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SECTION 1: GENERAL

INTRODUCTION

This supplement contains the changes and additional data applicable when the R44 Cadet helicopter is certified by the Federal Air Transport Agency.

FATA-certified R44 Cadets are equipped with an artificial horizon with inclinometer, a heated pitot, and a 121.5/406 MHz ELT as standard equipment. Two instrument calibration configurations are possible for FATA-certified R44 Cadets:

Instrument	Configuration Units	
	English	Metric
Altimeter	feet	meters
Airspeed	knots	km/h
Vertical Speed	fpm	m/s

Refer to Section 7 for operator-provided required equipment.

The appropriate Garmin G500H Cockpit Reference Guide must be immediately available to the flight crew when the G500H is installed. The appropriate Aspen PFD/MFD Pilot's Guide must be immediately available to the flight crew when the Aspen PFD or PFD/MFD combination is installed.

SECTION 2: LIMITATIONS

NOTE

All airspeeds given in km/h are indicated airspeed.

AIRSPEED LIMITS

NEVER-EXCEED AIRSPEED (V_{ne})

Power On	222 km/h (120 KIAS)
Autorotation	185 km/h (100 KIAS)

For V_{ne} reductions with altitude and temperature, see placard on page 9-F7.7.

ADDITIONAL AIRSPEED LIMITS

185 km/h (100 KIAS) maximum at power above MCP.

185 km/h (100 KIAS) maximum with any combination of cabin doors removed.

POWERPLANT LIMITATIONS

Manifold Pressure: See placard on page 9-F7.7 for MAP schedule.

SECTION 2: LIMITATIONS (cont'd)

FLIGHT AND MANEUVER LIMITATIONS

Maximum operating density altitude 4270 meters (14,000 feet).

Maximum operating altitude 2700 meters (9000 feet) AGL to allow landing within 5 minutes in case of fire.

Maximum operating pressure altitude without supplemental oxygen is 2400 meters (8000 feet) with passengers on board or 3000 meters (10,000 feet) without passengers.

Maximum hover yaw rate is 60 degrees per second.

Flight above 60 degrees north latitude is prohibited without an approved GPS installed.

Flight in ambient temperatures below -30°C and above +38°C is prohibited.

NOTE

In ambient temperatures below -5°C, refer to cold weather operation procedures in Section 4 of this supplement.

For aircraft not equipped with floats, over-water operations beyond safe power-off landing distance from land are prohibited

SECTION 2: LIMITATIONS (cont'd)

AVIONICS LIMITATIONS

If indications displayed on primary flight displays (any version of G500H or Aspen PFD) and corresponding analog instruments differ by more than 70 ft (21 meters) altitude and/or 2 knots (4 km/h) airspeed, refer only to analog instruments.

Terrain Proximity function of GTN 6XX/7XX is not approved.

INSTRUMENT MARKINGS

AIRSPEED INDICATOR (METRIC VERSION ONLY)

Green arc	0 to 204 km/h (0 to 110 KIAS)
Yellow arc	204 to 222 km/h (110 to 120 KIAS)
Red cross-hatch	185 km/h (100 KIAS)
Red line	222 km/h (120 KIAS)

SECTION 2: LIMITATIONS (cont'd)

PLACARDS

In clear view and readable by pilot in flight on helicopters equipped with a metric altimeter:

LIMIT MANIFOLD PRESSURE - IN. HG								
MAXIMUM CONTINUOUS POWER								
PRESS ALT-M	OAT - °C							
	-30	-20	-10	0	10	20	30	40
SL	21.2	21.4	21.7	22.0	22.2	22.5	22.7	22.9
500	20.8	21.1	21.3	21.6	21.9	22.1	22.3	22.5
1000	20.4	20.7	21.0	21.2	21.5	21.7	21.9	22.2
1500	20.0	20.3	20.6	20.9	21.1	21.4	21.6	21.8
2000	19.7	20.0	20.3	20.5	20.8	21.0	21.3	21.5
2500	19.4	19.7	20.0	FULL THROTTLE				
FOR MAX TAKEOFF POWER (5 MIN), ADD 2.0 IN. HG								

In clear view and readable by pilot in flight on helicopters equipped with a metric altimeter and airspeed indicator (metric configuration):

NEVER EXCEED SPEED - KM/H								
PRESS ALT-M	OAT - °C							
	-30	-20	-10	0	10	20	30	40
SL								
500	222						218	211
1000	222				219	212	205	198
1500	222			214	206	199	192	184
2000	217		209	201	193	185	176	167
2500	212	204	195	187	177	168	159	151
3000	199	190	180	170	161	152	143	
3500	184	173	163	153	144	NO FLIGHT		
4000	167	156	146	NO FLIGHT				
FOR AUTOROTATION, SUBTRACT 37 KM/H								

SECTION 2: LIMITATIONS (cont'd)

