA DOA No. 21J700
Title	Modification of "Engine Starter/Generator", "Servo Transparency" procedures and other miscellaneous corrections. Section 2.5: Modification to allow the use of NATO 0.155 lubricant below -20°C and modification of synthetic fluid for the USA specification (ECP 07.20231).
Revised information	0.0.P3; 0.0.P5; 2.1 page 1; 2.3 page 4; 2.4 page 3; 2.5 pages 5 to 6; 3.0.P6 pages 1 to 2; 3.2 pages 1 to 2; 3.3 page 2; 3.5 pages 1 to 2; 3.6 pages 1, 2, 6, 7; 3.7 page 3; 4.0.P6 page 1; 4.3 pages 1 to 3 and 5; 4.5 page 1; 4.7 page 1.
Deleted information	None
NORMAL REVISION 15 date code 23-02	EASA approval No. 10081806 on May 02, 2023
Title	Addition of limitation linked to T-PED and modification of normal procedure (MOD 07.20228)
Revised information	0.0.P3; 0.0.P5; 2.0.P.6 page 2; 2.5 page 7
Deleted information	None
NORMAL REVISION 16 date code 23-08	EASA approval No. 10082211 on June 22, 2023
Title	Modification of the wind envelopes and abbreviations Evolution of the flight performance curves
Revised information	0.0.P5; 1.3 page 2; 5.1 pages 1, 2, 10 and 11
Deleted information	None

LOG OF APPROVED NORMAL REVISIONS

BASIC RFM REVISIONS - EFFECTIVITY (1) (2) - EASA

NORMAL REVISION 17 date code 23-14		Approved on september 27, 2023 under the authority of EASA DOA No. 21J700
Title	Suppression of low hydraulic pressure values Modification of the GENE failure procedure	
Revised information	0.0.P5; 3.6 pages 6 and 9.	
Deleted information	None	
NORMAL REVISION 18 date code 23-40		EASA approval No. 10084643 on June 07, 2024
Title	Modification of the CWP lights in the engine prestart check procedure. Addition of pulse light check before takeoff and approach.	
Revised information	0.0.P3 page 1; 0.0.P5; 4.3 page 2; 4.4 page 1; 4.5 page 2.	
Deleted information	None	

SECTION 4.3

START UP

1 ENGINE PRESTART CHECK

- Seats and control pedals.....ADJUST and SECURE
- Seat belts.....FASTEN

NOTE

Copilot seat belts shall be fastened in all cases.

1. Rotor brake .....RELEASE, fully forward
2. Fuel shut-off lever .....FORWARD, plastic guard condition
3. Twist grip.....IDLE position
4. Hydraulic cut-off switch (collective grip).....ON
5. Engine starting selector.....OFF
6. [**BATT**] .....ON
7. Instrument lighting system .....OFF/DAY/NIGHT (as required)

8. [**COM1/NAV1**] .....ON
9. Electric mirror (if installed).....SET to avoid dazzling (night flight)
10. [**W/LT TST**] .....PERFORM
    Check TRQ indicates 100 % for 2 sec., then 0.
11. [**FIRE TST**].....PERFORM, CHECK

Pre MOD 07.4719:

12. [**ACCU TST**].....ON for 2 sec. then OFF

Post MOD 07.4719 (applicable only for aircraft equipped with dual hydraulic system):

12. [**ACCU TST**].....PRESS for 2 sec.

13. CWP and overhead panel lights .....CHECK:
    - With battery power:

    - With EPU power .....: Same lights as above + BATT

14. VEMD.....CHECK:
    . 3-data page: no message
    . Vehicle page: no message
    . Battery voltage > 22 V
    . Check fuel quantity
    . (Bleed valve open)

15. Control pedals.....Free travel, then left pedal 2 cm (0.8 in) forward
16. Cyclic .....CENTER, friction adjusted
17. Collective .....LOCK, friction adjusted
18. Heating, demisting, air conditioning (if installed).....OFF

2 ENGINE STARTING

1. CWP.....CHECK **GOV**
2. [**FUEL P**] or [**FUEL PUMP**]* .....ON
3. [**A/COL LT**] or [**A/COL**]* .....ON
4. Cyclic control.....HAND ON
5. Engine starting selector.....ON position
6. Engine parameters.....CHECK:
   - **.** N1 increases
   - **.** TOT remains below its limits
   - **.** Rotor turns at N1 ≤ 25%
   - **.** Engine oil pressure increases

   - When N1 ≥ 67 %
7. [**GENE**] .....ON
8. CWP.....CHECK:
   ENG P **MGB P** **HYDR**
9. [**PITOT**] .....ON, **PITOT**
10. [**FUEL P**] or [**FUEL PUMP**]* .....OFF, CHECK **FUEL P**
11. Engine starting selector guard .....SET
12. [**AVIONIC**] or [**AVIONICS**]* .....ON
13. All necessary systems .....ON - TESTED
    (Avionics, lights...)

NOTE 1

In strong wind, apply a small cyclic input into the wind.

NOTE 2

In case of failed engine start return the engine starting selector to OFF. Observe the engine starter limitation given in SECTION 2.5 § 5.

NOTE 3

At N1 > 60 % the VEMD upper screen automatically switches to FLI display.

14. EPU (if used).....DISCONNECT, make sure EPU door is closed and locked
15. CWP.....CHECK: **GENE** **BATT**

(*) Post MOD 07-4280

3 RUN-UP CHECK

1. Hydraulic checks:

CAUTION

If not locked, the collective will move up when the accumulators are depleted or when the hydraulic cut-off switch on the collective grip is set to OFF.

- Accumulator checks:

  - **Collective..... CHECK correctly locked**
  - [**ACCU TST**]..... ON
  - CWP ..... CHECK **HYDR** flashes
  - Collective / cyclic ..... HANDS on
  - Move the cyclic 2 or 3 times on each axis (± 10% of total travel) and check for accumulator hydraulic assistance on pitch and roll (no control loads).
  - [**ACCU TST**]..... RESET to OFF position
  - CWP ..... CHECK **HYDR**

- Hydraulic cut-off test:

  - **Collective..... CHECK correctly locked**
  - Hydraulic cut-off switch (collective grip)..... OFF
  - CWP ..... CHECK **HYDR**
  - Check that loads are felt immediately and that cyclic can be moved in pitch and roll with normal feedback loads.
  - Hydraulic cut-off switch (collective grip)..... ON
  - CWP ..... CHECK **HYDR** after 3 to 4 sec.

    Maintenance action must be performed prior to flight if this time is reduced to 1 sec. or greater than 4 sec. (at least one of the accumulators is faulty)

2. Twist grip..... FLIGHT position

- When NR ≥ 340 rpm:

3. [**HORN**] .....ON, HORN
   CHECK audio warning:
   . ON for NR ≤ 360 rpm
   . OFF for NR > 360 rpm
4. NR indication .....CHECK in lower normal operating range
5. [**FIRE TST**] .....PERFORM, CHECK:
   ENG FIRE + Gong sounds
6. Parameter checks .....No warning light illuminated
   Electrical system voltage and current
   Engine oil pressure

4 CRANKING

The cranking procedure shall be performed after a failed or aborted start and can be used for check or maintenance purposes.

Proceed as follows:

- Check:

1. Engine starting selector .....OFF
2. Emergency fuel shut-off lever.....FORWARD
3. N1 .....CHECK ≤ 10 %
4. [**FUEL P**] **or** [**FUEL PUMP**]*.....ON
4. [**CRANK**] .....PRESS for 30 sec. max.
6. [**FUEL P**] **or** [**FUEL PUMP**]*.....OFF

(*) Post MOD 07-4280

CAUTION

Do not crank the engine with the emergency fuel shutoff valve closed as this could damage the engine high pressure fuel pump.

NOTE

Observe the engine starter limitation given in SECTION 2.5 § 5.

SECTION 4.4

TAKEOFF

1 BEFORE TAKEOFF CHECK

1. Doors .....CLOSED or sliding doors OPEN LOCKED.
2. Cyclic and collective frictions .....AS REQUIRED.
3. Landing/taxi lights or pulse light (if installed) .....AS REQUIRED.
4. Temperatures and pressures .....NORMAL RANGE.
5. CWP and overhead panel .....All lights OFF.
   - When minimum engine oil temperature is reached (Refer to SECTION 2.4 §5):
6. Collective .....UNLOCK.

NOTE

Adjust collective and cyclic frictions so that friction loads are felt by the pilot when moving the flight controls.

2 TAKEOFF CHECK AND PROCEDURE

CAUTION

Heating and demisting system can be used during takeoff but this degrades the aircraft hover and climb performance shown in SECTION 5 when operating at engine limits (N1, TOT).

- Gradually increase collective to hover at 5 ft (1.5 m).
- Check engine and mechanical parameters, no warning/caution light.
- Increase airspeed with HIGE power until IAS = 40 kt (74 km/h), then begin to climb so as to clear 40 ft (12 m) at IAS = 50 kt (93 km/h).

