



INSTRUCTOR OPERATING STATION

List of Failures and Maneuvers

AS 350

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## INSTRUCTOR OPERATING STATION

### List of Failures and Maneuvers

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From the Instructor Operating Station in the AS350, there are numerous failures and procedures that can be simulated. Below is a list of failures and capabilities applicable to each system. Each failure, if applicable, contains reference to the FAA Approved AS350 (ROTORCRAFT FLIGHT MANUAL).

## LOADING

- **Main Fuel:** Allows the instructor to manipulate the amount of fuel in the fuel tank. The amount of fuel can either be directly typed into this box, or the scaler at the bottom of the Loading page can be used. This is measured in percent (%) fuel.
- **Payload:** Allows the instructor to manipulate the amount of payload that is onboard the aircraft. The amount of payload can either be directly typed into this box, or the scaler at the bottom of the Loading page can be used. This is used to simulate flights at both heavy and light load configurations.
- **Center of Gravity:** Allows the instructor to manipulate the location of the center of gravity for a given flight. The location of the CG can be typed into this box, or the scaler at the bottom of the Loading page can be used. A CG can be chose from 120 inches to 144 inches. This allows the instructor to simulate extreme forward and aft CG situations.
- **Fuel:** This is a read-out of how much fuel in pounds is currently on board the Aircraft. This is directly linked to the Main Fuel function.
- **Payload:** This is a readout of the weight of Payload onboard the aircraft. This readout is directly linked to the Payload function.
- **Gross:** This is a read-out of the Gross weight of the Aircraft.

## FLIGHT INSTRUMENTS

- **Artificial Horizon:** Allows the instructor to fail the Artificial Horizon. The instrument will no longer function and displays an **Off** flag indicating the failure.
- **Pitot Ice:** Allows the instructor to simulate a pitot tube that has been blocked due to icing conditions. The false indications of a Pitot Static system with a blocked pitot tube will be encountered.
- **VSI:** Allows the instructor to fail the Vertical Speed Indicator. No warning flag is present, but the vertical speed information is no longer available.
- **Turn:** Allows the instructor to fail the Turn and Bank indicator. The instrument will no longer

## WEIGHTS

- **Empty:** This is a read-out of the Empty Weight of the Aircraft and can be manipulated by manually inputting the desired weight.



## INSTRUCTOR OPERATING STATION

### List of Failures and Maneuvers

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function and displays an Off flag indicating the failure.

### FLIGHT INSTRUMENTS (CONT)

- **HSI:** Allows the instructor to fail the Horizontal Situation Indicator. The instrument will no longer function and displays both a **NAV** and **HDG** flag indicating the failure.
- **Altimeter:** Allows the instructor to fail the Altimeter. No warning flag is present, but the information provided by the Altimeter is no longer reliable.
- **Radar Altimeter:** Allows the instructor to fail the Radar Altimeter. The Radar Altimeter display encounters a total failure. All information provided by this system is lost.
- **D.G. Slaving:** Allows the instructor to fail the Directional Gyro Slaving function. The D.G. still functions, but it is no longer slaved. Accounting for precession is no longer addressed by the slaving function and must be addressed by the pilot.
- **D.G. Precession:** This function allows the instructor to cause the Directional Gyro to precess.  
Note: The D.G. slaving function must be in manual mode for this function to work. The D.G. can precess up to 100 degrees by either inputting the value directly or by using the scaler function at the bottom of the flight instruments page.

### AVIONICS

- **NAV 1:** Allows the instructor to fail the Navigation #1 system. The loss of Navigation capability will be evident by the presence of a **NAV** flag on the HSI.
- **Glideslope 1:** Allows the instructor to fail the Glideslope indicator on the HSI. No flags will be displayed to annunciate this failure. The Glideslope indicators will simply disappear.
- **COM 1:** Allows the instructor to fail the COM 1. Radio calls on COM 1 will no longer function.  
Note: The GPS 1 receiver itself still has power and navigation capabilities.
- **COM 2:** Allows the instructor to fail the COM 2. Radio calls on COM 2 will no longer function.  
Note: The GPS 2 receiver itself still has power and navigation capabilities.

### GPS GARMIN 430

- **Receiver Failure:** Allows the instructor to fail the GPS receiver for both GPS 1 and/or GPS 2. When this occurs, the messages “**Poor GPS coverage**” and “**RAIM is not available**” will appear on the affected GPS unit. Navigation with the affected GPS will no longer be possible, but communications through the affected GPS will continue to function.