PLACARDS (cont'd)

Adjacent to altimeter (on R44 helicopters equipped with an altimeter calibrated in feet only):

FT x 1000	M
1	305
2	610
3	914
4	1219
5	1524
6	1829
7	2134
8	2438
9	2743
10	3048

Outside front doors:

**ОПУСТИТЬ ВНИЗ РУЧКУ
СДВИНУТЬ ВПЕРЕД
ОТКРЫТЬ ДВЕРЬ НАРУЖУ**

(Lower handle downwards
Move handle forwards
Open door outwards)

Inside each front door:

**ПОДНЯТЬ РУЧКУ ЗАМКА
ПЕРЕДВИНУТЬ ЕЕ ВПЕРЕД
ТОЛКНУТЬ ДВЕРЬ НАРУЖУ**

(Lift latch handle
Move handle forwards
Open door outwards)

SECTION 2: LIMITATIONS (cont'd)

PLACARDS (cont'd)

Outside each rear door:

ВЫТЯНУТЬ КНОПКУ ЧЕРЕЗ
ОТКРЫТУЮ ПЕРЕДНЮЮ ДВЕРЬ
ОПУСТИТЬ ВНИЗ РУЧКУ
СДВИНУТЬ ВПЕРЕД
ОТКРЫТЬ ДВЕРЬ НАРУЖУ

(Pull knob through open
forward door
Lower handle downwards
Move handle forwards
Open door outwards)

Inside each front baggage compartment:

ВНИМАНИЕ
НЕ ПРЕВЫШАТЬ СЛЕДУЮЩИХ ОГРАНИЧЕНИЙ:
• МАКСИМАЛЬНЫЙ ВЕС БАГАЖА: 23 КГ
• МАКСИМАЛЬНАЯ НАГРУЗКА НА КРЕСЛО С
УЧЁТОМ ВЕСА БАГАЖА: 136 КГ
ДОПОЛНИТЕЛЬНУЮ ИНФОРМАЦИЮ ПО ЗАГРУЗКЕ СМ. В РЛЭ

(Caution
Do not exceed the following:
• compartment capacity: 23 kg
• combined seat plus compartment: 136 kg
See pilot's handbook for additional loading instructions.)

SECTION 2: LIMITATIONS (cont'd)

PLACARDS (cont'd)

Inside each rear baggage compartment:

МАКСИМАЛЬНЫЙ ВЕС БАГАЖА 23 КГ

(Maximum compartment load 23 kg)

Located near main fuel tank filler cap:

ОСНОВНОЙ БАК
АВИАЦИОННЫЙ БЕНЗИН

(Main fuel tank
Aviation Gasoline)

Located near aux fuel tank filler cap:

ДОПОЛНИТЕЛЬНЫЙ БАК
АВИАЦИОННЫЙ БЕНЗИН
ДЛЯ ПОЛНОЙ ЗАПРАВКИ СНАЧАЛА ЗАПРАВЬТЕ
ОСНОВНОЙ БАК И ДОЗАПРАВЬТЕ ЕГО ПОСЛЕ
ЗАПРАВКИ ДОПОЛНИТЕЛЬНОГО БАКА

(Aux fuel tank; Aviation gasoline; To insure full fuel;
top off main tank; again after filling aux)

Near each collective stick and on horizontal firewall:

НЕ ЗАГРОМОЖДАТЬ
СВОБОДНАЯ ЗОНА

(No stowage
Keep area clear)

In clear view of each occupant:

НЕ КУРИТЬ

(No smoking)

SECTION 2: LIMITATIONS (cont'd)

PLACARDS (cont'd)

Above rear deck:

<p>ВНИМАНИЕ НЕ ЗАНИМАТЬ ПЕРЕВОЗКА БАГАЖА И РУЧНОЙ КЛАДИ В КАБИНЕ БЕЗ ОДОБРЕННЫХ СРЕДСТВ КРЕПЛЕНИЯ ЗАПРЕЩЕНА ПРЕДЕЛЬНАЯ НАГРУЗКА 23 КГ С КАЖДОЙ СТОРОНЫ</p>
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(Caution
Do not occupy
No items permitted on deck unless
secured by an approved restraint system
Deck load limit 23 kg each side)

SECTION 3: EMERGENCY PROCEDURES

NOTE

The following procedures are unchanged from those of the basic manual. Altitudes are converted to meters and airspeeds are converted to km/h only.