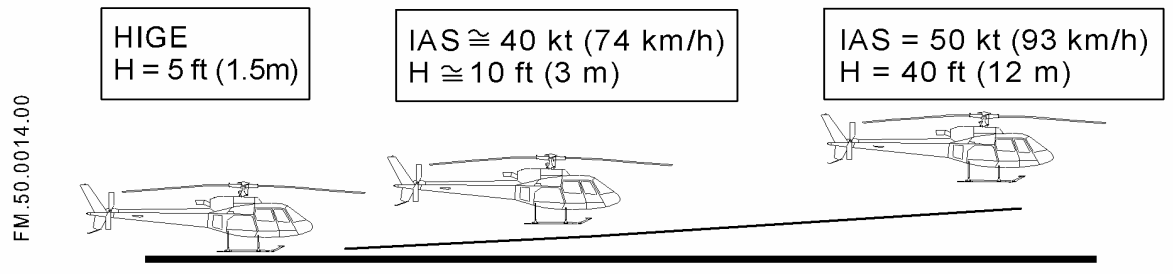

Figure 1: Takeoff procedure

CAUTION

For safe operation, takeoff path should avoid HV diagram (refer to SECTION 5).

SECTION 4.5

CLIMB - CRUISE FLIGHT, MANEUVERS - APPROACH - LANDING

1 CLIMB

Above 100 ft (30 m), for maximum climb performance, select up to Maximum Continuous Power and optimum climbing speed (Vy):

IAS kt = 65 kt at 0 Hp - (1 kt / 1000 ft).

IAS km/h = 120 km/h at 0 Hp - (2 km/h per 300 m).

2 CRUISE FLIGHT, MANEUVERS

2.1 CRUISING FLIGHT

Fast cruise is obtained by the first limitation reached corresponding to the beginning of the FLI amber area.

Corresponding mechanical or engine limits (TRQ, N1, TOT) are indicated by an underlined numerical value.

2.2 LOAD FACTOR - SERVO TRANSPARENCY

Maximum load factor is determined by the servo-controls transparency limit.

Servo-transparency may be reached during maneuvers, turns, pull-up and/or when maneuvering near VNE.

Avoid a combination of TAS, Hσ, gross weight at high values associated with high collective.

2.3 OPERATION IN MAXIMUM POWER CONFIGURATION

Decrease collective slightly before initiating a turn, as for this maneuver the power requirement is increased.

2.4 HOVER TURNS

Avoid rotation faster than 6 sec. per full rotation.

2.5 OPERATION IN TURBULENCE

Reduce IAS.

3 APPROACH

- Begin approach at Vy.
- At approximately 100 ft (30 m), reduce airspeed down to HIGE at 5 ft (1.5 m).

  - Approach check:

    1. Landing/taxi lights
       or pulse light (if installed) .....AS REQUIRED
    2. All parameters.....CHECK

4 LANDING

In hover, gradually reduce collective until touchdown, then fully reduce collective.

NOTE

Pages SUP.0.P3 and SUP.0.P4 concern the whole of the Supplements assigned to the helicopter mentioned on the title pages.

LIST OF SUPPLEMENTS

Some Supplements covering installations or procedures not used on this helicopter may be withdrawn from this manual. The complete list of Supplements appears on pages SUP.0.P2.

No.	TITLE
0	LIST OF SUPPLEMENTS - INCOMPATIBILITY OF USE - EFFECT ON PERFORMANCE DATA
1	RESERVED
2	RESERVED
3	RESERVED
4	INSTRUCTIONS FOR OPERATIONS IN COLD WEATHER
5	RESERVED
6	AUTOROTATION LANDING TRAINING PROCEDURE
7	HYDRAULIC FAILURE TRAINING PROCEDURE
8 to 11	RESERVED
11.1 to 11.2	RESERVED
12	TRANSPORT OF EXTERNAL LOADS: CARGO SLING 750 KG (1660 LB) "BREEZE EASTERN" (P/N 17149-1).
13	TRANSPORT OF EXTERNAL LOADS : CARGO SWING 1400 kg (3086 lb) with “SIREN” release unit (P/N AS21-5-7).
13.1	TRANSPORT OF EXTERNAL LOADS : CARGO SWING 1400 kg (3086 lb) with “SIREN” fixed release unit (P/N S1609).
13.2	TRANSPORT OF EXTERNAL LOADS : CARGO SWING 1400 kg (3086 lb) with “ON-BOARD” release unit (P/N 528-023-51).
14	SAND FILTER Reference: 704A41650014
15	RESERVED
16	AUTOMATIC FLIGHT CONTROL SYSTEM SFIM 85 T 31 (3-axis)
17	EMERGENCY FLOATATION GEAR AERAZUR
18	HOIST INSTALLATION "BREEZE" or "AIR EQUIPMENT" Electric hoist 136 kg (300 lb)

LIST OF SUPPLEMENTS (cond't)

No.	TITLE
19	HOIST INSTALLATION "BREEZE" Electric hoist 204 kg (450 lb)
19.1	HOIST INSTALLATION "BREEZE" Electric hoist 204 kg (450 lb), grip with support bracket
20	HYDRAULIC PUMP DRIVE ON MGB
21	TWO-PASSENGER FRONT SEAT
22	LONG AND SHORT FOOTSTEPS
23	DUAL HYDRAULIC SYSTEM
24 to 26	RESERVED
27	INCREASED TAKEOFF POWER
28	MAXIMUM INTERNAL GROSS WEIGHT Increased to 2370 kg (5225 lb)
29	200 A STARTER GENERATOR Optional OP-3821 or OP-2783
30 to 39	RESERVED
40	SPECIAL COCKPIT LIGHTING
41 to 49	RESERVED
50	FERRY FLIGHT FUEL TANK
51	RESERVED
52	"BAMBI BUCKET" Model 2732S
53 to 55	RESERVED
55.1	RESERVED
55.2	GPS “GARMIN GNS 430/430W”
55.3	GPS “GARMIN GTN 650H”
55.4 to 55.7	RESERVED
55.8	GARMIN G500H
55.9	GPS “GARMIN GTN 650Xi”
55.10	GARMIN G500H TXi
56	ABSEILING INSTALLATION
57	TRANSPONDER GTX 335R/345R WITH GTN 650 SERIE/G500 SERIE

LIST OF SUPPLEMENTS (cond't)

No.	TITLE
58 to 99	RESERVED
99.1	STC ST.7500 CRASH RESISTANT FUEL SYSTEM

LIST OF APPROVED EFFECTIVE PAGES - EASA CERTIFICATION

(1) AIRWORTHINESS EFFECTIVITY:

- Without indication..... Applicable to all aircraft
- [A] ..... Specific to EASA

(2) VARIANT OF STANDARD DEFINITION EFFECTIVITY:

- Without indication..... Applicable to all aircraft
- XXX..... Specific to aircraft equipped with XXX

SECTION or SUP.	PAGES	DATE CODE	(1)	(2)
SUP.0.P1	1 to 1	16-40		
SUP.0.P2	1 to 3	23-40		
SUP.0.P3	1 to 1	23-14		
SUP.0.P4	1 to 1	17-06		
SUP.0.P5	1 to 4	23-40	[A]	
SUP.0	1 to 2	20-50		

LOG OF APPROVED NORMAL REVISIONS

BASIC RFM REVISIONS - EFFECTIVITY (1) (2) EASA

ISSUE 1: NR 0 to NR 1:

NORMAL REVISION 1 - OCTOBER 2013	EASA approval No. 10048390 on March 7, 2014

ISSUE 2:

NORMAL REVISION 0 date code 14-44	Approved on April 10, 2015, under the authority of EASA DOA No. 21J056
Title	New issue
Revised information	All
Deleted information	None
NORMAL REVISION 1 date code 15-16	EASA approval No. 10054920 on September 30, 2015
Title	Addition of a new Supplement: SUP.40 "SPECIAL COCKPIT LIGHTING".
Revised information	SUP.0.P2 pages 1 and 2, SUP.0.P5 pages 1 and 2.
Deleted information	None
NORMAL REVISION 2 date code 16-06	EASA approval No. 10058798 on July 15, 2016
Title	Addition of a new Supplement: SUP.55.8 "GARMIN G500H".
Revised information	SUP.0.P2 pages 1 and 2, SUP.0.P5 pages 1 and 2.
Deleted information	None
NORMAL REVISION 3 date code 16-40	EASA approval No. 10060852 on January 30, 2017
Title	Addition of a new Supplement: SUP.99.1 "STC ST.7500 - Crash resistant fuel system".
Revised information	SUP.0.P2 pages 1 and 2, SUP.0.P5 pages 1 and 2, SUP.0 page 1.
Deleted information	None

LOG OF APPROVED NORMAL REVISIONS

BASIC RFM REVISIONS - EFFECTIVITY (1) (2) EASA

ISSUE 2:

NORMAL REVISION 4 date code 17-06	Approved on March 20, 2018 under the authority of EASA DOA No. 21J700
Title	Wording improvement.
Revised information	SUP.0.P2 pages 1 and 2, SUP.0.P3, SUP.0.P4, SUP.0.P5 pages 1 to 3.
Deleted information	None
NORMAL REVISION 5 date code 18-20	EASA approval No. 10067555 on November 20, 2018
Title	Creation of new Supplement 57 "ADS-B Out"
Revised information	SUP.0.P2 pages 1 and 2, SUP.0.P5 pages 1 to 3.
Deleted information	None
NORMAL REVISION 6 date code 20-10	EASA approval No. 10074744 on November 04, 2020
Title	Hydraulic pump reversal (MOD 07-4925).
Revised information	SUP.0.P3 page 1, SUP.0.P5 pages 1 to 3.
Deleted information	None
NORMAL REVISION 7 date code 20-30	EASA approval No. 10067555 on November 20, 2018
Title	Creation of new Supplement 55.9 "GTN 650 Xi" and Supplement 55.10 "G500H TXi"
Revised information	SUP.0.P2 pages 1 to 3, SUP.0.P5 pages 1 to 3.
Deleted information	None
NORMAL REVISION 8 date code 20-50	EASA Approval No. 10076117 on April 04th, 2021
Title	Addition of a new Supplement: SUP.27 - Increase takeoff power.
Revised information	SUP.0.P2, SUP.0.P5 and SUP.0.
Deleted information	None

LOG OF APPROVED NORMAL REVISIONS

BASIC RFM REVISIONS - EFFECTIVITY (1) (2) EASA

ISSUE 2:

NORMAL REVISION 9 date code 22-21	Approved on February 07, 2023 under the authority of EASA DOA No. 21J700
Title	Update of SUP.0.P3.
Revised information	SUP.0.P3 and SUP.0.P5.
Deleted information	None
NORMAL REVISION 10 date code 23-14	Approved on September 27, 2023 under the authority of EASA DOA No. 21J700
Title	Update of SUP.0.P3. Addition of OP-2783 reference in the title of SUP.29.
Revised information	SUP.0.P3, SUP.0.P2, SUP.0.P5.
Deleted information	None
NORMAL REVISION 11 date code 23-40	EASA approval No. 10084641 on June 07, 2024
Title	Update of SUP.0.P2 to integrate the "GTX 345R" in SUP.57 title.
Revised information	SUP.0.P2, SUP.0.P5.
Deleted information	None

LIST OF APPROVED EFFECTIVE PAGES - EASA CERTIFICATION

(1) AIRWORTHINESS EFFECTIVITY:

- Without indication..... Applicable to all aircraft
- [A] ..... Specific to EASA

(2) VARIANT OF STANDARD DEFINITION EFFECTIVITY:

- Without indication..... Applicable to all aircraft
- XXX..... Specific to aircraft equipped with XXX

SECTION or SUP.	PAGES	DATE CODE	(1)	(2)
SUP.55.9.P1	1 to 1	20-30		
SUP.55.9.P5	1 to 2	23-40	[A]	
SUP.55.9	1 to 5	23-40		

LOG OF APPROVED NORMAL REVISIONS

BASIC RFM REVISIONS - EFFECTIVITY (1) (2) EASA

NORMAL REVISION 0 date code 20-30	EASA approval No. 10075674 on February 19th, 2021
Title	Creation of SUP.55.9 GPS "GARMIN GTN 650 Xi"
Revised information	All
Deleted information	None
NORMAL REVISION 1 date code 21-40	EASA approval No. 10078953 on April 01, 2022
Title	Wording improvement
Revised information	SUP.55.9.P5 pages 1 and 2, SUP.55.9 page 3.
Deleted information	None
NORMAL REVISION 2 date code 22-21	Approved on February 07, 2023 under the authority of EASA DOA No. 21J700
Title	G500H TXi Step 2 (MOD 07-20112) Wording improvement
Revised information	SUP.55.9.P5 pages 1 and 2, SUP.55.9 pages 1 to 5.
Deleted information	None
NORMAL REVISION 3 date code 23-40	EASA approval No. 10084641 on June 07, 2024
Title	G500H TXi Step 3 (MOD 07-20254)
Revised information	SUP.55.9.P5 pages 1 and 2, SUP.55.9 pages 2 and 5.
Deleted information	None

1 GENERAL

1.1 DESCRIPTION

The GARMIN "GTN 650Xi" combines a VHF COM transceiver, a VOR-ILS receiver and a GPS navigation system.

The present Supplement deals only with the GPS navigation system. The COM and VOR-ILS functions are dealt with in section 9.

The GARMIN "GTN 650Xi" GPS system complies with the requirements as a supplement to VFR navigation.

For detailed description of the "GTN 650Xi", refer to the GTNXi Pilot's guide P/N 190-02327-03 or later versions.

The GARMIN "GTN 650Xi" provides an interface for NAV/COM/GPS functions. The unit can be controlled by its capacitive touchscreen or by using the rotary knobs and keys on the RH side of the control unit.

The GTN650Xi is installed on the instrument panel.

The GTN650Xi has its own externally installed GPS antenna.

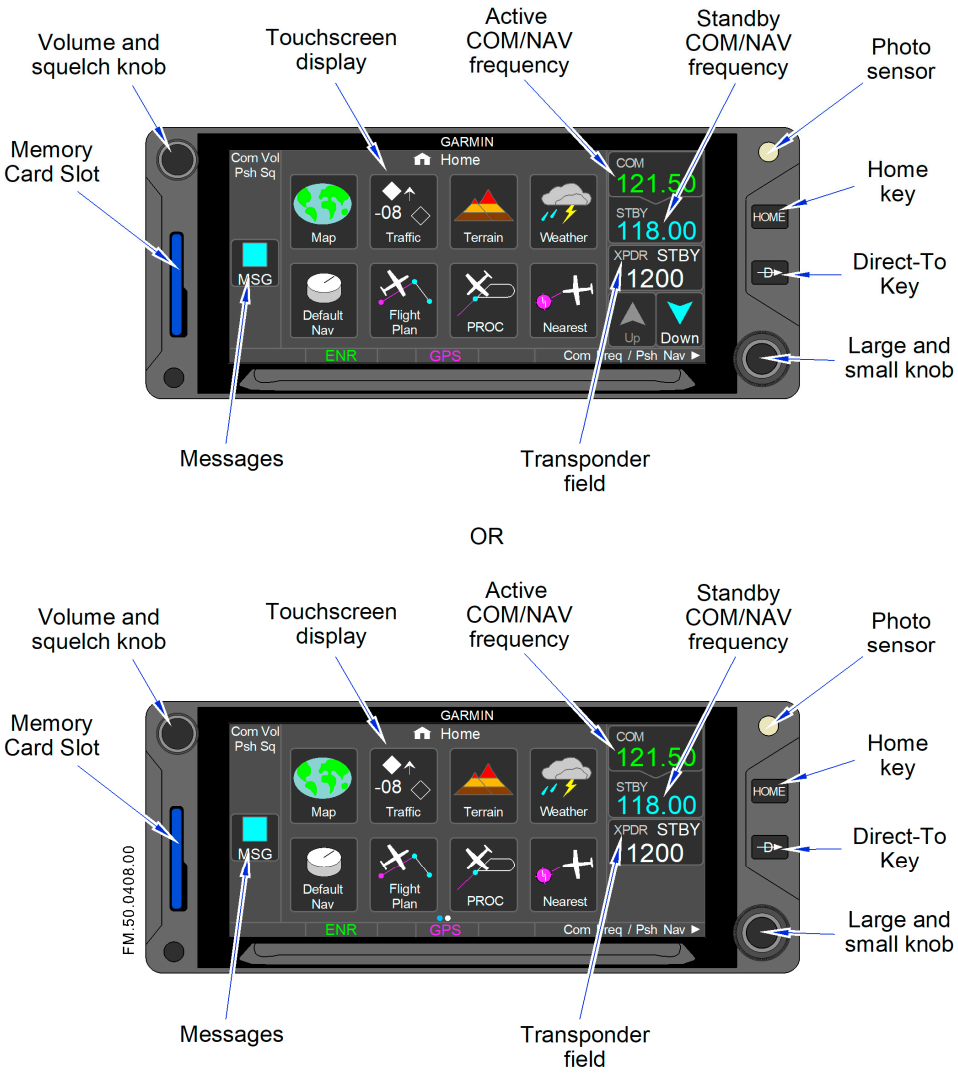

Figure 1: GTN 650Xi front panel

1.2 BLOCK DIAGRAM

The Garmin GTN 650Xi is connected as follows:

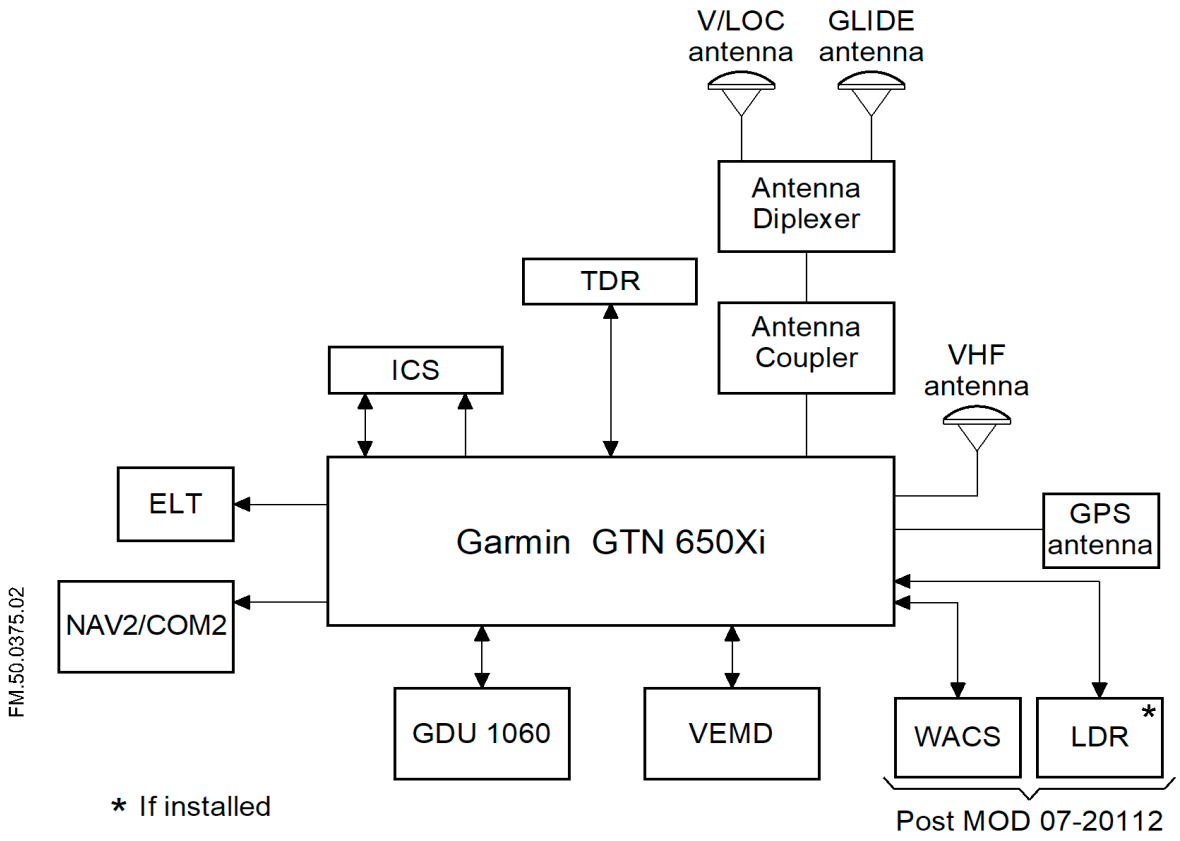

Figure 2: GTN 650Xi installation synoptic

2 LIMITATIONS

The limitations specified in the basic Flight Manual and in the Flight Manual Supplements remain applicable and are supplemented or modified by the following:

2.1 SOFTWARE VERSIONS

The GTN 650Xi system must use at least software version listed below as the minimum version:

GTN 650Xi sub-system	Software version
Main	20.01
GPS	8.0
COMM	2.00
NAV	2.03

The main software version and GPS software version are momentarily displayed on the start-up screen during system initialization.

The other system software versions can be checked on the "SYSTEM INFO" page of the "SYSTEM" menu.

2.2 TEMPERATURE

- Minimum cabin temperature.....- 40°C.

NOTE

At very low cabin temperatures, the display of the GTN 650Xi may need 30 min after the device is powered-up to become operational.

2.3 OPERATION

The GPS receiver is capable of the HTAWS (TERRAIN) function. USING THE HTAWS FUNCTION OF THE GPS IS PROHIBITED. Consequently, this function is de-activated by configuration and shall remain so.

The crew must check before the flight the validity of the database information.

Before starting navigation, the crew must check the GTN 650Xi self-test messages to verify that all necessary validities are present.

2.4 ADDITIONAL LIMITATIONS

Wearing of glasses with polarized lenses could affect the readability of the GTN 650Xi display.

Depending on thickness, material used and location of seams, the use of gloves might hamper or prevent the use of the touchscreen display. A "Glove Qualification Procedure" is available in the pilot's guide.

3 EMERGENCY PROCEDURES

The emergency procedures specified in the basic Flight Manual and in the Flight Manual Supplements remain applicable and are supplemented or modified by the following:

3.1 GPS FAILURES/MESSAGES

FAILURES	CORRECTIVE ACTIONS
NO GPS POSITION On GDU 1060 On GTN 650Xi LOI On GDU 1060 On GTN 650Xi	**1. GPS NAVIGATION LOST** Insufficient satellite coverage. **2. GPS RECEIVER** System inoperative: receiver, antenna failure or low internal clock battery. **3. LOSS OF INTEGRITY (LOI)** Loss of integrity of GPS signal. In any cases, use remaining operational means of navigation (GTN 650Xi VOR or any other available means). **CONTINUE THE FLIGHT**

4 NORMAL PROCEDURES

The normal procedures specified in the basic Flight Manual and in the Flight Manual Supplements remain applicable and are supplemented or modified by the following:

4.1 OPERATING PROCEDURES

The detailed operating procedures are described in the Pilot's Guide referenced in paragraph 1 of this Supplement.

The Pilot Guide in the latest revision must be available to the flight crew on board.

On start, before take-off and after landing: Check and set transponder mode as required.

NOTE 1

At power-up (following power off of approximately 5 minutes), the GTX335R transponder starts in ALT mode. There is no automatic mode change function.

At power-up, (following power off of approximately 5 minutes), the GTX345R transponder starts in STBY mode if the helicopter engine is off and in ALT mode otherwise. There is no automatic mode change function.

NOTE 2

In case of GTN 650Xi failure, the transponder continues to operate in the mode set at the time of the failure.

NOTE 3

The GTN 650Xi and transponder function may be impacted by a lightning strike.

NOTE 4

The GTN 650Xi will automatically sequence the waypoints in a navigation route. It is possible that the GTN will sequence past the initially selected waypoint. In this case, reset the waypoint using Active Leg, or perform a "Direct To" the desired point. Always verify that the navigation is to the desired waypoint.

5 PERFORMANCE DATA

The performance data specified in the basic Flight Manual and in the Flight Manual Supplements remain applicable.

LIST OF APPROVED EFFECTIVE PAGES - EASA CERTIFICATION

(1) AIRWORTHINESS EFFECTIVITY:

- Without indication..... Applicable to all aircraft
- [A] ..... Specific to EASA

(2) VARIANT OF STANDARD DEFINITION EFFECTIVITY:

- Without indication..... Applicable to all aircraft
- XXX..... Specific to aircraft equipped with XXX

SECTION or SUP.	PAGES	DATE CODE	(1)	(2)
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SUP.55.10.P5	1 to 2	23-40	[A]	
SUP.55.10	1 to 13	23-40		

LOG OF APPROVED NORMAL REVISIONS

BASIC RFM REVISIONS - EFFECTIVITY (1) (2) EASA

NORMAL REVISION 0 date code 20-30	EASA approval No. 10075674 on February 19th, 2021
Title	Creation of Supplement G500H TXi
Revised information	All
Deleted information	None
NORMAL REVISION 1 date code 21-40	EASA approval No. 10078953 on April 01, 2022
Title	Integration of the new IESI (GI 275)
Revised information	SUP.55.10.P5 pages 1 and 2, SUP.55.10 pages 1, 2, 4, 5, 10
Deleted information	None
NORMAL REVISION 2 date code 22-21	Approved on February 07, 2023 under the authority of EASA DOA No. 21J700
Title	Update of G500H TXi Alerts Introduction of the new "STBY INSTR" pushbutton (Post MOD 07-20112)
Revised information	SUP.55.10.P5 pages 1 and 2, SUP.55.10 pages 1 to 13.
Deleted information	None
NORMAL REVISION 3 date code 23-40	EASA approval No. 10084641 on June 07, 2024
Title	Addition of "TRAFFIC" alert on G500H TXi (MOD 07-20254).
Revised information	SUP.55.10.P5 pages 1 and 2, SUP.55.10 pages 7 and 8.
Deleted information	None

1 GENERAL

Abbreviations:

- ADAHRS : Air Data Attitude and Heading Reference System
- FLTA : Forward Looking Terrain Avoidance
- HSVT : Helicopter Synthetic Vision Technology
- HTAWS : Helicopter Terrain Awareness and Warning System
- IESI : Integrated Electronic Standby Instrument
- MFD : Multi-Function Display
- PFD : Primary Flight Display

1.1 DESCRIPTION

The G500H TXi system is an integrated display system designed to compute and display primary flight and navigation data to the crew and it includes a digital moving map with many overlays (obstacles, terrain and navigation data) which help increase the overall situational awareness.

The G500H TXi system is composed of a display unit (GDU 1060) including different display configurations (PFD, MFD), and the IESI EFD-750 or GI 275.

For detailed description of the "G500H TXi", refer to the G500H TXi Pilot's guide P/N 190-01717-10 or later versions.

For detailed description of the IESI "EFD-750", refer to the EFD-750 Operation Manual P/N 0040-15750-01 or later versions.

For detailed description of the IESI "GI 275", refer to the GI 275 Pilot's guide P/N 190-02246-01 or later versions.