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## ***AVIONICS (CONT)***

- **Approach Active:** Allows the instructor to suspend automatic waypoint sequencing for the #1 and #2 GPS units; this will be apparent within 2 miles of the FAF, and will be indicated by the SUSP advisory light above the OBS key.
- **RAIM Position:** Allows the instructor to activate a RAIM position warning on the Garmin 430 for both the #1 and #2 units.
- **Visible Satellites:** Allows the instructor to manipulate the number of satellites the GPS receiver detects. This can be achieved by directly typing into this box, or moving the scaler at the bottom of the Loading page.

## **SYSTEMS**

### **ENGINE CONTROL**

- **Start Condition:** Enables the engine to experience 3 possible start conditions: Normal, Hot, or Hung.
- **Governor:** Allows the instructor to manipulate the condition of the Governor. This feature allows the governor to be in three possible conditions: Normal, High (causing a high side governor failure) or Low (causing a low side governor failure).  
\*\*Reference the  
RFM (Section 3)  
*EMERGENCY PROCEDURES*  
**3.1 -- (4.1, 4.2 and 4.3)**
- **Total Fail:** Enables the instructor to cause a complete Engine failure.
- **Compressor Stall:** Allows the instructor to simulate a compressor stall condition.
- **NG Tachometer:** Allows the instructor to fail the Ng Tachometer. This will cause a complete loss of information on the Ng gauge. The needle drops to the low side of the gauge and the Bleed Air indication is lost as well.
- **NF Tachometer:** Allows the instructor to fail the Free Turbine RPM indication. This will be evident by the drop of the indicating needle down to zero on the RPM gauge.
- **NR Tachometer:** Allows the instructor to fail the Rotor RPM indication. This will be evident by the drop to the indicating needle down to zero on the RPM gauge.
- **Fire:** Allows the instructor to simulate a Fire indication on the Aircraft. The **FIRE** light will illuminate on the Warning-Caution-Advisory Panel.  
\*\*Reference the  
RFM (Section 3)  
*EMERGENCY PROCEDURES*  
**3.3 -- (2.1)**
- **T4 Temp:** Allows the instructor to simulate the failure of the T4 gauge. This will be evident by the loss of indication on the gauge itself.  
Note: This function also allows the instructor to manipulate the T4 temperature by inputting a value in the analog
- **Quickstart:** Allows the instructor to perform a quick re-start of the aircraft engine.

### **BATTERY**

- **External Power:** Allows the instructor to simulate the use of an external power source. With external power connected and the Battery switch in the ON position, the **BAT** caution light will be illuminated on the Warning-Caution Advisory panel.

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- **Discharge:** Allows the instructor to simulate a discharge of the battery; this will be indicated by a negative indication on the ammeter and a corresponding drop in voltage.
- **Temperature:** Allows the instructor to simulate a ‘thermal runaway’ of the battery. The **BAT.T** light will illuminate on the Warning-Caution Advisory Panel.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.1)**  
*EMERGENCY PROCEDURES*
- **Voltage:** Allows the instructor to simulate a low voltage condition; this will be indicated on the Voltmeter.

### FUEL SYSTEM

- **Boost Pump #1:** Allows the instructor to fail the number 1 fuel boost pump. This will be accompanied by the **FUEL P.** light on the Warning-Caution Advisory Panel.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.2)**  
*EMERGENCY PROCEDURES*
- **Boost Pump #2:** Allows the instructor to fail the number 2 fuel boost pump. This will be accompanied by the **FUEL P.** light on the Warning-Caution Advisory Panel.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.2)**  
*EMERGENCY PROCEDURES*
- **Fuel Filter 1:** Allows the instructor to simulate a clogged ‘Michigan Dynamic’ fuel filter. This will be accompanied by

illumination of a yellow ‘cat-eye’ light on the upper instrument console.

\*\*Reference:

RFM Supplement Section 27

- **Fuel Filter 2:** Allows the instructor to simulate a clogged airframe fuel filter. This will be accompanied by the **F FILT** light on the Warning-Caution Advisory Panel.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.2)**  
*EMERGENCY PROCEDURES*
- **Fuel Pressure:** Allows the instructor to manipulate the fuel pressure gauge indication. This can be achieved by directly typing into this box, or moving the scaler at the bottom of the Loading page.
- **Fuel Low:** The instructor can manipulate the fuel quantity to indicate 11% or less. This will illuminate the **FUEL** light on the Warning-Caution Advisory Panel  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.2)**  
*EMERGENCY PROCEDURES*

### ENGINE OIL

- **Engine Oil Pressure:** Allows the instructor to manipulate the engine oil pressure gauge indication. This can be achieved by directly typing into this box, or moving the scaler at the bottom of the Loading page. Reducing the value to Zero causes the **ENG P** light to illuminate on the Warning-Caution Advisory Panel.  
\*\*Reference the  
RFM (Section 3)

