



EMERGENCY PROCEDURES



REJECTED TAKEOFF

(Not engine related)

- | | | |
|----|---------|-------------|
| 1. | PCL | Idle |
| 2. | Reverse | As required |
| 3. | Braking | As required |

IF THE AIRCRAFT CANNOT BE STOPPED ON THE REMAINING RUNWAY:

- | | | |
|----|---------------------|--|
| 4. | PCL | Idle |
| 5. | Condition lever | Cut-off/Feather |
| 6. | FUEL EMERG SHUT OFF | Press latch down (if installed)
and pull lever up |
| 7. | MASTER POWER switch | Operate |

AFTER THE AIRCRAFT HAS STOPPED - EVACUATE.

CAUTION

A REJECTED TAKEOFF MAY CAUSE OVERHEATING OF WHEEL AND BRAKE ASSEMBLY COMPONENTS. THE MAIN WHEELS AND BRAKES SHOULD BE INSPECTED FOR DAMAGE IN ACCORDANCE WITH THE RESPECTIVE COMPONENT MANUALS BEFORE THE NEXT FLIGHT.

ENGINE FAILURE

ENGINE POWER LOSS IN FLIGHT

Indications: Engine power reduction.

No response to PCL movement.

PCL movement does not give required engine power.

- | | |
|--------------------------|--|
| 1. PCL | Full forward |
| 2. Manual Override Lever | Pull upwards and move slowly forward, to achieve required engine power |

If engine falls below 50% Ng or accelerates very slowly with ITT at limit (870°C/ 20 seconds) or compressor stall:

- | | |
|------------|--------------------|
| 3. Starter | Push for 2 seconds |
|------------|--------------------|

WARNING

IF STARTER SELECTED ON, AHRS AND EFIS MAY GO OFF-LINE.

- | |
|------------------------|
| 4. Accelerate Ng > 80% |
|------------------------|

ENGINE FAILURE BEFORE ROTATION

- | | |
|------------|-------------|
| 1. PCL | Idle |
| 2. Braking | As required |

IF RUNWAY OVERRUN OR COLLISION IS LIKELY, THEN:

- | | |
|------------------------|------------------------------------|
| 3. Condition lever | Cut-off/Feather |
| 4. FUEL EMERG SHUT OFF | Press latch down and pull lever up |
| 5. MASTER POWER switch | Operate |

AFTER THE AIRCRAFT HAS STOPPED - EVACUATE.

ENGINE FAILURE AFTER ROTATION - LANDING GEAR DOWN

- | | |
|---|---|
| 1. If altitude is not sufficient to select a runway or field. | Land straight ahead, turning only to avoid obstructions |
| 2. Flaps | 40° |
| 3. Airspeed | KIAS > 84 |

- | | |
|------------------------|------------------------------------|
| 4. PCL | Idle |
| 5. Condition lever | Cut-off/Feather |
| 6. FUEL EMERG SHUT OFF | Press latch down and pull lever up |

AFTER TOUCH DOWN:

- | | |
|------------------------|---------|
| 7. MASTER POWER switch | Operate |
|------------------------|---------|

AFTER THE AIRCRAFT HAS STOPPED - EVACUATE.

ENGINE FAILURE AFTER ROTATION - LANDING GEAR UP

- | | |
|------------------------|--|
| 1. Landing Gear | Down |
| 2. N ESNTL bus ovrd sw | Override |
| 3. Flaps | 40° |
| 4. Airspeed | KIAS > 98 Flaps 15°
KIAS > 84 Flaps 40° |
| 5. PCL | Idle |
| 6. Condition lever | Cut-off/Feather |
| 7. FUEL EMERG SHUT OFF | Press latch down and pull lever up |

AFTER TOUCH DOWN:

- | | |
|------------------------|---------|
| 8. MASTER POWER switch | Operate |
|------------------------|---------|

ENGINE FAILURE IN FLIGHT

- | | |
|--------------------|---------------------|
| 1. Autopilot | Disengage if in use |
| 2. PCL | Idle |
| 3. Condition lever | Cut-off/Feather |
| 4. Remaining fuel | Check |

ENGINE EMERGENCIES

OIL PRESSURE

Indications: EIS Caution oil blinking 40/min. (after 20 secs, EIS warning oil blinking 80/min). Oil Px 60 to 90 PSI:

- | | |
|-------------|----------------------------|
| 1. Ng | Check above 72 % |
| 2. Torque | Reduce to below 24 PSI |
| 3. Aircraft | Land as soon as practical. |

Indications: EIS caution oil blinks 40/min and/or EIS warning oil blinks 80/min. Oil Px below 60 PSI or above 135 PSI

- | | |
|-------------|--|
| 4. Aircraft | Land as soon as possible using minimum torque. |
|-------------|--|

If possible always retain glide capability to the selected landing area in case of total engine failure.