The GDU 1060 and IESI are installed on the instrument panel.

Figure 1: GDU 1060 front panel

Figure 2: IESI (EFD-750)

Figure 3: IESI (GI 275)

The G500H TXi system comprises:

- A display (GDU 1060),
- A magnetometer (GMU 44B),
- An outside air temperature probe (GTP 59),
- An ADAHRS (GSU 75H),
- An IESI (EFD-750 or GI 275).

1.2 BLOCK DIAGRAM

The Garmin G500H TXi is connected as follows:

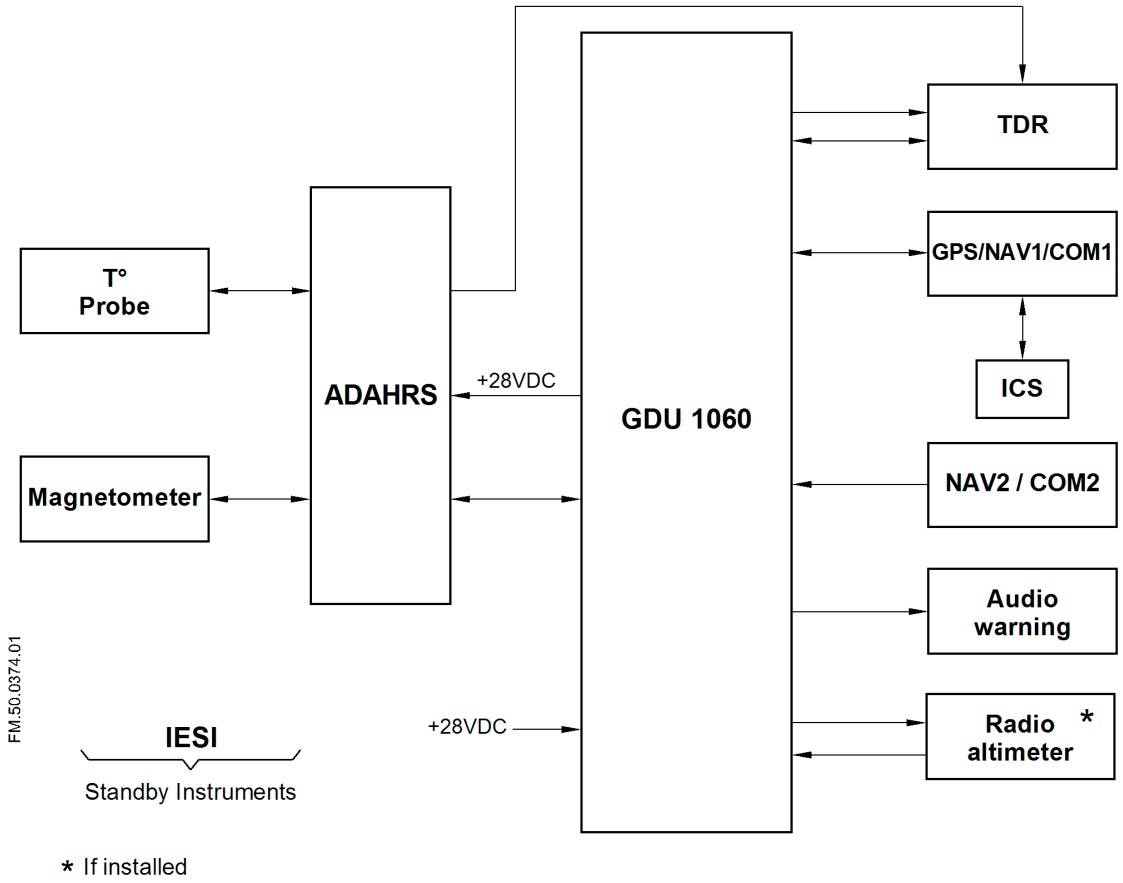


Figure 3: Block diagram

2 LIMITATIONS

The limitations specified in the basic Flight Manual and in the Flight Manual Supplements remain applicable and are supplemented or modified by the following:

2.1 SOFTWARE VERSIONS

The G500H TXi system must use at least software version listed below as the minimum version:

G500H TXi sub-system	Software version
GDU 1060	2.30
GSU 75 H	2.06
GSU 75 H AHRS	2.07
GMU 44B	2.00

IESI	Software version
EFD-750	1.1
GI 275	2.30

The main software version and sub-system software versions are momentarily displayed on the start-up screen during system initialization.

2.2 TEMPERATURE

At very low cabin temperatures, the G500H TXi and IESI may need some time after the device is powered-up until the display becomes readable.

Correct operation of EFD-750 (IESI) has been demonstrated for a cockpit temperature above -30°C.

The helicopter shall not be operated until the GDU 1060 and IESI display are completely readable.

2.3 OPERATION

The crew must check the validity of the database information before the flight.

Use of HSVT or HTAWS as sole means for navigation or to maneuver to avoid obstacles is prohibited. The terrain database may not include all obstacles.

The VEMD OAT sensor data must be used for performance calculations.

Wearing of glasses with polarized lenses could affect the readability of the GDU 1060 and GI 275 display.

Depending on thickness, material used and location of seams, the use of gloves might hamper or prevent the use of the touchscreen display. A "Glove Qualification Procedure" is available in the pilot's guide.

2.4 AIRSPEED LIMITATIONS

Display of VNE power on and power off on the GDU 1060 corrects VNE for changes in temperature and altitude but does not take into account additional limitations to VNE such as configuration limitations or other factors.
The VNE power on and power off displayed by the IESI is the max VNE without correction.

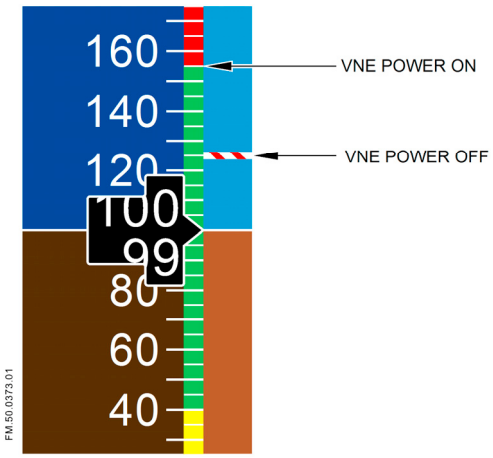


Figure 4: Display for VNE (EFD-750)

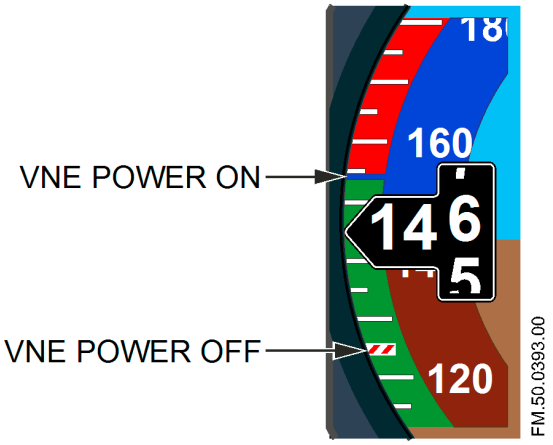


Figure 4: Display for VNE (GI 275)

2.5 ADDITIONAL LIMITATIONS

- AHRS operational area: The GSU75H used in the GARMIN G500H TXi is limited in its operational area. AHRS operation is not ensured in the following cases:
  - North of 72°N
  - North of 70°N (between 70°W-128°W and 85°E-114°E),
  - North of 65°N (between 75°W-120°W),
  - South of 55°S (between 120°E-165°E),
  - South of 70°S,

NOTE

Loss of heading and attitude may occur near the poles but not will affect GPS track.

- The "SafeTaxi" display mode is designed to enhance situational awareness only and shall not be used for navigation.
- The Moving Map displays must not be used as the primary or sole means of navigation or course guidance.
- Databases:
  - Do not remove and or reinsert any data cards in-flight. It can cause a system or display malfunction.
  - Terrain databases are updated periodically, but have no expiration date. Coverage of the Terrain database is available for all latitudes between 89º N and 89º S.
  - The Obstacle Database is updated on a 56-day cycle and contains data for obstacles, such as towers, that pose a potential hazard to aircraft. However, it is very important to note that not all obstacles are charted and therefore will not be contained in this database.

3 EMERGENCY PROCEDURES

The emergency procedures specified in the basic Flight Manual and in the Flight Manual Supplements remain applicable and are supplemented or modified by the following:

3.1 DISPLAY GDU 1060 MALFUNCTION

In case of display malfunction (blanking, full or partial loss):

- Maintain aircraft control with the IESI and with external visual references.
- Disable or disregard the malfunctioning display.

