

CAA APPROVED FLIGHT MANUAL SUPPLEMENT

SEAT SLIDER INSTALLATION

STC 12/21E/9

OCEANIA AVIATION

STC.OAL.005 ISS 4

AIRBUS HELICOPTERS AS350 B2, B3 and B3e

The information contained herein supplements or supersedes the basic flight manual only in those areas described. For Limitations, Procedures and Performance Data not contained in this supplement consult the Rotorcraft flight manual.

Registration No. _____ Serial No. _____

<p>CAA REFERENCE 12/21E/9</p> <p>SIGN _____</p> <p>DATE _____</p>
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RECORD OF ISSUES

Issue	Date	Reason for re-issue
1	3-Nov-16	Initial Issue
2	8-Dec-16	Update following review
3	22-Dec-16	Amended Seat Locations
4	25-Jan-17	Amend effectivity to include AS350 B2.

LIST OF EFFECTIVE PAGES

Pages	Issue	Date
1 to 7	4	25-Jan-17

Certified Master Copy	
TECHAIR LTD, DO 63214	
REFERENCE	REF 1040-01-02
SIGN	
DATE	25-Jan-17

1 GENERAL

The referenced modification installs a seat slider system that allows the pilot to position the seat to three pre-set locations. This is to improve the pilot's visibility when performing operations that require a clear view from the cockpit such as external load operations. Extensions to the collective control and RH pedal are also provided.

2 LIMITATIONS

2.1 Seat location

The location of the pilot's seat is NOT to be changed during flight.

2.2 Dual Pilot Operation

Dual pilot operations with the pilot's seat in its outboard position are prohibited.

2.3 Placards

The following placard is installed on the instrument panel in clear view of the pilot:

**PILOT SEAT SHIFT PLATE INSTALLATION:
LOCATION OF PILOT SEAT POSITION NOT TO BE CHANGED IN FLIGHT
CHECK CYCLIC NEUTRAL POSITION BEFORE FLIGHT.**

**EXTERNAL LOAD OPERATIONS:
REMOVE PORT CYCLIC STICK WHEN PILOT'S
OUTBOARD SEAT POSITION IS UTILISED**

3 EMERGENCY AND MALFUNCTION PROCEDURES

In the event of a failure in the slide system (indicated by the seat suddenly free to slide in and out), the following procedures apply.

- a. Perform no abrupt manoeuvres, only gentle turns and descents.
- b. Land as soon as it is safe to do so.
- c. Shut down the rotorcraft and have the seat repaired prior to return to flight.

4 NORMAL PROCEDURES

The procedures in the Rotorcraft flight manual remain valid and are supplemented only as detailed below.

4.1 Approved Configurations

The rotorcraft is approved for flight with the pilot's seat in any one of the three preset slide locations.

4.2 Pre-Flight Procedures

- a. Select the desired locations for the pilot's seat by lifting the retaining pin on the top of the forward rail assembly under the seat. Slide the seat to the desired location and release the retaining pin.
- b. Ensure the seat is properly locked by shaking the seat in and out. If movement is detected check the retaining pin for proper engagement. If the retaining pin is properly engaged and the seat continues to move discontinue flight preparation and correct the defect prior to undertaking flight.
- c. Check the collective extension and rudder pedals for security.
- d. Check the cyclic neutral position to ensure it is centred about the pilot's seat position.

4.3 In-Flight Procedures

There are no additional in-flight procedures due to this modification.

5 PERFORMANCE

As per the Rotorcraft Flight Manual

6 WEIGHT AND BALANCE

The pilot's weight and the station locations presented below shall be used to calculate the CoG for the flight configuration. It is the pilot's responsibility to ensure the C of G remains within the RFM specified limits.

	Occupant CoG	
Seat Position	Arm (Long)	Arm (Lat)
Neutral Position	1.550	0.360
+70mm Outbd	1.550	0.430
+100mm Outbd	1.550	0.460

Fixed provisions weight and balance data is published in the STC.OAL.005 Installation Instructions and is recorded in the rotorcraft empty weight and balance record.

Pilot seat weight: No change from Rotorcraft Flight Manual.

7 SYSTEMS DESCRIPTION

The system covered by the Flight Manual Supplement consists of a set of sliding rails secured between the pilot's seat and the original manufacturer's seat rails. A retaining pin is installed to allow the seat to slide outboard from its original position to two new locations ranging from 70mm to 100mm outboard. The retaining pin is secured into the predrilled holes and secures the seat fully into the preset locations. The pilot sets the location of the seat prior to the flight; it is NOT adjustable during flight.

The slider is compatible with both standard (TSO C39b) and energy absorbing (TSO C127a) seats.

A collective extension is added to the collective lever and an extension is added to the RH pedal. These are installed to allow the pilot to reach the controls more easily when the seat is slid fully out. The Collective extension incorporates the hydraulic release lever for the cargo hook into the body of the part. The release lever attachment forms one half of the securing bracket that attaches the collective extension to the collective tubing. The position of the cyclic hand piece may be readjusted to best suit the majority of operations conducted.

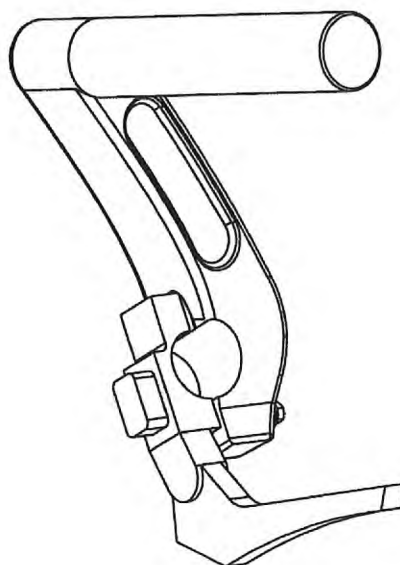


Figure 1 collective extension