OIL TEMPERATURE

Indications: EIS caution oil blinking 40/min. or EIS warning oil blinking 80/min oil temp above 105°C.

- | | |
|--------|---------------|
| 1. PCL | Reduce power. |
|--------|---------------|

If oil temperature does not return to normal:

- | | |
|-------------------------------|--------|
| 2. Landing gear | Extend |
| 3. Land as soon as practical. | |

PROPELLER - LOW PITCH

Indications: CAWS PROP LOW P warning caption and voice callout "Warning, Prop Low Pitch". Possible excessive propeller speed or height loss.

- | | |
|--------|-----------------------------------|
| 1. PCL | ENSURE FORWARD OF IDLE
DETENT. |
|--------|-----------------------------------|

IF IT IS NOT POSSIBLE TO MAINTAIN SPEED AND HEIGHT:

- | | |
|--------------------|-----------------|
| 2. Condition Lever | Cut-off/Feather |
|--------------------|-----------------|

Carry out emergency descent and landing

PROPELLER - OVERSPEED

Indications: EIS caution and prop digits blinking 40/min
or
EIS and Master Warning, prop digits blinking 80/min.
Propeller speed above 1760 RPM.

- | | |
|-------------------|---------------|
| 1. PCL | REDUCE POWER. |
| 2. AIRCRAFT SPEED | REDUCE |

If NP remains between 1760 and 1870 RPM:

Continue flight, at low speed, using minimum possible power.

IF NP IS ABOVE 1870 RPM:

- | | |
|-------------------|-------------------------------------|
| 1. PCL | Reduce power (to idle if necessary) |
| 2. Aircraft speed | Reduce to 120 KIAS or below |
| 3. Aircraft | Land as soon as possible. |

If possible always retain glide capability, to the selected landing airfield, in case of total propeller failure.

In the event of heavy vibration or uncontrolled speed runaway, be prepared to shut down engine.

- | | |
|--------------------|------------------------------------|
| 4. Condition lever | Cut-off/Feather |
| 5. Aircraft | Descent and
landing procedures. |



A. IN FLIGHT

Indications: EIS caution, propeller digits blink 40/min
Propeller speed below 1640 RPM

1. PCL Increase power
2. Aircraft speed Increase

B. ON GROUND

Indications: EIS caution, prop digits blink 40/min.
Prop speed below 950 RPM.
or
EIS and Master Warning, prop digits blink 80/min.
Prop speed below 950 RPM more than 10 seconds.

1. PCL Retard PCL aft of Idle Detent or
Increase power until NP is above
950 RPM.

FIRE, SMOKE OR FUMES

ENGINE FIRE - ON GROUND

Indications: CAWS warning ENG FIRE and voice callout "Fire, Fire, Fire". Possible smoke and/or fumes.

- | | |
|-----------------------|------------------------------------|
| 1. PCL | Idle |
| 2. Condition lever | Cut-off/Feather |
| 3. ECS EMER shut off | Pull |
| 4. Fuel EMER shut off | Press latch down and pull lever up |
| 5. Radio | Emergency call |
| 6. Electrical Power | OFF (use MASTER POWER switch) |
| 7. Parking brake | OFF (if possible) |
| 8. Aircraft | Evacuate |
| 9. Fire | Extinguish |

ENGINE FIRE - IN FLIGHT

Indications: CAWS warning ENG FIRE and voice callout "Fire, Fire, Fire". Possible smoke and/or fumes.

- | | |
|----------------------|---|
| 1. Engine Power | Reduce to minimum acceptable according to flight situation. |
| 2. ECS EMER shut off | Pull |
| 3. Oxygen masks | ON (all aircraft occupants) |
- Procedure to put on the crew oxygen masks:
- Remove the normal headset.
 - Put the oxygen mask on.
 - Put the normal headset back on.
 - MSN 321 and 401-500 (Pre SB 23-004):
 - Disconnect the normal headset boom microphone connector from the MIC connector on the sidewall.
 - Connect the oxygen mask microphone connector to the MIC connector on the sidewall.
 - Post SB 23-004 and MSN 501 & UP:
 - Set MASK/MIC switch on the sidewall to MASK.
- | | |
|------------------------------|------------------------------------|
| 4. Passenger Oxygen selector | ON |
| 5. Confirm that fire exists: | |
| 6. Fuel EMER shut off | Press latch down and pull lever up |
| 7. Condition lever | Cut-off/Feather |

Carry out emergency descent and/or emergency landing procedures.