POWER FAILURE ABOVE 150 METERS (500 FEET) AGL

1. Lower collective immediately to maintain rotor RPM.
2. Establish a steady glide at approximately 130 km/h (70 KIAS). (For maximum glide distance or minimum rate of descent, see page 9-F7.13.)
3. Adjust collective to keep RPM between 97 and 108% or apply full down collective if light weight prevents attaining above 97%.
4. Select landing spot and, if altitude permits, maneuver so landing will be into wind.
5. A restart may be attempted at pilot's discretion if sufficient time is available (See "Air Restart Procedure", page 3-3 of basic manual).
6. If unable to restart, turn unnecessary switches and fuel valve off.
7. At about 12 meters (40 feet) AGL, begin cyclic flare to reduce rate of descent and forward speed.
8. At about 2.4 meters (8 feet) AGL, apply forward cyclic to level ship and raise collective just before touchdown to cushion landing. Touch down in level attitude with nose straight ahead.

SECTION 3: EMERGENCY PROCEDURES (cont'd)

POWER FAILURE BETWEEN 2.4 METERS (8 FEET) AND 150 METERS (500 FEET) AGL

1. Lower collective immediately to maintain rotor RPM.
2. Adjust collective to keep RPM between 97 and 108% or apply full down collective if light weight prevents attaining above 97%.
3. Maintain airspeed until ground is approached, then begin cyclic flare to reduce rate of descent and forward speed.
4. At about 2.4 meters (8 feet) AGL, apply forward cyclic to level ship and raise collective just before touchdown to cushion landing. Touch down in level attitude and nose straight ahead.

POWER FAILURE BELOW 2.4 METERS (8 FEET) AGL

1. Apply right pedal as required to prevent yawing.
2. Allow rotorcraft to settle.
3. Raise collective just before touchdown to cushion landing.

MAXIMUM GLIDE DISTANCE CONFIGURATION

1. Airspeed approximately 167 km/h (90 KIAS).
2. Rotor RPM approximately 90%.
3. Best glide ratio is about 4.7:1 or one kilometer per 213 meters (one nautical mile per 1300 feet) AGL.

MINIMUM RATE OF DESCENT CONFIGURATION

1. Airspeed approximately 102 km/h (55 KIAS).
2. Rotor RPM approximately 90%.
3. Minimum rate of descent is about 410 meters per minute (1350 feet per minute). Glide ratio is about 4:1 or one kilometer per 250 meters (one nautical mile per 1500 feet) AGL.

CAUTION

Increase rotor RPM to 97% minimum when autorotating below 150 meters (500 feet) AGL.

SECTION 3: EMERGENCY PROCEDURES (cont'd)

LOSS OF TAIL ROTOR THRUST IN FORWARD FLIGHT

Failure is usually indicated by nose right yaw which cannot be corrected by applying left pedal.

1. Immediately enter autorotation.
2. Maintain at least 130 km/h (70 KIAS) if practical.
3. Select landing site, roll throttle off into overtravel spring, and perform autorotation landing.

NOTE

When a suitable landing site is not available, the vertical stabilizers may permit limited controlled flight at low power settings and airspeeds above 130 km/h (70 KIAS); however, prior to reducing airspeed, enter full autorotation.

SECTION 4: NORMAL PROCEDURES

RECOMMENDED AIRSPEEDS

Takeoff and Climb	111 km/h (60 KIAS)
Maximum Rate of Climb (V_y)	102 km/h (55 KIAS)
Maximum Range	185 km/h (100 KIAS)*
Maximum Cruise (Do not exceed except in smooth air, and then only with caution)	204 km/h (110 KIAS)*
Significant Turbulence	111 to 130 km/h (60 to 70 KIAS)
Landing Approach	111 km/h (60 KIAS)
Autorotation	111 to 130 km/h* (60 to 70 KIAS)

* Certain conditions may require lower airspeeds. See placard on page 9-F7.7.

PITCH AND BANK ANGLES

The maximum recommended pitch angle is 20 degrees nose down or nose up except during flare in autorotation.

The maximum recommended bank angle is 45 degrees with passengers on board or 60 degrees without passengers.

COLD WEATHER OPERATION

Special precautions should be taken if the engine is to be started in ambient temperatures below -5°C . Ensure correct oil grade is utilized. Preheat engine and engine oil to a minimum temperature of -5°C . Preheating can be accomplished by parking the helicopter in a warm enclosure or by using an electrical engine preheat system.

CAUTION

Failure to preheat engine before starting may result in internal engine damage.

SECTION 4: NORMAL PROCEDURES (cont'd)

COLD WEATHER OPERATION (cont'd)

When landing in areas without preheating equipment, it is advisable to start the helicopter hourly to maintain engine warmth. Using carburetor heat is recommended to assist in engine warming.

Avionics equipment may not function, or function improperly, after a rotorcraft cold soak. Warm up the cabin to pass avionics self-test successfully.

NOTE

The following procedures are unchanged from those of the basic manual. Altitudes are converted to meters and airspeeds are converted to km/h only.

CRUISE

1. Adjust carb heat if required (see page 4-12 of basic manual).
2. Verify RPM in green arc.
3. Set manifold pressure as desired with collective. Observe MAP and airspeed limits. Maximum recommended cruise speed is 204 km/h (110 KIAS).
4. Verify gages in green, warning lights out.