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### EMERGENCY PROCEDURES

#### 3.3 -- (2.1)

- **Engine Oil Temp:** Allows the instructor to manipulate the engine oil temperature gauge indication. This can be achieved by directly typing into this box, or moving the scaler at the bottom of the Loading page.
- **Torque Indicator:** This allows the instructor to fail the engine Torque gauge indication.
- **Engine Chip:** This will illuminate the **ENG CHIP** light on the Warning-Caution Advisory Panel.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.2)**  
*EMERGENCY PROCEDURES*

### MAIN GEAR BOX

- **Oil Pressure:** Allows the instructor to manipulate the MGB oil pressure. This can be achieved by directly typing into this box, or moving the scaler at the bottom of the Loading page. Reducing the value to Zero causes the **MGB. P** light to illuminate on the Warning-Caution Advisory Panel.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.1)**  
*EMERGENCY PROCEDURES*
- **Oil Temp:** Allows the instructor to manipulate the MGB oil temperature. This can be achieved by directly typing into this box, or moving the scaler at the bottom of the Loading page. Reducing the value to Zero causes the **MGB. T** light to illuminate on the Warning-Caution Advisory Panel.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.1)**  
*EMERGENCY PROCEDURES*

- **Main Gear Box Chip:** Illuminates the **CHIP MGB** light on the Warning-Caution Advisory Panel.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.2)**  
*EMERGENCY PROCEDURES*

### ROTORS

- **Main Drive Shaft:** Allows the instructor to simulate a main rotor drive shaft failure. This will be evidenced by a split of NTL and NR indications.
- **Tail Rotor Chip:** Illuminates the **CHIP TGB** light on the Warning-Caution Advisory Panel.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.2)**  
*EMERGENCY PROCEDURES*
- **Tail Rotor:** Allows the instructor to select between 3 positions: **Normal, Fixed Pitch** and **Failed**.

### MISCELLANEOUS

- **Hydraulics:** Allows the instructor to simulate a loss of Servo- Hydraulic pressure. This will cause the **HYD** light to illuminate the Warning-Caution Panel and be accompanied by the Horn aural warning. The pilot will also experience an increase in control loading.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.1)**  
*EMERGENCY PROCEDURES*
- **Pitot Heater:** Illuminates the **PITOT** light on the Warning-Caution Panel.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.2)**  
*EMERGENCY PROCEDURES*

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- **Baggage Door:** Illuminates the **DOORS** light on the Warning-Caution Advisory Panel.  
\*\*Reference the  
RFM (Section 3) **3.3 -- (2.2)**  
*EMERGENCY PROCEDURES*
- **Generator:** Illuminates the **GEN** light on the Warning-Caution Advisory Panel.  
RFM (Section 3) **3.3 -- (2.2)**  
*EMERGENCY PROCEDURES*
- **Starter:** Causes a failure of the Starter Button on the Fuel Flow Control Lever (FFCL).
- **DC Load:** Allows the instructor to manipulate the DC load. This can be achieved by directly typing into this box, or moving the scaler at the bottom of the Loading page.
- **Dynamic Rollover:** Allows the instructor to simulate a stuck skid during the pick-up phase. The following positions can be selected: **Left Forward, Left Rear, Right Forward, Right Rear, Left Side, Right Side.**

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### CIRCUIT BREAKERS

- **Audio 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **ICS:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Com1 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Nav 1/GPS 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Xpndr 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Eng:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Rad Alt 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **TCAD 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **FM1 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **DG:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Sky Conn 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **MP 3:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Avionics Blower:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Pulse Lite:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Clock 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Elt 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **HV Conver:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Com 2/GPS 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Eng Alt Air:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **EVAP 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **EVAP 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Cond 1:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Cond 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Sky Conn 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Fan:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Clock 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Pulse Lt:** Allows the instructor to cause the A-COLL circuit breaker to release.

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- **Strobe Lts:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **TCAD 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Encoder:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Com 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Xpnd 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **HSI:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **GPS:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Com1 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **DMP:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Comm:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Aural Warn:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Spare:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Audio 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Turn & Bank:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Rad Alt 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **ELT 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **FM1 2:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **ELT Switch:** Allows the instructor to cause the A-COLL circuit breaker to release.
- **Landing Lt:** Allows the instructor to cause the A-COLL circuit breaker to release.

