AIRBUS HELICOPTERS

FLIGHT MANUAL

AS 350 B3e

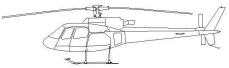
SUPPLEMENT

AUTOROTATION LANDING TRAINING PROCEDURE

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.



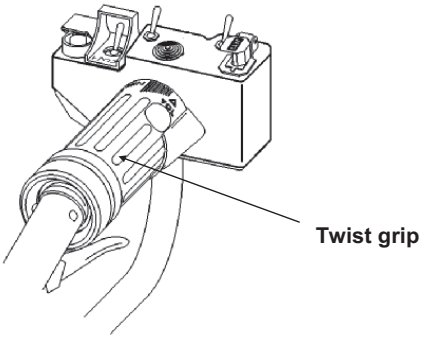
Airbus Helicopters Direction Technique Support
Aéroport international Marseille-Provence 13725 Marignane Cedex - France

1 GENERAL

This procedure is used for training for autorotation landing with full touchdown or power recovery, with a simulated engine failure or loss of engine power.

In case of engine failure or sudden loss of power, the helicopter will yaw to the right, some red warnings may come on associated with the Gong audio warning, the NR will decay and the low NR audio warning will sound if NR goes below 360 rpm.

The procedure enables engine failure or loss of engine power to be simulated with the same symptoms by setting the twist grip to the IDLE position. Engine is thus set to idle.



2 LIMITATIONS

The limitations specified in the basic flight manual and in the flight manual supplements remain applicable.

NOTE

Autorotation training shall be conducted within gliding distance of a suitable running landing area.

3 EMERGENCY PROCEDURES

The emergency procedures specified in the basic flight manual and in the flight manual supplements remain applicable.

NOTE

If necessary, it is possible to quickly turn the twist grip back to the FLIGHT position at any time and for any NR value.

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:

NOTE

No significant N2 transient is expected when switching from IDLE to FLIGHT position in autorotation configuration (TRQ ~ 0%) as no power is required from the engine.

4.1 FAILURE SIMULATION

1 Collective pitch.....REDUCE power.

2. Twist grip .....IDLE position:
   . TWT GRIP
   . Gong sounds,
   . Engine is set to idle,
   . N1 ≅ 68%.

then:

4.2 FULL TOUCHDOWN AUTOROTATION TRAINING PROCEDURE

1. Autorotation procedure .....APPLY actions 1 to 10 of the procedure described in SECTION 3.2 § 1 of the basic flight manual.

then:

After full stop landing:

2. Collective pitch .....REDUCE to full low pitch.

3. Twist grip .....FLIGHT position:
   . TWT GRIP
   . Rotor speed increases to its normal governed value.

4.3 POWER RECOVERY AUTOROTATION TRAINING PROCEDURE

1. Collective pitch .....APPLY actions 1 to 4 of the procedure described in SECTION 3.2 § 1 of the basic flight manual.

then:

At height ≅ 70 ft (21 m)

2. NR.....CHECK in normal operating range.
3. Twist grip .....FLIGHT position:
   . **TWT GRIP**
   . N2 increases to its governed value.
4. Collective pitch .....CONTROL to maintain NR in normal operating range.
5. Cyclic. .....FLARE.

At 20 - 25 ft (6/8 m) and at constant attitude

6. Collective pitch.....GRADUALLY INCREASE to reduce the rate of descent and forward speed.
7. Cyclic .....FORWARD slightly to adopt a landing attitude.
8. Pedals.....ADJUST to cancel any side-slip tendency.
9. Collective pitch.....INCREASE as necessary.

5 PERFORMANCE DATA

The performance data specified in the basic flight manual and in the flight manual supplements remain applicable.