CAUTION

Do not exceed 204 km/h (110 KIAS) except in smooth air, and then only with caution. In turbulence, use lower airspeed. If turbulence is significant or becomes uncomfortable for the pilot, use 111 to 130 km/h (60 to 70 KIAS).

SECTION 4: NORMAL PROCEDURES (cont'd)

DOORS-OFF OPERATION

Maximum airspeed with door(s) off is 185 km/h (100 KIAS). Warn passenger to secure loose objects and to keep head and arms inside cabin to avoid high velocity airstream.

PRACTICE AUTOROTATION – POWER RECOVERY

1. Adjust carb heat if required (see page 4-12 of basic manual)
2. Lower collective to down stop and reduce throttle as required for small tachometer needle separation.

CAUTION

To avoid inadvertent engine stoppage, do not chop throttle to simulate a power failure. Always roll throttle off smoothly for small visible needle split.

NOTE

Governor is inactive below 80% engine RPM regardless of governor switch position.

NOTE

When entering autorotation from above 1200 meters (4000 feet), reduce throttle slightly before lowering collective to prevent engine overspeed.

3. Adjust collective to keep rotor RPM in green arc and adjust throttle for small needle separation.
4. Keep airspeed 111 to 130 km/h (60 to 70 KIAS).
5. At about 12 meters (40 feet) AGL, begin cyclic flare to reduce rate of descent and forward speed.
6. At about 2.4 meters (8 feet) AGL, apply forward cyclic to level aircraft and raise collective to control descent. Add throttle if required to keep RPM in green arc.

SECTION 4: NORMAL PROCEDURES (cont'd)

PRACTICE AUTOROTATION – POWER RECOVERY (cont'd)

CAUTION

Simulated engine failures require prompt lowering of collective to avoid dangerously low rotor RPM. Catastrophic rotor stall could occur if the rotor RPM ever drops below 80% plus 1% per 300 meters (1000 feet) of altitude.

DESCENT, APPROACH, AND LANDING

1. Reduce power with collective as desired. Adjust carb heat as required. Observe airspeed limits. Maximum recommended airspeed is 204 km/h (110 KIAS) except in smooth air.

CAUTION

Do not initiate a descent with forward cyclic. This can produce a low-G condition. Always initiate a descent by lowering collective.

2. Make final approach into wind at lowest practical rate of descent with initial airspeed of 111 km/h (60 knots).
3. Reduce airspeed and altitude smoothly to hover. (Be sure rate of descent is less than 1.5 m/s (300 FPM) before airspeed is reduced below 56 km/h (30 KIAS).)
4. From hover, lower collective gradually until ground contact.
5. After initial ground contact, lower collective to full down position.

SECTION 4: NORMAL PROCEDURES (cont'd)

NOISE ABATEMENT

To improve the quality of our environment and to dissuade overly restrictive ordinances against helicopters, it is imperative that every pilot minimize noise irritation to the public. Following are several techniques which should be employed when possible.

1. Avoid flying over outdoor assemblies of people. When this cannot be avoided, fly as high as practicable, preferably over 600 meters (2000 feet) AGL.
2. Avoid blade slap. Blade slap generally occurs at airspeeds below 185 km/h (100 KIAS). It can usually be avoided by maintaining 185 km/h (100 KIAS) until rate of descent is over 5 meters per second (1000 feet per minute), then using a fairly steep approach until airspeed is below 120 km/h (65 KIAS). With the right door vent open, the pilot can easily determine those flight conditions which produce blade slap and develop piloting techniques to eliminate or reduce it.
3. When departing from or approaching a landing site, avoid prolonged flight over noise sensitive areas. Always fly above 150 meters (500 feet) AGL and preferably above 300 meters (1000 feet) AGL.
4. Repetitive noise is far more irritating than a single occurrence. If you must fly over the same area more than once, vary your flight path to not overfly the same buildings each time.
5. When overflying populated areas, look ahead and select the least noise-sensitive route.

NOTE

Above procedures do not apply where they would conflict with Air Traffic Control clearances or when, in the pilot's judgment, they would result in an unsafe flight path.