## APPENDIX 1

### Systems Screen Shot:

**Systems**

<p><i>Engine Control</i></p> <p>Start Condition <span style="border: 1px solid black; padding: 2px;">Normal</span></p> <p>Governor <span style="border: 1px solid black; padding: 2px;">Normal</span></p> <p>Total Fail <input type="checkbox"/> Normal</p> <p>Compressor Stall <input type="checkbox"/> Normal</p> <p>NG Tachometer <input type="checkbox"/> Normal</p> <p>NF Tachometer <input type="checkbox"/> Normal</p> <p>NR Tachometer <input type="checkbox"/> Normal</p> <p>Fire <input type="checkbox"/> Normal</p> <p>T4 Temp <span style="border: 1px solid black; padding: 2px;">1.00</span></p> <p>Quickstart <span style="border: 1px solid black; padding: 2px;">Start</span></p> <p><i>Battery</i></p> <p>External Power <input type="checkbox"/> Disconnected</p> <p>Discharge <input checked="" type="checkbox"/> On</p> <p>Temperature <input type="checkbox"/> Normal</p> <p>Voltage <input type="checkbox"/> Normal</p> <p><i>Fuel System</i></p> <p>Boost Pump #1 <input type="checkbox"/> Normal</p> <p>Boost Pump #2 <input type="checkbox"/> Normal</p> <p>Fuel Filter <input type="checkbox"/> Normal</p> <p>Fuel Pressure <span style="border: 1px solid black; padding: 2px;">1.00</span></p>	<p><i>Engine Oil</i></p> <p>Engine Oil Pressure <span style="border: 1px solid black; padding: 2px;">1.00</span></p> <p>Engine Oil Temp <span style="border: 1px solid black; padding: 2px;">1.00</span></p> <p>Torque Indicator <span style="border: 1px solid black; padding: 2px;">1.00</span></p> <p>Engine Chip <input type="checkbox"/> Normal</p> <p><i>Main Gear Box</i></p> <p>Oil Pressure <span style="border: 1px solid black; padding: 2px;">1.00</span></p> <p>Oil Temp <span style="border: 1px solid black; padding: 2px;">1.00</span></p> <p>Main Gear Box Chip <input type="checkbox"/> Normal</p> <p><i>Rotors</i></p> <p>XMSN Accessory Drive <input type="checkbox"/> Normal</p> <p>Main Drive Shaft <input type="checkbox"/> Normal</p> <p>Tail Rotor Chip <input type="checkbox"/> Normal</p> <p>Tail Rotor <span style="border: 1px solid black; padding: 2px;">Normal</span></p> <p><i>Miscellaneous</i></p> <p>Hydraulics <input type="checkbox"/> Normal</p> <p>Pitot Heater <input type="checkbox"/> Normal</p> <p>Baggage Door <input type="checkbox"/> Normal</p> <p>Generator <input type="checkbox"/> Normal</p> <p>Starter <input type="checkbox"/> Normal</p> <p>DC Load <span style="border: 1px solid black; padding: 2px;">0</span> Amps</p> <p>Dynamic Rollover <span style="border: 1px solid black; padding: 2px;">Normal</span></p>
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OK

INSTRUCTOR OPERATING STATION  
List of Failures and Maneuvers  
**AS 350**

**Avionics and Flight Instruments Screen Shot:**

**Avionics**

NAV 1  **Normal**

NAV 2  Normal

Glideslope 1  Normal

Glideslope 2  Normal

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*GPS Garmin 430*

	<i>One</i>	<i>Two</i>
Receiver Failure	<input type="checkbox"/> Normal	<input type="checkbox"/> Normal
Approach Active	<input type="checkbox"/> Normal	<input type="checkbox"/> Normal
RAIM Position	<input type="checkbox"/> Normal	<input type="checkbox"/> Normal
Visible Satellites	<input type="text" value="10"/>	

**Flight Instruments**

Artificial Horizon  **Normal**

Pitot Ice  Normal

VSI  Normal

Turn  Normal

HSI  Normal

Altimeter  Normal

Radar Altimeter  Normal

D.G. Slaving  Auto

D.G. Precession

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**Circuit Breakers Screen Shot:**