3.2 G500H TXi ALERTS

3.2.1 Warning Alerts

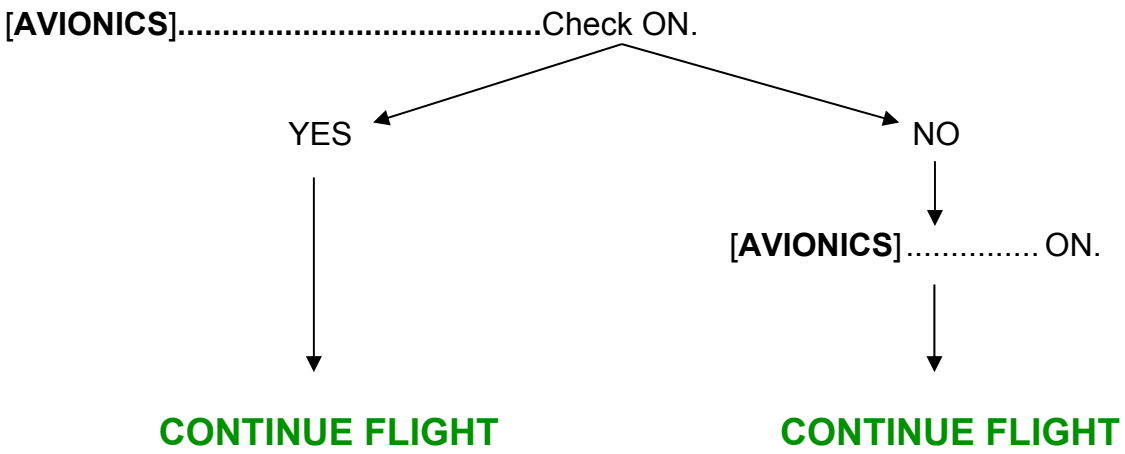
Messages	Symptoms	Procedures
 On attitude display	Display system not receiving attitude reference information from the ADAHRS. "X" appears in the center of PFD, the sky/ground presentation is missing.	Refer to external visual references and IESI.
 On airspeed display	Display system is not receiving airspeed data from the ADAHRS. "X" appears in the airspeed display.	Refer to external visual references and IESI.
 On altitude display	Display system is not receiving altitude data from the ADAHRS. "X" appears in the altitude display.	Refer to external visual references and IESI.
HDG FAIL	Display system is not receiving heading data from the ADAHRS.	Use GPS track and compass for navigation.
TERRAIN	Terrain-FLTA has determined that nearby terrain poses a collision hazard.	Scan outside for terrain. Maneuver to avoid the terrain.
OBSTACLE	Terrain-FLTA has determined that nearby obstacle poses a collision hazard	Scan outside for obstacles. Maneuver to avoid the obstacles.
WIRE	Terrain-FLTA has determined that nearby wire poses a collision hazard	Scan outside for wire. Maneuver to avoid the wires.

3.2.2 Caution Alerts

Messages	Symptoms	Procedures
 On vertical speed display	Display system is not receiving vertical speed data from the ADAHRS.	Refer to external visual references and IESI
AHRS ALIGN Keep Wings Level	ADAHRS is in alignment mode. ADAHRS will not align if bank angle is greater than 10° roll and 5° pitch.	Maintain level attitude using outside references and IESI.
AHRS NOT READY, DO NOT TAKE OFF	ADAHRS is not initialized. Appears prior to ADAHRS initialization on the ground.	Self explanatory.
CALIBRATE AHRS/MAG	ADAHRS or Magnetometer calibration is incomplete. G500H TXi data are no longer reliable.	Refer to external visual references and IESI
NO GPS POSITION	GPS position data is unavailable. The display will not update the aircraft position.	Select alternate NAV source.
TERRAIN	Terrain-FLTA has determined that nearby terrain may poses a collision hazard.	Scan outside for terrain. Maneuver to avoid the terrain
OBSTACLE	Terrain-FLTA has determined that nearby obstacle may poses a collision hazard.	Scan outside for obstacles. Maneuver to avoid the obstacles.
TRAFFIC *	Traffic alert indicates the presence of potential conflicting traffic around.	Scan outside for traffic and maneuver accordingly.
WIRE	Terrain-FLTA has determined that nearby wire may poses a collision hazard.	Scan outside for wire. Maneuver to avoid the wires.
TER N/A	Terrain system not available.	Use outside references.
TER FAIL	System failure. Database is missing or corrupt.	Use outside references.
FAN FAIL	GDU 1060 system cooling fan inoperative.	Reduce cabin temperature. Activate the air conditioning (if installed) or ventilation. The GDU 1060 may fail.
LOI	Loss if integrity of GPS signal.	Select alternate NAV source.

(*) Post MOD 07-20254

3.3 GDU 1060 FAILURE



NOTE

Maintain aircraft control with external visual reference and IESI.

3.4 IESI ALERTS

3.4.1 EFD-750

Messages	Symptoms	Procedures
ATT FAIL	Display system not receiving attitude reference information from air data system.	Refer to external visual and GDU references, cycle power to the IESI.
IAS	Display system is not receiving airspeed data from the air data system.	Refer to external visual and GDU references, cycle power to the IESI.
ALT	Display system is not receiving altitude data from the air data system.	Refer to external visual and GDU references, cycle power to the IESI.

3.4.2 GI 275

Messages	Symptoms	Procedures
	Display system not receiving attitude reference information from air data system.	Refer to external visual and GDU references, cycle power to the IESI.
	Display system is not receiving airspeed data from the air data system.	Refer to external visual and GDU references, cycle power to the IESI.
	Display system is not receiving altitude data from the air data system.	Refer to external visual and GDU references, cycle power to the IESI.

3.5 SMOKE IN THE CABIN

3.5.1 SOURCE NOT IDENTIFIED

Heating, Demisting ..... OFF

smoke clears

NO

1. [**BATT**] ..... **EMER SHED**
2. [**GENE**] ..... OFF
3. [**AVIONICS**] ..... OFF

Pre MOD 07-20112:

4. [**S/BY HORIZ**] ..... OFF, check 

Post MOD 07-20112:

4. [**STBY INSTR**] ..... OFF, check 

5. Ventilate the cabin.

When smoke clears:

6. All consumers ..... OFF
7. [**BATT**] ..... ON, check DC Parameters.
8. [**GENE**] ..... ON, check DC Parameters.

smoke clears

NO

[**BATT**] ..... OFF
[**GENE**] ..... OFF

LAND AS SOON AS POSSIBLE

YES

If DC parameters not correct:

9. [**GENE**] ..... OFF
10. Apply case A of GENE DC generator off line procedure.

LAND AS SOON AS PRACTICABLE

YES

If DC parameters correct:

Pre MOD 07-20112:

9. [**S/BY HORIZ**] .....ON, check 

Post MOD 07-20112:

9. [**STBY INSTR**] .....ON, check 

10. [**AVIONICS**] .....ON
11. Minimum required consumers .....ON

One by one, if smoke returns, switch off that particular system for remainder of flight.

CONTINUE FLIGHT
depending on atmospheric conditions

YES

CONTINUE FLIGHT
depending on atmospheric conditions

CAUTION

When [BATT] is set to "EMER SHED" position, the VEMD goes off. Apply the procedure for failure of both screens (SECTION 3.5 § 1 VEMD screen failures).

NOTE

After DC has been switched-off then on in flight, GOV light will remain on until the next normal full engine shut down and battery switch off on the ground.
NR is constant at 394 rpm.

3.5.2 SOURCE IDENTIFIED

If smoke is coming from the IESI:

Pre MOD 07-20112:

1. [**S/BY HORIZ**] ..... **OFF**, check 

2. Ventilate the cabin.

Post MOD 07-20112:

1. [**STBY INSTR**] ..... **OFF**, check 

2. GI 275 ..... OFF (by instrument menu)
3. Ventilate the cabin.

CONTINUE FLIGHT

Maintain aircraft control with external visual reference.

4 NORMAL PROCEDURES

The normal procedures specified in the basic Flight Manual and in the Flight Manual Supplements remain applicable and are supplemented or modified by the following:

4.1 OPERATING PROCEDURES

The detailed operating procedures are described in the Pilot's Guide referenced in paragraph 1.1 of this supplement.

NOTE

IESI function may be impacted by a lightning strike. A switch off/on will be necessary.

4.2 ENGINE PRESTART CHECK

The §1 of section 4.3 of the Basic RFM is supplemented by the following items:

Pre MOD 07-20112:

- Before item [**BATT**]; add

[**S/BY HORIZ**] ..... ENGAGED, check 

- After item [**BATT**]; add

[**S/BY HORIZ**] ..... Check 

Post MOD 07-20112:

- After item [**BATT**]; add

[**STBY INSTR**]..... ENGAGED, check 

4.3 ENGINE STARTING

The §2 of section 4.3 of the Basic RFM is supplemented by the following:

- After item [**AVIONIC**] or [**AVIONICS**]*; add

  G500H TXi parameters (Obstacle, Terrain, DH) ..... SET

4.4 ENGINE AND ROTOR SHUTDOWN

The §1 of section 4.6 of the Basic RFM is supplemented by the following item:

Pre MOD 07-20112:

- After item [**DCT/BAT**], [**BAT/EPU**] or [**BATT**]*; add

  [**S/BY HORIZ**] ..... Check 

  [**S/BY HORIZ**] ..... OFF, check 

Post MOD 07-201112:

- After item [**BATT**]; add

  [**STBY INSTR**]..... OFF

5 PERFORMANCE DATA

The performance data specified in the basic Flight Manual and in the Flight Manual Supplements remain applicable.

