

SCHWEIZER AIRCRAFT CORP.

Supplement to the Approved
Rotorcraft Flight Manual

For

Schweizer 300C Model 269C Helicopter

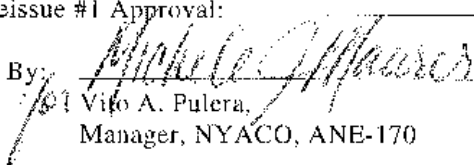
**GARMIN GPS150 / GPS150XL NAVIGATION SYSTEM
OPERATING PROCEDURES**

Date of Approval : 09 Mar 1994

APR 13 1999

Date of Reissue #1 Approval:

Approved By:


Vito A. Pulera,
Manager, NYACO, ANE-170

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1Q

LOG OF PAGES

PAGE	DATE
1	13 Apr 1999
2	13 Apr 1999
3	13 Apr 1999
4	13 Apr 1999
5	13 Apr 1999
6	13 Apr 1999
7	13 Apr 1999
8	13 Apr 1999
9	13 Apr 1999
10	13 Apr 1999

REVISION TABLE

Number Change	Date	Description
#1	13 Apr 1999	Reformat and add GPS150XL information

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1Q

INDEX

Paragraph Number	Title	Page No.
Section I	General	5
Section II	Limitations	6
Section III	Emergency and Malfunction Procedures	6
Section IV	Normal Procedures	6
Section V	Performance Data	8
Section VI	Weight & Balance Data	9
Section VII	Aircraft Handling, Servicing & Maintenance	9
Section VIII	Additional Operations & Performance Data	9

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1Q

This page is intentionally left blank.

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1Q

SECTION I

General

This supplement must be carried in the applicable basic FAA approved 300C Model 269C Rotorcraft Flight Manual when the rotorcraft is equipped with a Garmin GPS150 or GPS150XL navigation system. Except as modified by the flight manual supplement, operation in compliance with the basic approved Rotorcraft Flight Manual is mandatory.

The Garmin GPS150 / GPS150XL navigation system is a panel-mounted unit that, in conjunction with an external antenna, receives signals from the Global Positioning System (GPS) for use as a supplemental navigation system for VFR flight. Appropriate electrical interfaces are available to allow connection to flight instruments. The GPS150 / GPS150XL is powered by aircraft power and the GPS150 (but not the GPS150XL) also contains a battery backup system for emergency operation. A plug-in data card allows regular scheduled updates of navigation data for the user. User defined waypoints and routes can be entered by the front panel controls to enhance operation of the system.

After an appropriate satellite acquisition period, the GPS150 / GPS150XL can provide precise latitude and longitude position information. With its internal processing, the unit also provides velocity, track and bearing, as well as a multitude of other navigation information for the user. This information can be presented to the user on the unit's high visibility display, or on other instrumentation as desired. Detailed operation is described in the GPS150 Pilot's Guide (Garmin P/N 190-00048-00), or Garmin GPS150XL Pilot's Guide and Reference (Garmin P/N 190-00067-80).

The GPS150 / GPS150XL has a mounting rack that is permanently installed in the aircraft. The GPS150 / GPS150XL can be easily installed and removed from the rack with a 3/32" hex drive wrench. For complete installation information, refer to the GPS150 Installation Manual (Garmin P/N 190-00026-00), or GNC 250/GNC 250XL/GPS150XL Installation Manual (Garmin P/N 190-00067-62). See Weight and Balance Section.

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1Q

SECTION II
Limitations

1. The Garmin GPS150 Pilot's Guide 190-00048-00, dated May 13, 1993, or Garmin GPS150XL Pilot's Guide and Reference 190-00067-80, dated March 1997 (or later revision) must be immediately available to the flight crew.
2. A placard stating "GPS limited to VFR use only" (Garmin 161-00024-00 or equivalent) must be installed in clear view, and easily readable by the pilot.
3. The GPS150 must have software version 2.XX (2.02 or later) for proper interface with other equipment. The GPS150XL must have software version 2.03, or later. The software version is viewable on the GPS150 / GPS150XL self test page, which is displayed for approximately 5 seconds immediately after the unit is turned on.

SECTION III
Emergency and Malfunction Procedures

If Garmin GPS150 / GPS150XL information is flagged, utilize remaining operational navigational equipment as required.

SECTION IV
Normal Procedures

1. Normal operating procedures are outlined in the Garmin GPS150 Pilot's Guide, P/N 190-00048-00, dated May 13, 1993, or Garmin GPS150XL Pilot's Guide and Reference, P/N 190-00067-80, dated March 1997 (or later revision).

NOTE

In some areas outside the United States, Map Datums other than WGS84 may be used, as dictated by the appropriate airworthiness authority; see GPS150 or GPS150XL Pilot's Guide.

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1Q

2. Waypoint Annunciator:

Unit Annunciation - The annunciator next to the GPS150 STAT key or the GPS150XL MSG key will flash to indicate arrival at a selected waypoint. The arrival message can be viewed by pressing the GPS150 STAT key or the GPS150XL MSG key. After viewing the message, press the STAT or MSG key repeatedly, until the page that was previously being viewed appears.

3. Message Annunciator:

Unit Annunciation - The annunciator next to the GPS150 STAT key or the GPS150XL MSG key will flash to indicate when the GPS has a new message. The message can be viewed by pressing the GPS150 STAT key or the GPS150XL MSG key. After viewing the message, press the STAT or MSG key repeatedly, until the page that was previously being viewed appears.

External Annunciation - An external message annunciator will flash when the Garmin GPS150 / GPS150XL has a new message. The message can be viewed by pressing the GPS150 STAT key or the GPS150XL MSG key. After viewing the message, press the STAT key or MSG key repeatedly until the page that was previously being viewed appears. The "GPS Message" annunciator is integrally illuminated, white in color, and located on the instrument panel.

4. The GPS150XL has up and down arrows, just to the right of the "OFF-ON" knob, that change the scale of the moving map, when the NAV moving map page is selected.
5. NAV/GPS switch (installed only when the GPS is installed in conjunction with another navigational indicator):

A NAV/GPS switch is used to switch the indicator source between the GPS and the navigation system to which it defaults or automatically returns, in the absence of a valid GPS signal.

Default navigation system:	NAV 1
Switch annunciation:	Integral illumination
GPS position legend:	GPS/White
Default position legend:	NAV/White
Switch location:	Instrument panel

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1Q

SECTION VI
Weight and Balance Data

At the time of delivery, Schweizer Aircraft Corporation provides each rotorcraft with an original weight and balance report and a list of equipment (equipment both required and optional) installed on the helicopter at the time of licensing. The removal or addition of any equipment can affect the basic empty weight and center of gravity. Any change to the permanently installed equipment or modification which affects weight or moment must be entered in the weight and balance record. The removable panel unit weighs 2.1 pounds for the GPS150, or 1.7 pounds for a GPS150XL, and is located at longitudinal arm 56.1 (in) in the standard instrument panel.

SECTION VII
Aircraft Handling, Servicing and Maintenance
Not Affected

SECTION VIII
Additional Operations and Performance Data
Not Affected

SCHWEIZER MODEL 269C HELICOPTER
CSP-C-1Q

This page is intentionally left blank.