SECTION 5: PERFORMANCE

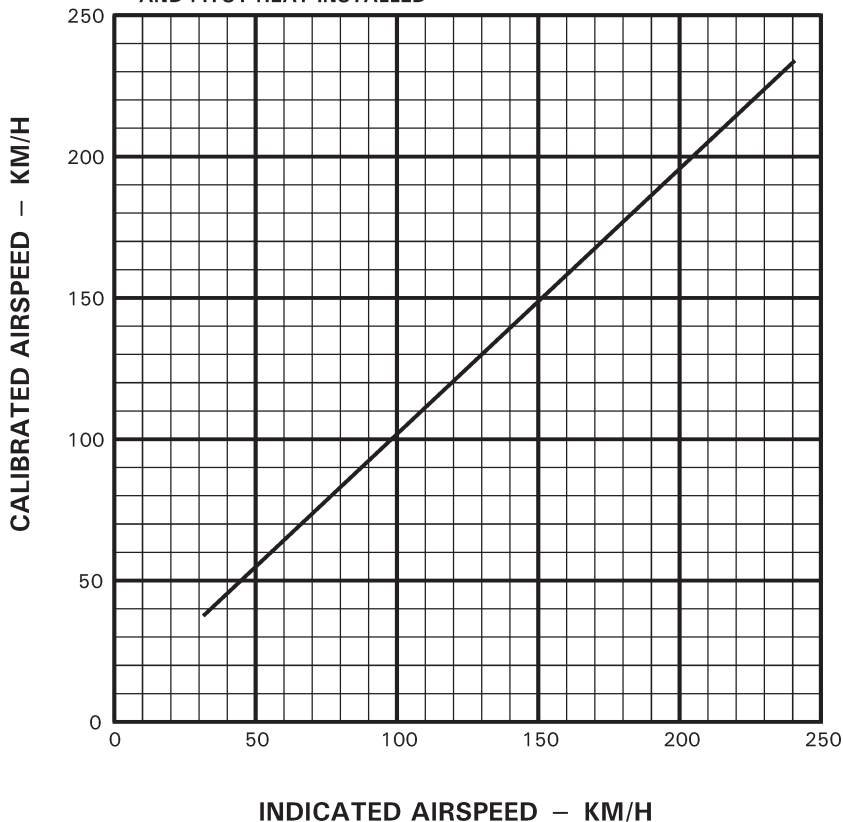
GENERAL

Hover controllability has been substantiated in 31 km/h (17 knot) wind from any direction up to 2930 meters (9600 ft) density altitude.

NOTE

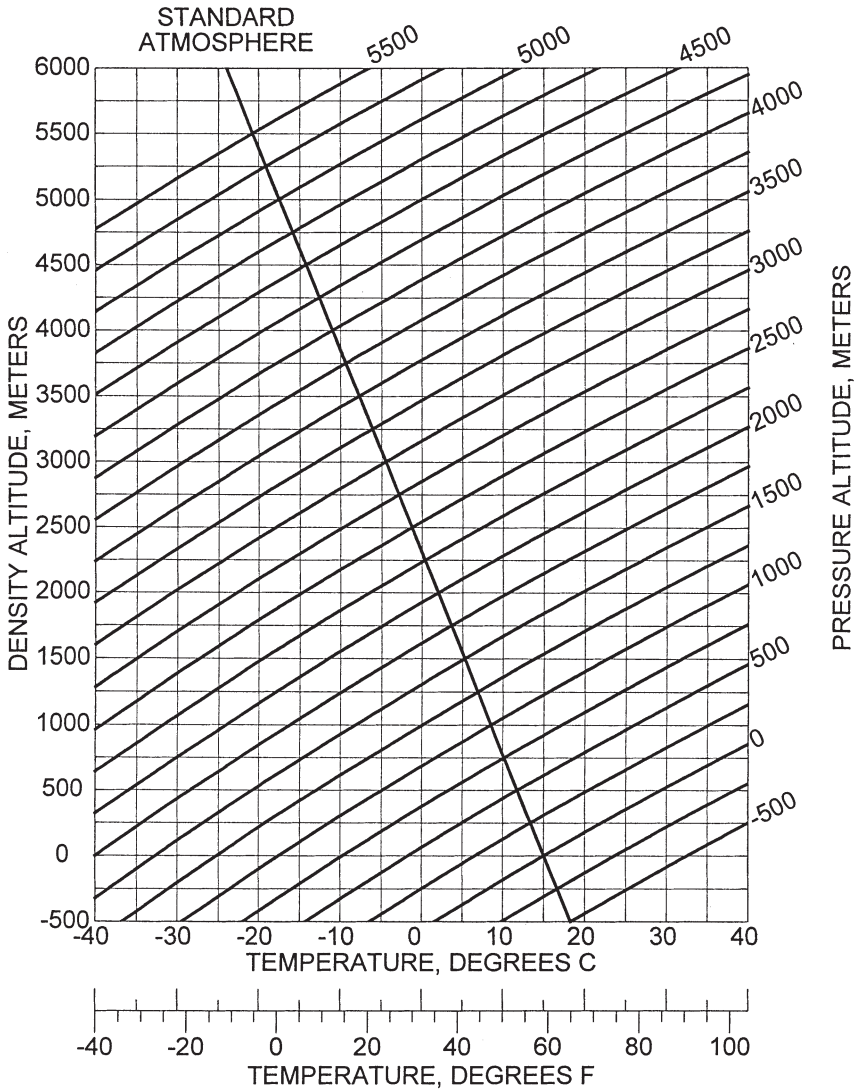
Hover performance data given is with carburetor heat off. Full carburetor heat reduces hover ceiling by up to 730 meters (2400 ft).