AIRBUS HELICOPTERS

FLIGHT MANUAL

AS 350 B3e

SUPPLEMENT

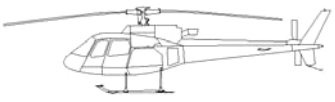
TRANSPONDER GTX 335R/345R WITH GTN 650 SERIE/G500 SERIE

IMPORTANT NOTE

The information contained herein supplements or supersedes the information given in the basic Flight Manual and/or the Supplements listed in section Supplement 0.

The effectivity of the manual at the latest revision is specified on the list of effective pages.

THIS SUPPLEMENT MUST BE INCLUDED IN THE FLIGHT MANUAL WHEN THE EQUIPMENT MENTIONED ABOVE IS INSTALLED ON THE AIRCRAFT.



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LIST OF APPROVED EFFECTIVE PAGES - EASA CERTIFICATION

(1) AIRWORTHINESS EFFECTIVITY:

- Without indication..... Applicable to all aircraft
- [A] ..... Specific to EASA

(2) VARIANT OF STANDARD DEFINITION EFFECTIVITY:

- Without indication..... Applicable to all aircraft
- XXX..... Specific to aircraft equipped with XXX

SECTION or SUP.	PAGES	DATE CODE	(1)	(2)
SUP.57.P1	1 to 1	23-40		
SUP.57.P5	1 to 2	23-40	[A]	
SUP.57	1 to 6	23-40		

LOG OF APPROVED NORMAL REVISIONS

BASIC RFM REVISIONS - EFFECTIVITY (1) (2) EASA

NORMAL REVISION 0 date code 18-20	EASA approval No. 10067555 on November 20, 2018
Title	Creation of Supplement 57 "ADS-B Out"
Revised information	All
Deleted information	None
NORMAL REVISION 1 date code 20-30	EASA approval No. 10075674 on February 19th, 2021
Title	Integration GTN 650Xi and G500H TXi
Revised information	All
Deleted information	None
NORMAL REVISION 2 date code 23-40	EASA approval No. 10084641 on June 07, 2024
Title	Integration of GARMIN GTX 345R transponder description (MOD 07-20254).
Revised information	All
Deleted information	None

1 GENERAL

This Supplement deals with:
- GARMIN GTX 335R transponder ADS-B Out function,
- GARMIN GTX 345R transponder ADS-B Out and ADS-B In functions (Post MOD 07-20254),

with GARMIN GTN 650 serie and G500 serie.

The basic concept of ADS-B Out involves the broadcasting of surveillance information by the transponder (extended Squitter).
The basic concept of ADS-B In involves the reception of surveillance information from other aircraft equipped with the ADS-B Out and displays it on the G500.

The coverage of this Supplement is limited to general information and operating principles. Refer to the GTX 335R/345R transponder Pilot's Guide for the complete description of the operating modes.

1.1 SURVEILLANCE / ADS-B CAPABILITIES

Mode S Elementary Surveillance (ELS):

- Data link capability report,
- GICB report,
- Aircraft identification (ACID).

ADS-B Out (Extended Squitter (ES)):

- Airborne position,
- Surface position,
- Aircraft identification and category,
- Aircraft velocity,
- Aircraft status,
- Target state and status,
- Aircraft operational status.

ADS-B In (GTX 345R only):

- Capacity to receive all information broadcasted by "ADS-B Out" equipped aircraft.

1.2 COMPLIANCE REQUIREMENTS

The transponder (GARMIN GTX 335R/345R) with GTN 650 serie / G500 serie:

- is able to respond to interrogations in Modes A, C and S and is fully compliant with the requirements of CS ACNS.D.AC (Mode A/C) and CS ACNS.D.ELS (Mode S Elementary).
- complies with the requirements of AC 20-165B and has been shown to meet equipment requirements of 14 CFR 91.227.
- complies with the requirements of CS ACNS.D.ADSB (1090 MHz Extended Squitter ADS-B Out).
- complies with the requirements of AC 20-172B for ADS-B In (GTX 345R only).

1.3 ICAO 2012 FLIGHT PLAN FORM / SURVEILLANCE (field 10-b)

The ADS-B Out installation corresponds to the following Surveillance items to be identified in field 10-b of ICAO 2012 Flight Plan Form:

- Transponder: **L** (Mode S, ACID, Altitude, EHS, ES),
- ADS-B: **B1** (1090 MHz out capability).

1.4 ADS-B BLOCK DIAGRAM

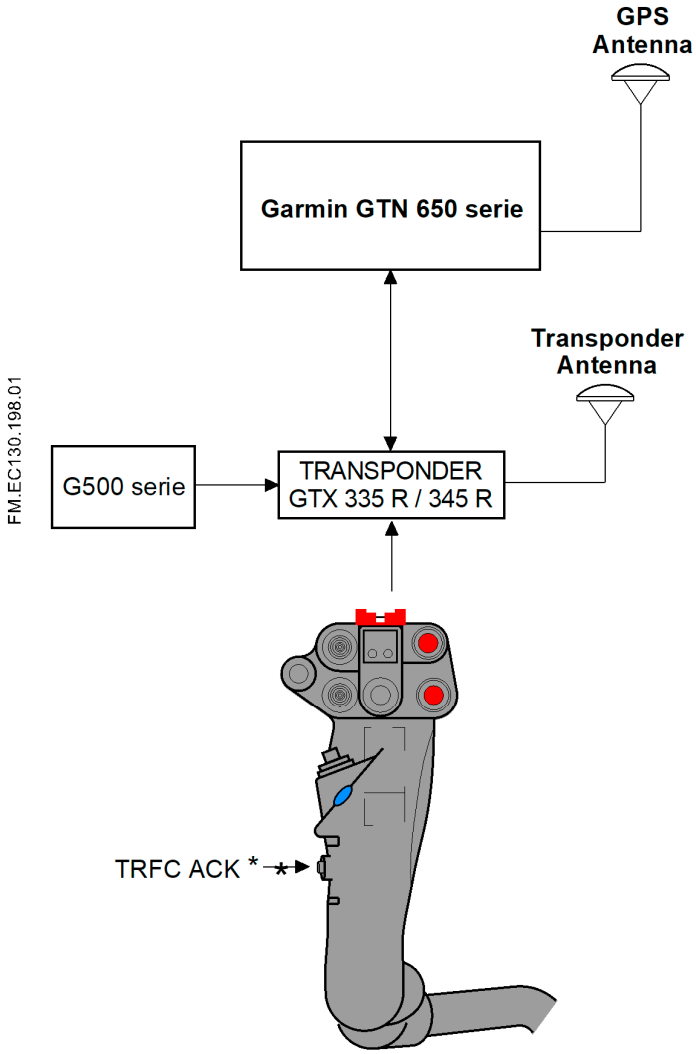


Figure 1: GTX 335R/345R transponder with GTN 650 serie simplified diagram

1.5 ABBREVIATIONS USED

ADSB ..... : Automatic Dependent Surveillance Broadcast.
ATC..... : Air Traffic Control.
FCDS ..... : Flight Control Display System.
GICB ..... : Ground Initiated Comm-B.
GPS ..... : Global Positioning System.
TDR or XPDR.. : Transponder.
TRFC ACK ..... : Traffic Acknowledgement *

(*) GTX 345R only.

2 LIMITATIONS

The limitations specified in the basic Flight Manual and in the Flight Manual Supplements remain applicable.

3 EMERGENCY PROCEDURES

The emergency procedures specified in the basic Flight Manual and in the Flight Manual Supplements remain applicable and are supplemented or modified by the following:

NOTE

In case of ADS-B Out and ADS-B In (GTX 345R only) functions failure in GARMIN GTX 335R/345R equipments and if failure does not concern sensors used for other TDR modes, the A, C and S modes remain operative.

3.1 LOSS OF TRANSPONDER

INDICATION	CORRECTIVE ACTIONS
 on GTN 650H or GTN 650Xi and  or  on GTN and  or  on GDU Transponder is inoperative or connection to GTN lost Transponder failure	1. Transponder functions are lost (ADS-B Out and mode S). 2. Advise ATC of loss of transponder. **CONTINUE FLIGHT**

3.2 LOSS OF ADS-B OUT FUNCTION

INDICATION	CORRECTIVE ACTIONS
 or  on GTN and MSG or  on GDU and after Press: Message on the GTN screen: "ADS-B is not transmitting position" Transponder failure	1. ADS-B Out function is lost. 2. Advise ATC of loss of ADS-B Out. **CONTINUE FLIGHT**
 or  on GTN and MSG or  on GDU and after Press: Message on the GTN screen: "ADS-B Out system fault. Pressure altitude source inoperative or connection lost" Transponder failure	1. ADS-B Out function is lost. 2. Advise ATC of loss of ADS-B Out. **CONTINUE FLIGHT**

NOTE

In case of GTN failure, the transponder continues to operate. Information from the GTN (GPS information) is not transmitted.

