SUBJECT: BATTERY RELOCATION (P/N 350-700324 & 355-700324)

The existing nickel cadmium battery (15 Ah) is removed from the RH cargo compartment and a high capacity nickel cadmium battery (22 Ah) or a lead-acid battery (28 Ah) is installed in the tail boom. This eliminates or reduces the need for tail boom ballast and increases the usable volume in the RH cargo compartment.

APPLICABILITY:

This Flight Manual Supplement must be used when the Battery Relocation is installed on the helicopter.

Department of Transport
(Canada) Approved

Transport Canada Transports Canada

Aircraft Certification Division

APPROVED

DocuSigned by:
By: Camer Sorin
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Date: 2024-08-27
(yyyy/mm/dd)

IMPORTANT NOTE

THE INFORMATION AND DATA CONTAINED IN THIS DOCUMENT SUPERSEDE OR SUPPLEMENTS THAT CONTAINED IN THE BASIC APPROVED FLIGHT MANUAL FOR THE AS 350 & AS 355 HELICOPTER IN THOSE AREAS LISTED HEREIN. FOR LIMITATIONS, PROCEDURES AND PERFORMANCE NOT CONTAINED IN THIS DOCUMENT REFER TO THE APPROVED FLIGHT MANUAL AND OTHER APPLICABLE APPROVED FLIGHT MANUAL SUPPLEMENTS.

SECTIONS 2, 3, 4 AND 5 OF THIS DOCUMENT COMPRISE THE APPROVED FLIGHT MANUAL SUPPLEMENT. COMPLIANCE WITH SECTION 2, LIMITATIONS, IS MANDATORY.

SECTIONS 1 AND 6 ARE UNAPPROVED AND ARE PROVIDED FOR INFORMATION ONLY.

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RECORD OF REVISIONS

Rev.	Pages at this Revision	Description, Reason Changed Pages	Prepared (name and date)	Checked (name and date)	App'd/Acc'd (Civil A/W Authority) (name and date)	Released (name and date)
0	1 through 12	Original issue.	D. Kerr 29 October 2012.	C. Timmins 29 October 2012	TCCA A. Pompei 9 November 2012.	R. Manson 23 November 2012
1	1 through 12	Text in placard revised to encompass all variants. (Pages 7, 9 & 10)	D. Kerr 28 June 2013	C. Timmins 28 June 2013	TCCA G. David 28 June 2013	P. Sharpe 3 July 2013
2	1 through 8	Template revised. STN reference corrected in Section 1. Figures 3, 4 and 5 removed. (Pages 4 & 7)	See page 1.	See Page 1.	See Page 1.	See Page 1.

NOTE: Revisions to this document will be distributed to operators of this equipment by the STC holder.

NOTE: Revised portions of affected pages are identified by a vertical black line in the margin adjacent to the change.

CONTENTS

FIGURES

1 GENERAL (unapproved)

The existing nickel cadmium battery (15 Ah) is removed from the RH cargo compartment and a high capacity nickel cadmium battery (22 Ah) or a lead-acid battery (28 Ah) is installed in the tail boom. This eliminates or reduces the need for tail boom ballast and increases the usable volume in the RH cargo compartment. The battery is mounted on a removable tray and is accessible through a cutout in the LH side of the tail boom skin between STN's A 1578 and A 2287. The cutout is locally reinforced by the addition of externally mounted sheet metal doublers. The battery can be accessed through a composite door attached to the tail boom with two hinges and secured with two latches. Refer to Figure 1 General Layout.

The nickel cadmium, Saft 2376 battery type comes with a temperature sensor. The lead-acid, Concorde battery, part number RG-390E is a sealed, valve regulated battery without a temperature sensor. Refer to Figure 2 Battery Location.

