

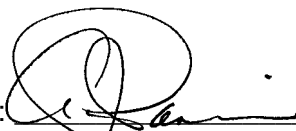
FAA APPROVED
ROTORCRAFT FLIGHT MANUAL SUPPLEMENT
for the
MD HELICOPTER MODEL 369 SERIES

REG. NO. _____
SERIAL NO. _____

This supplement must be attached to the FAA Approved Rotorcraft Flight Manual (RFM) appropriate to the specific model, when the Intec Inlet Barrier Filter System is installed in accordance with STC SR00877SE.

The information contained herein supplements information of the basic Flight Manual. For Limitations, Procedures, and Performance Data not contained in this supplement, refer the basic Flight Manual.

FAA APPROVED:



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SECTION 1 - GENERAL

This supplement provides the changes in the limitations, procedures and performance unique to the MD Helicopters, Inc. Model 369 series rotorcraft with the Intec Inlet Barrier Filter System installed. The Inlet Barrier Filter System consists of two filter elements, housing assembly, alternate air door, an Engine Alternate Air switch, a cockpit Filter Clogged annunciator light, an Engine Alternate Air circuit breaker and hardware required to complete the installation.

Incorporation of the Intec Filter System does not relieve basic rotorcraft limitations for operation in icing and/or falling and blowing snow.

SECTION 2 - LIMITATIONS

GENERAL

The Life Limit on the filter elements is 1000 hr. of engine operating time or when the fabric is significantly penetrated.

TAKEOFF

Takeoff with FILTER CLOGGED annunciator light illuminated..... **PROHIBITED**

SECTION 3 - EMERGENCY & MALFUNCTION PROCEDURES

CAUTION LIGHT (AMBER)

FILTER CLOGGED annunciator **ON** and/or unexplained increase in Engine TOT.

PROBABLE FAULTS: FILTERS DIRTY/BLOCKED, ENGINE BLEED VALVE FAILURE,
LOW EFFICIENCY ENGINE POWER TURBINE.

ACTION: ENGINE ALTERNATE AIR SWITCH - **OPEN**

- a. If Filter Clogged light goes out, continue mission and service filters prior to next flight. Likely fault is partially blocked filters. (Avoid operating in dust/grass/debris environment).
- b. If Filter Clogged light remains **ON**, monitor engine instruments to assure full power can be attained within engine limits (red lines). If power can be achieved within the red lines, continue the mission. Service the filters and conduct a power assurance check on the next flight. Likely cause of the caution is a stuck bypass door, leaking bleed valve or low efficiency power turbine. Repair as required.
- c. If Filter Clogged light remains **ON**, monitor engine instruments and if power cannot be maintained within the red lines, land as soon as practical. Service the filters and conduct a power assurance check on the next flight. Likely cause of the caution is a low efficiency power turbine. Repair as required.

SECTION 4 - NORMAL PROCEDURES

EXTERIOR CHECK

Thoroughly check the filter surfaces and system. The area must be free of accumulated debris, snow, ice, slush, etc., before each flight. Verify filter material is in good condition. Cycle bypass door system to verify freedom of motion. Prior to starting engines verify filter bypass door is closed.

INTERIOR & ENGINE PRESTART CHECK

Engine Alternate Air switch in the **CLOSE** position.

ENGINE RUNUP

During engine run up, assure "**FILTER CLOGGED**" light does not illuminate.

OPERATION IN FALLING SNOW

CAUTION

In the event of FILTER CLOGGED annunciator **ON** and/or unexplained increase in Engine TOT refer to Section 3. Possible cause of caution is accumulation of snow and/or ice on the filters.

SECTION 5 - PERFORMANCE

Helicopter performance is slightly reduced with the Intec Inlet Barrier Filter System installed compared to no inlet protection. This reduction in performance increases as the filters become contaminated. This reduction is always less than the Particle Separator effects which are accounted for in the basic Flight Manual. Therefore, refer to performance charts in the basic Flight Manual as applicable for the Engine Air Particle Separator Filter when operating with the Intec Inlet Barrier Filter System installed.

Perform periodic power assurance check as specified in basic flight manual to monitor engine performance. Select the Power Check Chart with the Particle Separator Inlet (Mist Eliminator not installed) when operating with the Intec Inlet Barrier Filter System. Compare the specification TOT from the chart with the TOT observed during flight.

NOTE

Clean Filters prior to performing power assurance check.

- a. If observed TOT is lower than the specification TOT, then engine power equals or exceeds minimum performance specification and performance data contained in the Basic Flight Manual applicable for the Air Particle Separator Filter can be achieved.
- b. If the observed TOT is higher than the specification TOT, then engine power is less than minimum specification and performance data contained in the Basic Flight Manual applicable for the Air Particle Separator Filter cannot be achieved. If engine power cannot be achieved with clean filters, refer to appropriate rotorcraft maintenance manual to determine cause of low power.