NOTE: INDICATED AIRSPEED ASSUMES ZERO INSTRUMENT ERROR AND PITOT HEAT INSTALLED



AIRSPEED CALIBRATION CURVE

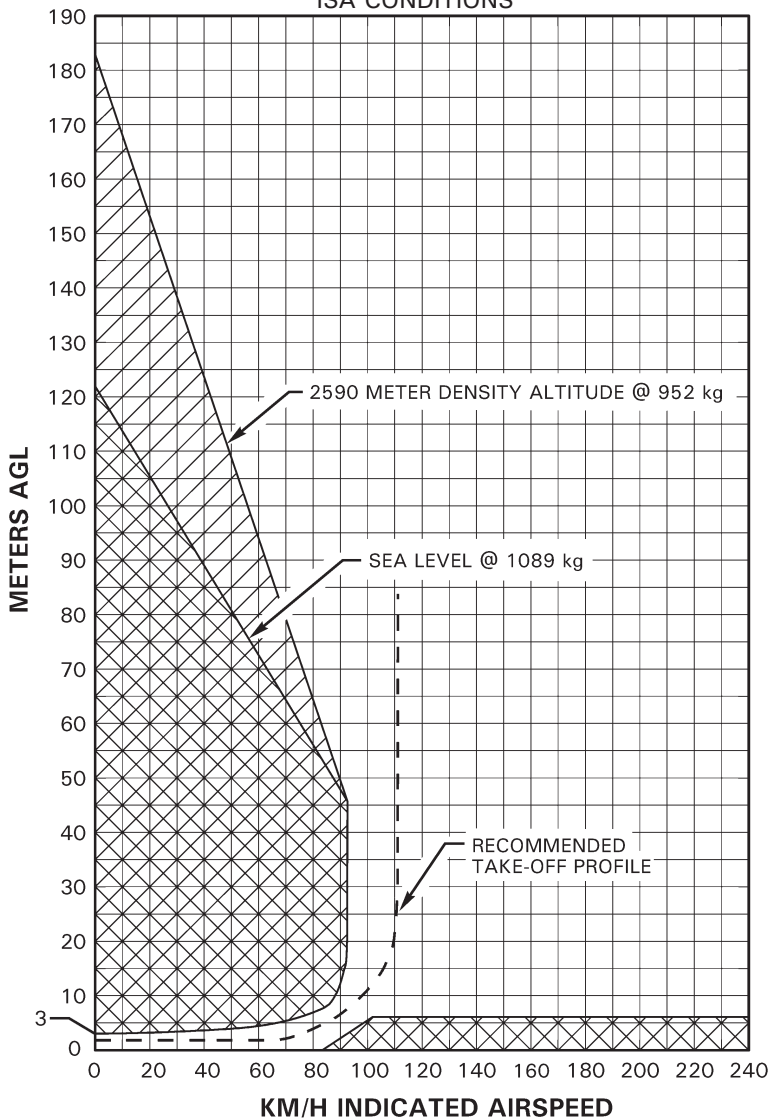
SECTION 5: PERFORMANCE (cont'd)



DENSITY ALTITUDE CHART

SECTION 5: PERFORMANCE (cont'd)

DEMONSTRATED CONDITIONS:
SMOOTH HARD SURFACE
WIND CALM
GOVERNOR ON
AVOID OPERATION IN SHADED AREAS
ISA CONDITIONS



HEIGHT - VELOCITY DIAGRAM (METRIC)

SECTION 5: PERFORMANCE (cont'd)

NOISE CHARACTERISTICS

For operating conditions specified in ICAO Annex 16, Chapter 11 the sound exposure level for the R44 Cadet is 78,2 dB(A).

NOTE

No determination has been made by the Certifying Authority that the noise levels of this aircraft are or should be acceptable or unacceptable for operation at, into, or out of any airport.

SECTION 6: WEIGHT AND BALANCE

No change.

SECTION 7: SYSTEMS DESCRIPTION

EMERGENCY LOCATOR TRANSMITTER

Aircraft operated in difficult to reach and sparsely populated areas or on long flights over water must be equipped with a VHF-band emergency radio or a portable COSPAS-SARSAT VHF/UHF-band emergency locator transmitter stowed under the pilot's seat. The operator is responsible for providing this equipment.

FIRST-AID KIT

A first-aid kit provided by the operator is required equipment for FATA-certified aircraft. For all but Police versions, the first-aid kit is stowed in a compartment mounted at the base of the forward-left seat. For Police versions, the first-aid kit is stowed in the aft-right baggage compartment.