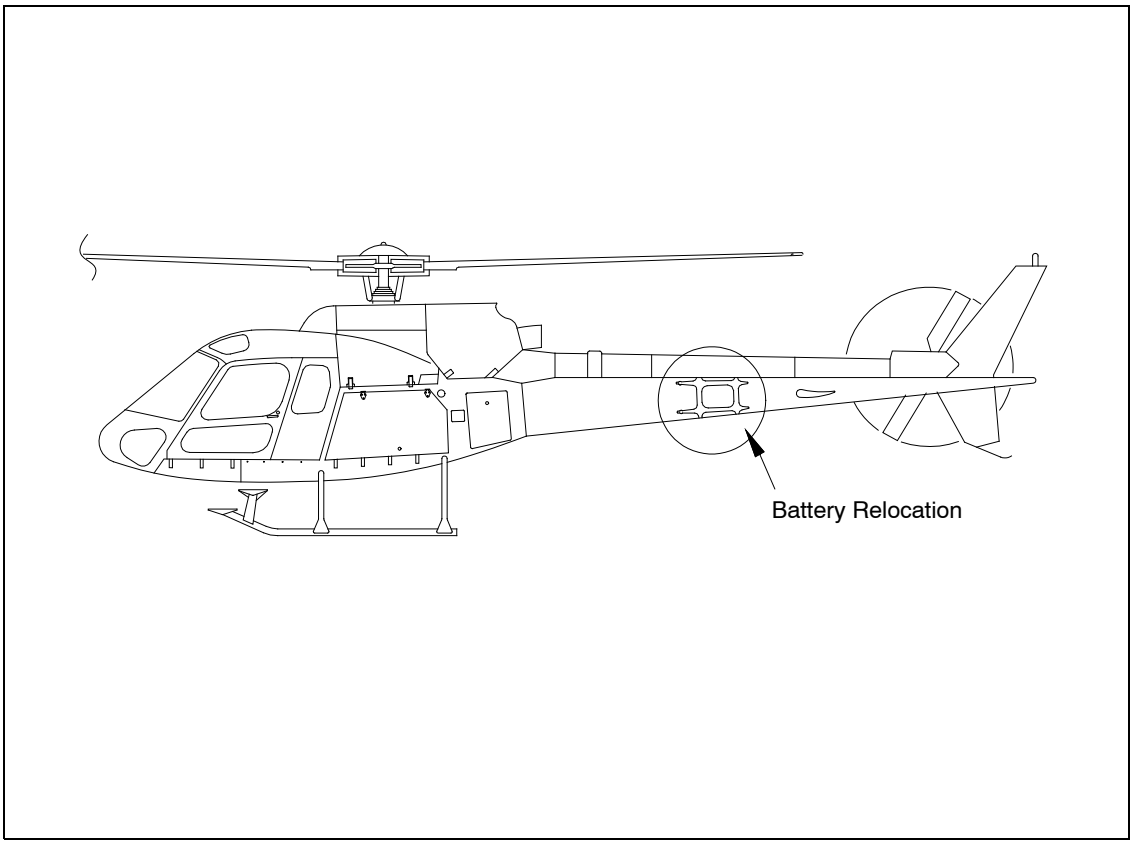
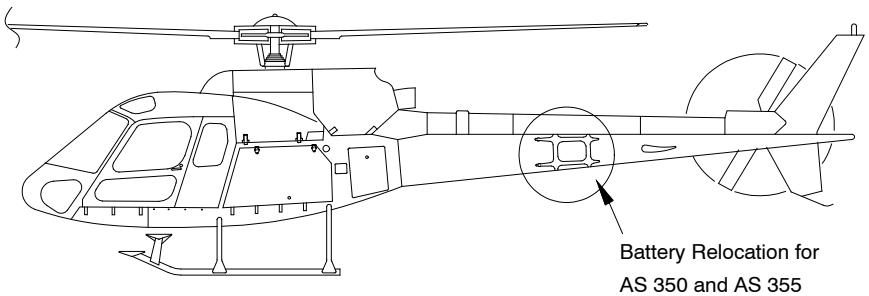
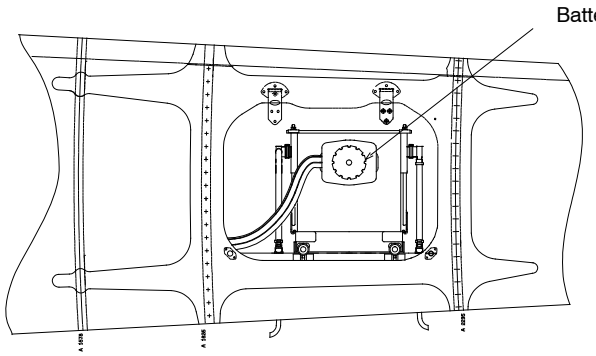
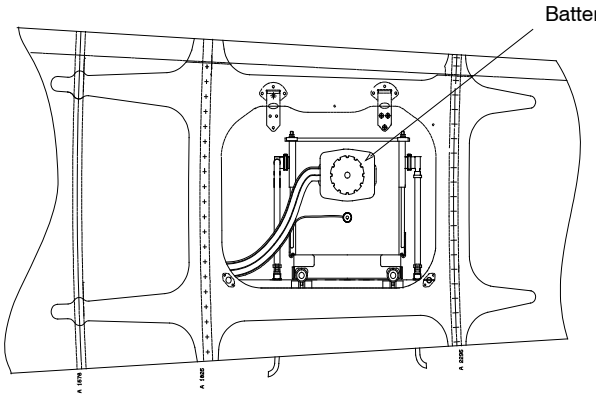