3.3 LOSS OF ADS-B IN FUNCTION (GTX 345R only)

INDICATION	CORRECTIVE ACTIONS
 flashing on GTN and  on GDU and after Press: Message on the GTN screen: "ADS-B In traffic alerting has failed" or "ADS-B In traffic has failed" Transponder failure	ADS-B In function is lost: no more traffic information displayed on GDU. **CONTINUE FLIGHT**

NOTE

In case of GTN failure, the transponder continues to operate. Information from the GTN (GPS information) is not transmitted.

4 NORMAL PROCEDURES

The normal procedures specified in the basic Flight Manual and in the Flight Manual Supplements remain applicable and are supplemented or modified by the following:

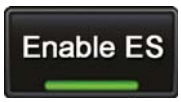
4.1 GENERAL

- Refer to the Pilot Guides for the complete operating modes of the system.
- The GTN 650H must have GPS version 5.20 and software version 6.21 or later approved versions.
- The GTN 650Xi must have GPS version 8.0 and software version 20.01 or later approved versions.

4.2 RUN-UP CHECK

ADD:

Once GPS is stable:

- GTN Transponder page .....Press.
- GTN Menu page .....Press.
- Extended Squitter (ES) 

or 

.....Basic check.

4.3 AURAL TRAFFIC ALERT (GTX 345R only)

In case of an aural traffic alert:

- Scan outside for traffic and maneuver accordingly.

NOTE

Press the [TRFC ACK] pushbutton to stop the aural alert. If [TRFC ACK] is pressed again, the traffic situation is updated and the aural alert is generated again.

5 PERFORMANCE DATA

The performance data specified in the basic Flight Manual and in Flight Manual Supplements used remain applicable.

RC b

The paragraph **1 - ENGINE PRESTART CHECK** , is modified as follows:

1 ENGINE PRESTART CHECK

- Seats and control pedals.....ADJUST and SECURE
- Seat belts .....FASTEN

NOTE

Copilot seat belts shall be fastened in all cases.

1. Rotor brake .....RELEASE, fully forward
2. Fuel shut-off lever .....FORWARD, plastic guard condition
3. Twist grip.....IDLE position
4. Hydraulic cut-off switch
   (collective grip).....ON
5. [**EMER SW**].....CHECK ON position
6. Engine starting selector.....OFF
7. [**BAT/EPU**], [**DCT/BAT**].....ON
8. Lighting circuits 1 and 2 test.....PERFORM (if night flight intended)
9. ICS and GPS nav. system .....ON
10. Electric mirror (if installed).....SET to avoid dazzling (night flight)
11. [**W/LT TST**] .....PERFORM
    Check TRQ indicates 100 % for 2 sec., then 0
12. [**FIRE TST**].....PERFORM, CHECK: ENG FRE
13. [**ACCU TST**].....ON for 2 sec. then OFF

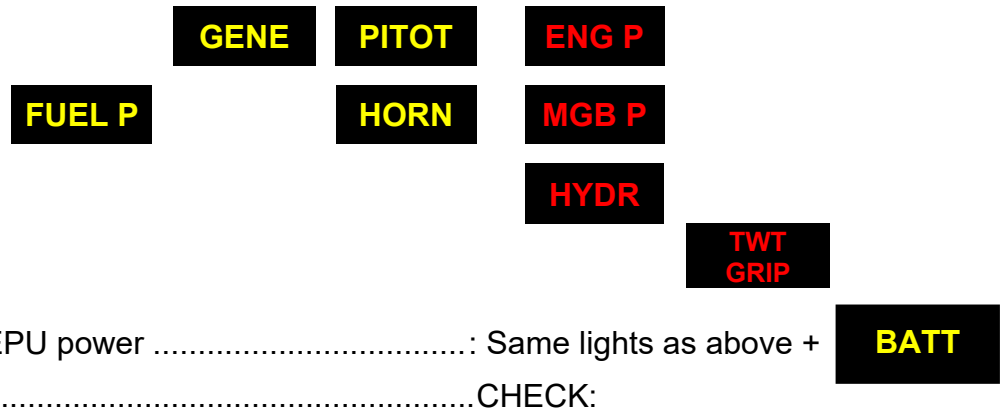
CAUTION

THIS PAGE MUST NOT BE REMOVED FROM THE MANUAL UNTIL EMBODIMENT OF MODIFICATION 07.4280.

RC b

The paragraph **1 - ENGINE PRESTART CHECK** (cont'd), is modified as follows:

14. CWP lights .....CHECK:
    - With battery power... :



    - With EPU power .....: Same lights as above + BATT

15. VEMD.....CHECK:
    . 3-data page: no message
    . Vehicle page: no message
    . Battery voltage > 22 V
    . Check fuel quantity
    . (Bleed valve open)

16. Control pedals.....Free travel, then left pedal 2 cm (0.8 in) forward
17. Cyclic .....CENTER, friction adjusted
18. Collective .....LOCK, friction adjusted
19. Heating, demisting, air conditioning (if installed).....OFF

CAUTION

THIS PAGE MUST NOT BE REMOVED FROM THE MANUAL UNTIL EMBODIMENT OF MODIFICATION 07.4280.

RC d

The paragraph **1 - ENGINE PRESTART CHECK** , is modified as follows:

1 ENGINE PRESTART CHECK

- Seats and control pedals.....ADJUST and SECURE
- Seat belts .....FASTEN

NOTE

Copilot seat belts shall be fastened in all cases.

1. Rotor brake .....RELEASE, fully forward
2. Fuel shut-off lever .....FORWARD, plastic guard condition
3. Twist grip.....IDLE position
4. Hydraulic cut-off switch (collective grip).....ON
5. Engine starting selector.....OFF
6. [**BATT**] .....ON
7. Instrument lighting system .....OFF/DAY/NIGHT (as required)

8. ICS .....ON
9. GPS nav. system .....ON
10. Electric mirror (if installed).....SET to avoid dazzling (night flight)
11. [**W/LT TST**] .....PERFORM
    Check TRQ indicates 100 % for 2 sec., then 0
12. [**FIRE TST**].....PERFORM, CHECK:

Pre MOD 07.4719:

13. [**ACCU TST**].....ON for 2 sec. then OFF

Post MOD 07.4719 (applicable only for aircraft equipped with dual hydraulic system):

13. [**ACCU TST**].....PRESS for 2 sec.

CAUTION

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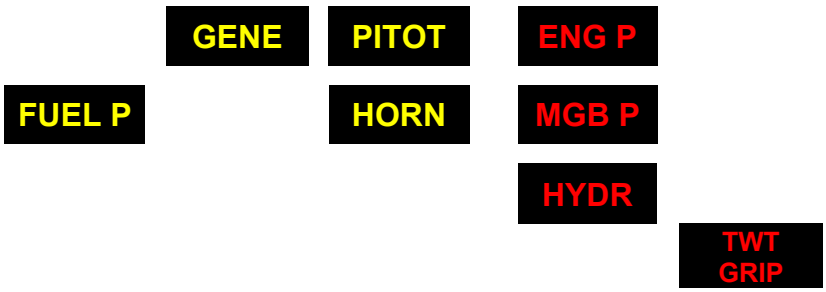
RC d

The paragraph **1 - ENGINE PRESTART CHECK** (cont'd), is modified as follows:

14. CWP lights .....CHECK:
    - With battery power... :



    - With EPU power .....: Same lights as above + 

15. VEMD.....CHECK:
    . 3-data page: no message
    . Vehicle page: no message
    . Battery voltage > 22 V
    . Check fuel quantity
    .  (Bleed valve open)
16. Control pedals.....Free travel, then left pedal 2 cm (0.8 in) forward
17. Cyclic .....CENTER, friction adjusted
18. Collective .....LOCK, friction adjusted
19. Heating, demisting, air conditioning (if installed).....OFF

CAUTION

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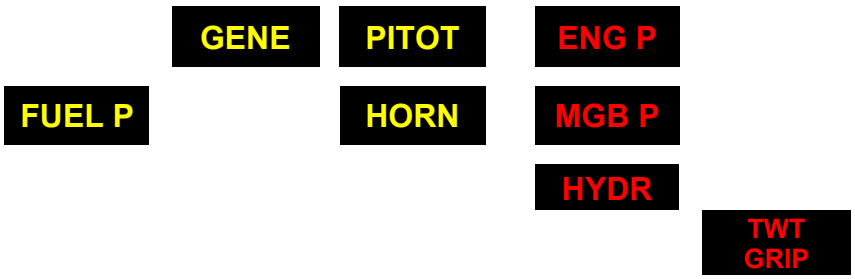
RC f

The paragraph **1 - ENGINE PRESTART CHECK** , is modified as follows:

13. CWP lights .....CHECK:
    - With battery power:



    - With EPU power .....: Same lights as above + BATT

14. VEMD.....CHECK:
    . 3-data page: no message
    . Vehicle page: no message
    . Battery voltage > 22 V
    . Check fuel quantity
    . (Bleed valve open)

15. Control pedals.....Free travel, then left pedal 2 cm (0.8 in) forward
16. Cyclic .....CENTER, friction adjusted
17. Collective .....LOCK, friction adjusted
18. Heating, demisting, air conditioning (if installed).....OFF

CAUTION

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