

AS 350 B2 - EMERGENCY PROCEDURES

ENGINE FAILURE

1. Enter autorotation immediately
2. If altitude permits, attempt engine air restart

ENGINE AIR RESTART

1. Establish steady autorotation
2. Boost pumps 1 and 2 - ON
3. Generator - ON
4. When Ng is below 30% carry out normal starting procedure

GOVERNOR FAILURE

A: Large Drop in Fuel Flow Rate

1. Establish autorotation at 65 kt IAS
2. Advance fuel flow control into emergency sector
3. Adjust engine speed to 70% NG
4. If necessary increase collective to achieve 350 RRPM
5. Increase fuel flow to achieve 380 RRPM

B: Excessive Fuel Flow Rate

1. Do not reduce collective
2. Reduce fuel flow until RRPM is in the middle of green arc

ENGINE FIRE DURING START

1. Close fuel shut-off lever
2. Switch off boost-pump 1 and 2
3. Crank engine for 10 seconds
4. BATTERY switch: OFF

ENGINE FIRE DURING FLIGHT ("FIRE" ON)

1. Enter autorotation
2. Close fuel shut-off lever
3. Switch off boost-pump 1 and 2
4. GENERATOR - OFF
4. Switch off electrical master "ALL OFF"

SMOKE IN THE CABIN

A: Source of smoke identified

1. Shut off the corresponding system
2. If necessary use fire extinguisher
3. Air the cabin

B: Source of smoke not identified

1. Shut off heating/demisting system
2. Switch off electrical master "ALL OFF"
3. When smell has disappeared, set all switches to "OFF"
4. Reset battery switch to "ON"
5. Reset the "ALL OFF" electrical master switch
6. Switch on generator, check voltage
7. Switch on circuits one by one until malfunction is identified

MAIN SERVO CONTROL MALFUNCTION (BLOCKED CONTROLS)

1. Hydraulic witch on collective - OFF
Caution: Control forces are high when at high speed
2. Reduce speed to 60 kt – proceed as "HYD" light on

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YAW SERVO CONTROL MALFUNCTION (BLOCKED PEDALS)

A: In Hover

1. If no yaw – land normally
2. If helicopter is yawing – hydraulic switch on collective OFF

B: In forward flight

1. Reduce speed
2. Hydraulic switch on collective - OFF
3. Perform run-on landing if necessary

TAIL ROTOR CONTROL FAILURE

A: Complete Loss of Thrust - OGE

1. Enter autorotation – maintain 65 kt IAS
2. Shut down engine

B: Complete Loss of Thrust - IGE

1. Reduce collective before yaw rate is too high

C: Fixed Pitch Failure

1. Set IAS to 70 kt in level flight
2. Press hydraulic push-button for 5 seconds
3. Make shallow approach with run-on landing

ENGINE OIL TEMPERATURE HIGHER THAN MAX

A: At Low Speed or in Hover

1. Land if possible
2. Shut down engine
3. Check that cooler fan is operating

If landing is impossible

1. Increase speed and reduce power
2. Fly at approximately 80 kt – temperature should fall rapidly
3. If cooling can not be obtained – land as soon as possible

B: In Cruise Flight

1. Reduce power
2. Proceed as above (A)

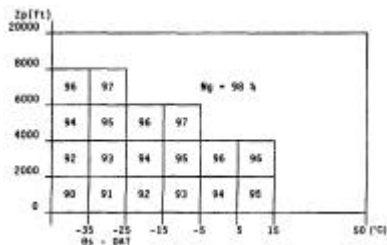
T4 TEMPERATURE INDICATOR FAILURE

In the event of an indicator failure, () and keep t4 temperature below the

OAT	t4 limit
Below 15°C	730°C
Above 15°C	750°C

TORQUEMETER FAILURE

In the event of a torquemeter failure, do not allow the engine speed to rise above the following limits:



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T4 INDICATOR FAILURE

1. Comply with the Ng limitations
2. Do not attempt to start the engine

ABNORMAL NR/Nf READINGS

No needle split:

NR/Nf readings below green arc – reduce power – possibility of governor failure

Needle split:

On the ground: shut down engine to check for possible freewheel slippage

In flight: NR reading is possibly incorrect (see below)

COMPLETE ROTOR RPM (NR) INDICATOR FAILURE

1. Maintain engine torque above 10%. Use Nf needle as reference
2. Land as soon as possible

FREE TURBINE RPM (Nf) INDICATOR FAILURE

1. Check that NR reading remains within governed range when collective is changed
2. Keep torque above 0% and continue flight

BLEED VALVE FLAG ON ?NG INDICATOR REMAINS ON IN FLIGHT

1. If possible, increase power to check if bleed valve closes

If bleed valve remains open:

1. Avoid sudden power changes – compressor stall may occur
2. Make a flat approach be prepared for decreased hover performance

RED LIGHTS

FIRE

refer to page 1

HYD

1. Reduce airspeed to 60 kts
2. Cut off hydraulic with collective switch
3. Make shallow approach with run-on landing

ENG P

1. Reduce power
2. Check engine oil pressure indicator
3. Land as soon as possible

MGB P

1. Reduce power
2. Land as soon as possible

MGB T

1. Reduce power
2. Check MGB P light
3. If light does not illuminate – land as soon as poss.
4. If light illuminates – land and check oil level

BAT T

1. Switch battery off
2. Land as soon as possible

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AMBER LIGHTS

ENG CHIP	1. Land as soon as possible
CHIP TGB	1. Land as soon as practical, avoid prolonged hovering
CHIP MGB	1. Reduce engine power 2. Monitor "MGP P" and "MGB T". Refer to these light if one should come on
BAT	1. Check push-button on 2. Monitor voltage
GEN	1. Check voltage 2. Check position of push-button 3. Reset "GEN" switch 4. If unsuccessful – switch off unnecessary equipment
FUEL P	1. Check fuel pressure gauge 2. Pressure normal=one pump u/s 3. Pressure zero=both pumps u/s – continue below 5000 ft
F FILT	1. Reduce engine power 2. If light goes out continue flight at reduced power 3. If light remains on, land as soon as possible
FUEL	1. Fuel quantity less than 60 litres (max. 18 min.) 2. Avoid large attitude changes
HORN	1. Push-button on
PITOT	1. Push-button on
DOORS	1. Reduce airspeed to 120 kt 2. If possible land to check the doors 3. If landing not possible – continue with reduced airspeed (120 kt) and low sink rate