FLIGHT CONTROLS

Collective operation is conventional. The engine throttle is correlated to collective inputs through a mechanical linkage. When the collective control is raised, the throttle is opened and when the collective is lowered, the throttle is closed. The collective stick also incorporates a twist grip throttle control which is described in the Engine Controls section.

CAUTION

Above 1200 meters (4000 feet), throttle-collective correlation and governor are less effective. Therefore, power changes should be slow and smooth.

CAUTION

At high power settings above 1800 meters (6000 feet), the throttle is frequently wide open and RPM must be controlled with the collective.

SECTION 8: HANDLING AND MAINTENANCE No change.

SECTION 9: SUPPLEMENTS

FIXED FLOATS SUPPLEMENT

SECTION 1: GENERAL

This section contains information relevant to FATA-certified helicopters when equipped with optional fixed float landing gear.

Information provided here is for the purpose of providing altitude data in meters and is otherwise unchanged from that of the basic supplement.

SECTION 2: LIMITATIONS

FLIGHT AND MANEUVERING LIMITATIONS

Operation on water with wave heights greater than 0.3 meters is prohibited.

SECTION 9: SUPPLEMENTS (cont'd)

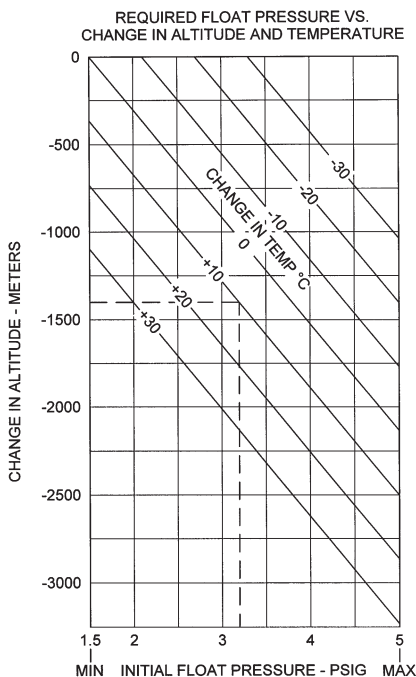
FIXED FLOATS SUPPLEMENT (cont'd)

SECTION 2: LIMITATIONS (cont'd)

FLOAT PRESSURE LIMITS

Minimum Float Pressure: 1.5 psig (psi gage)
Maximum Float Pressure: 5 psig

A decrease in altitude or temperature reduces float pressure. If decrease in altitude or temperature is anticipated, inflate floats per chart below to ensure 1.5 psig minimum at landing. Pressure relief valve will limit pressure for an increase in altitude or temperature.



CAUTION

Failure to maintain required pressure can result in inadequate buoyancy or in-flight instability.

SAMPLE CALCULATION:

Conditions at destination:
Initial conditions:
Subtract to obtain expected
change in altitude and temp:

<u>Pressure</u>	<u>Altitude</u>	<u>Temp</u>
	300 m	15°C
	1700 m	5°C
	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>
	-1400 m	+ 10°C

Using graph, locate -1400 m line, read across to +10°C line, then down for minimum initial float pressure required, approximately 3.2 psig.

SECTION 9: SUPPLEMENTS (cont'd)

FIXED FLOATS SUPPLEMENT (cont'd)

SECTION 3: EMERGENCY PROCEDURES

POWER FAILURE ABOVE 150 METERS (500 FEET) AGL

Autorotation to Land: Same as in basic manual.

Autorotation to Water:

1. Lower collective immediately to maintain RPM.
2. Establish steady glide at approximately 130 km/h (70 KIAS).
3. Adjust collective to keep RPM between 97 and 108% or apply full down collective if light weight prevents attaining above 97%
4. If altitude permits, maneuver into wind.
5. At about 12 meters (40 feet) AGL, begin cyclic flare.
6. At about 2.4 meters (8 feet) AGL, apply forward cyclic and raise collective just before touchdown. Touch down in slight nose high attitude with nose straight ahead.
7. Maintain cyclic in touchdown position and do not lower collective full down until forward motion has stopped.

SECTION 9: SUPPLEMENTS (cont'd)

FIXED FLOATS SUPPLEMENT (cont'd)

SECTION 3: EMERGENCY PROCEDURES (cont'd)

**POWER FAILURE BETWEEN 2.4 METERS (8 FEET) AND
150 METERS (500 FEET) AGL**

Autorotation to Land: Same as in basic manual.

Autorotation to Water:

1. Lower collective immediately to maintain RPM.
2. Adjust collective to keep RPM between 97 and 108% or apply full down collective if light weight prevents attaining above 97%.
3. If altitude permits, maneuver into wind.
4. Maintain airspeed until water is approached, then begin cyclic flare.
5. At about 2.4 meters (8 feet) AGL, apply forward cyclic and raise collective just before touchdown to cushion landing. Touch down in slight nose high attitude with nose straight ahead.
6. Maintain cyclic in touchdown position and do not lower collective full down until forward motion has stopped.