Circuit Breakers								
Audio 1	<input checked="" type="radio"/>	Normal	HV Conver	<input checked="" type="radio"/>	Normal	HSI	<input checked="" type="radio"/>	Normal
ICS	<input checked="" type="radio"/>	Normal	Com 2/GPS 2	<input checked="" type="radio"/>	Normal	GPS	<input checked="" type="radio"/>	Normal
Com1_1	<input checked="" type="radio"/>	Normal	Eng Alt Air	<input checked="" type="radio"/>	Normal	Com1_2	<input checked="" type="radio"/>	Normal
Nav 1/GPS 1	<input checked="" type="radio"/>	Normal	EVAP 1	<input checked="" type="radio"/>	Normal	DMP	<input checked="" type="radio"/>	Normal
Xpndr 1	<input checked="" type="radio"/>	Normal	EAVP 2	<input checked="" type="radio"/>	Normal	Comm	<input checked="" type="radio"/>	Normal
Eng	<input checked="" type="radio"/>	Normal	Cond 1	<input checked="" type="radio"/>	Normal	Aural Warn	<input checked="" type="radio"/>	Normal
Rad Alt 1	<input checked="" type="radio"/>	Normal	Cond 2	<input checked="" type="radio"/>	Normal	Spare	<input checked="" type="radio"/>	Normal
TCAD 1	<input checked="" type="radio"/>	Normal	Sky Conn 2	<input checked="" type="radio"/>	Normal	Audio 2	<input checked="" type="radio"/>	Normal
FM1_1	<input checked="" type="radio"/>	Normal	Fan	<input checked="" type="radio"/>	Normal	Turn&Bank	<input checked="" type="radio"/>	Normal
DG	<input checked="" type="radio"/>	Normal	Clock 2	<input checked="" type="radio"/>	Normal	Rad Alt 2	<input checked="" type="radio"/>	Normal
Sky Conn 1	<input checked="" type="radio"/>	Normal	Pulse Lt	<input checked="" type="radio"/>	Normal	ELT 2	<input checked="" type="radio"/>	Normal
MP 3	<input checked="" type="radio"/>	Normal	Strobe Lts	<input checked="" type="radio"/>	Normal	FM1_2	<input checked="" type="radio"/>	Normal
Avionics Blower	<input checked="" type="radio"/>	Normal	TCAD 2	<input checked="" type="radio"/>	Normal	ELT Switch	<input checked="" type="radio"/>	Normal
Pulse Lite	<input checked="" type="radio"/>	Normal	Encoder	<input checked="" type="radio"/>	Normal	Landing Lt	<input checked="" type="radio"/>	Normal
Clock 1	<input checked="" type="radio"/>	Normal	Com 2	<input checked="" type="radio"/>	Normal			
Elt 1	<input checked="" type="radio"/>	Normal	Xpnd 2	<input checked="" type="radio"/>	Normal			



INSTRUCTOR OPERATING STATION

List of Failures and Maneuvers

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**APPENDIX II**

**Maneuvers for Evaluation**

Area of Operation	FTD	Aircraft
<b>PREFLIGHT PROCEDURES</b>		
Preflight Inspection (cockpit only)	X	X
Preflight Inspection		X
Powerplant Start	X	X
Taxing- Ground		X
Taxing- Hover		X
Pre-takeoff Checks	X	X
<b>TAKEOFF AND DEPARTURE PHASE</b>		
Normal and Crosswind Takeoff		X
Instrument Takeoff	X	X
Powerplant Failure During Takeoff	X	X
Rejected Takeoff		X
Instrument Departure	X	X
<b>INFLIGHT MANEUVERS</b>		
Steep Turns	X	X
Powerplant Failure	X	X
Recovery from Unusual Attitudes		X
Settling With Power		X
<b>INSTRUMENT PROCEDURES</b>		
Instrument Arrival	X	X
Holding	X	X
Precision Approach (Normal)	X	X
Precision Inst. Approach (Manual/Powerplant Fail)	X	NA
Non-precision Approach	X	X
Missed Approach (Normal)	X	X
Missed Approach (Powerplant Failure)	X	NA
<b>LANDING AND APPROACHES TO LANDING</b>		
Normal and Crosswind Approaches and Landing		X
Approach and Landing with Simulated Powerplant Failure		X
Rejected Landing		X
<b>NORMAL AND ABNORMAL PROCEDURES</b>		
Powerplant	X	X
Fuel System	X	X
Electrical System	X	X
Hydraulic System	X	X
Environmental System	X	X
Fire Detection and Extinguisher Systems	X	X
Aircraft and Personal Emergency Equipment	X	X
Loss of Tail Rotor Effectiveness		X
Others, as determined by make, model or series	X	X
<b>EMERGENCY PROCEDURES</b>		
Emergency Descent	X	X
In-flight Fire and Smoke Removal	X	X
Emergency Evacuation	X	X
Ditching		ORAL



INSTRUCTOR OPERATING STATION

List of Failures and Maneuvers

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Auto-rotative Landing		X
<b>POSTFLIGHT PROCEDURES</b>		
After-Landing Procedures	X	X
Rotor Brake Procedures	X	X
Abnormal/Emergency Procedure	X	X
Parking and Securing		X