Figure 1 General Layout





View showing lead-acid, Concorde battery, part number RG-390E
(access door not shown for clarity).



View showing nickel-cadmium, Saft 2376 battery
(access door not shown for clarity)

Figure 2 Battery location

1. **GENERAL (unapproved)** (continued)

Abbreviations and Definitions

ABBREVIATION	DEFINITION
Acc'd	Accepted
AHCA	Airbus Helicopters Canada Limited
Ah	Ampere hour
App'd	Approved
A/W	Airworthiness
LH	Left Hand
P/N	Part Number
Rev.	Revision
RH	Right Hand
STC	Supplemental Type Certificate
TCCA	Transport Canada Civil Aviation

2 LIMITATIONS

a. **Placards**

There are two placards associated with the Battery Relocation.

1) Placard:

THE NICKEL CADMIUM BATTERY HAS BEEN REPLACED WITH A CONCORDE *VALVE* REGULATED SEALED LEAD- ACID BATTERY. THE BATTERY TEMPERATURE MONITORING SYSTEM HAS BEEN DEACTIVATED.

OR

THE NICKEL CADMIUM BATTERY HAS BEEN REPLACED WITH A CONCORDE VALVE REGULATED SEALED LEAD- ACID BATTERY. THE BATTERY TEMPERATURE MONITORING SYSTEM HAS BEEN DEACTIVATED.

Location: Located on the Instrument Panel in view of the pilot, only if Lead-Acid battery is installed.

2) Placard:

BALLAST IN CABIN IS REQUIRED FOR "PILOT ONLY OPERATION" CHECK WEIGHT AND BALANCE BEFORE FLIGHT	WITH BATTERY RELOCATION (350-700324, 355-700324) INCREASE MAX. LOAD IN RH HOLD BY 20 kg (44lb)

Location: Located on the Instrument panel in view of the pilot.

3 EMERGENCY AND MALFUNCTION PROCEDURES

No change to existing approved Flight Manual.

4 NORMAL PROCEDURES

NOTE: Open battery access door.

a. Before the first flight of each day:

Battery connector (Figure 2) - Secure

5 PERFORMANCE DATA

No change to existing approved Flight Manual.

6 WEIGHT AND BALANCE (unapproved)

Total changes to weight and balance resulting from this modification are covered in the applicable Instructions for Continued Airworthiness.

Items that are removed between routine operations: Not applicable.