SECTION 9: SUPPLEMENTS (cont'd)

FIXED FLOATS SUPPLEMENT (cont'd)

SECTION 3: EMERGENCY PROCEDURES (cont'd)

MAXIMUM GLIDE DISTANCE CONFIGURATION

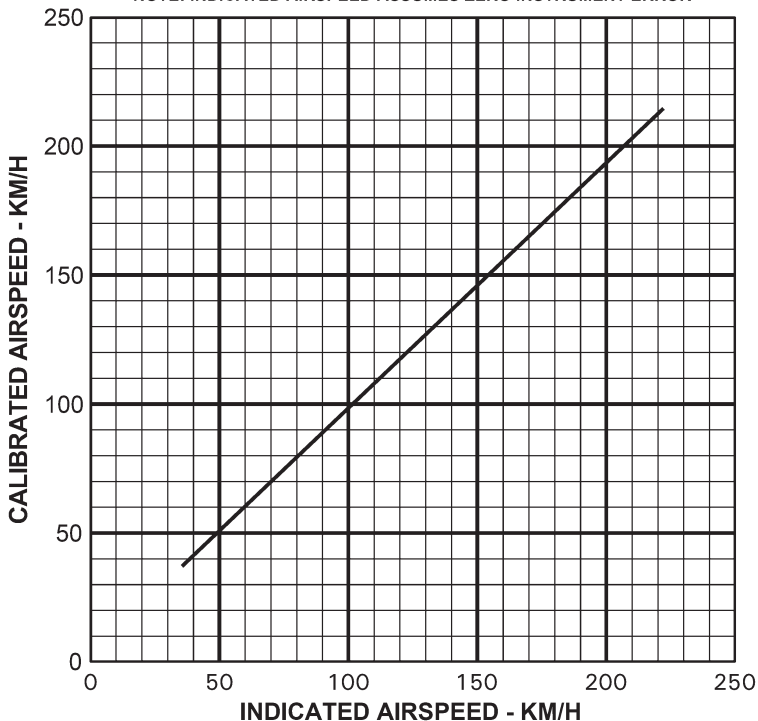
Same as with floats, except airspeed approximately 148 km/h (80 KIAS).

SECTION 9: SUPPLEMENTS (cont'd)

FIXED FLOATS SUPPLEMENT (cont'd)

SECTION 5: PERFORMANCE

NOTE: INDICATED AIRSPEED ASSUMES ZERO INSTRUMENT ERROR



AIRSPEED CALIBRATION CURVE
R44 CADET WITH FIXED FLOAT LANDING GEAR

SECTION 9: SUPPLEMENTS (cont'd)

AUTOPILOT SUPPLEMENT

SECTION 2: LIMITATIONS

FLIGHT AND MANEUVER LIMITATIONS

Minimum altitude for use of autopilot ALT mode is 100 meters (300 feet) AGL for practice instrument approaches.

Minimum altitude for use of autopilot VRT mode is 60 meters (200 feet) AGL but no less than published minimum for the aerodrome.

Use of autopilot with NAV and/or VRT modes engaged is prohibited when:

- Component of crosswind exceeds 31 km/h (17 knots).
- Glideslope angle exceeds 5°.

NOTE

Use of backcourse mode is only permitted when performed in accordance with a published backcourse procedure.

NOTE

If crosswind or glideslope angle limits are exceeded during autopilot approach pilot must revert to basic SAS mode and continue approach manually.

Pilot's hand must be on cyclic grip under the following conditions:

During autopilot engagement or intentional disengagement.

At airspeeds less than 93 km/h (50 KIAS) when less than 150 meters (500 feet) AGL.

SECTION 9: SUPPLEMENTS (cont'd)

AUTOPILOT SUPPLEMENT (cont'd)

SECTION 3: EMERGENCY PROCEDURES

AUTOPILOT DISENGAGEMENT OR FAILURE

NOTE

The system automatically switches off all modes except SAS mode at airspeeds below 81 km/h (44 KIAS) or above 241 km/h (130 KIAS), accompanied by a single beep. This is by design and not a system failure. The highspeed limit is not intended to provide V_{ne} protections. It is the pilot's responsibility to observe V_{ne} limits.

SECTION 4: NORMAL PROCEDURES No change.

SECTION 5: PERFORMANCE No change.

SECTION 6: WEIGHT & BALANCE No change.

SECTION 7: SYSTEM DESCRIPTION

AUTOPILOT

The autopilot SAS mode is engaged wither by pressing the SAS button on the cyclic for more than 1.25 seconds. Additional modes are engaged by pressing the appropriate button on the control panel. The additional modes are disabled and will not engage at airspeeds below 81 km/h (44 KIAS) or above 241 km/h (130 KIAS).

SECTION 8: HANDLING AND MAINTENANCE No change.