COCKPIT/CABIN FIRE, SMOKE OR FUMES

1. Oxygen masks ON (all occupants)

Procedure to put on the crew oxygen masks:

- a. Remove the normal headset.
- b. Put the oxygen mask on.
- c. Put the normal headset back on.
- d. MSN 321 and 401-500 (Pre SB 23-004):
 - Disconnect the normal headset boom microphone connector from the MIC connector on the sidewall.
 - Connect the oxygen mask microphone connector to the MIC connector on the sidewall.
- e. Post SB 23-004 and MSN 501 and UP:
 - Set MASK/MIC switch on the sidewall to MASK.

2. Crew Oxygen 100%
3. Passenger Oxygen ON
4. Descend to below 12,500' INITIATE
5. Smoke Evacuation Procedure Carry out if required
6. Fire Extinguisher Use if required
7. Nearest Airfield Proceed to

As soon as time permits

If source is known:

1. Associated electrical equipment Off (circuit breakers)
2. ECS As required

If smoke/fumes persists:

1. ECS EMER shut off Pull
2. CABIN PRESS switch DUMP
3. BUS TIE CB (overhead panel) Pull
4. GEN 2 TIE CB (overhead panel) Pull
5. GEN 1 and GEN 2 OFF
6. BATT 2 (if installed) OFF

CAUTION

SWITCH OFF ANY UNNECESSARY ELECTRICAL EQUIPMENT WHEN ON BATTERY POWER ONLY.



If smoke/fumes persists:

- | | |
|--------------------------|-----|
| 7. BATT 2 (if installed) | ON |
| 8. GEN 1 and GEN 2 | ON |
| 9. BATT 1 | OFF |

If smoke/fumes persists:

- | | |
|--------------------------|-------------|
| 10. Avionics Bus 1 and 2 | OFF |
| 11. DV Window | Verify open |

If VMC

- | | |
|--------------------------|-----|
| 12. All electrical power | OFF |
|--------------------------|-----|

SMOKE EVACUATION

If smoke or fumes present, carry out cockpit/cabin fire/smoke/fumes procedure then:

- | | |
|-----------------|--------------------|
| 1. Oxygen masks | ON (all occupants) |
|-----------------|--------------------|

Procedure to put on the crew oxygen masks:

- a. Remove the normal headset.
 - b. Put the oxygen mask on.
 - c. Put the normal headset back on.
 - d. MSN 321 and 401-500 (Pre SB 23-004):
 - Disconnect the normal headset boom microphone connector from the MIC connector on the sidewall.
 - Connect the oxygen mask microphone connector to the MIC connector on the sidewall.
 - e. Post SB 23-004 and MSN 501 and UP:
 - Set MASK/MIC switch on the sidewall to MASK.
- | | |
|-----------------------|------|
| 2. Crew Oxygen | 100% |
| 3. Passenger oxygen | ON |
| 4. ECS EMER shut off | Pull |
| 5. CABIN PRESS switch | DUMP |

When cabin pressure differential is zero:

- | | |
|--------------|--|
| 6. DV window | open |
| 7. Fans | ON |
| 8. Aircraft | Descent to cabin altitude of 12,500' or below. |

If satisfied that ECS
is not source of contamination

Set ECS switch to OFF and then to
AUTO. Set CABIN PRESS switch to
AUTO.

EMERGENCY DESCENT

GENERAL

The type of emergency descent will depend on the kind of failure and the aircraft situation.

Two types of descent are considered:

1. Engine failure, aircraft flown for maximum range.
2. Engine running, maximum descent rate.

The factors to be considered are:

- i) Cabin altitude and oxygen duration.
- ii) Electrical power endurance.
- iii) Distance to suitable landing area.
- iv) Flight conditions IMC, VMC, ICING.
- v) Minimum safe altitude.
- vi) Fuel reserves.

The pilot must consider the situation and priorities and adjust his actions accordingly.



MAXIMUM RANGE DESCENT - AFTER ENGINE FAIL – SINGLE BATTERY

- | | |
|---------------------------|--|
| 1. PCL | Idle |
| 2. Condition lever | Cut-off/Feather (to feather propeller) |
| 3. Aircraft configuration | Landing gear up and flaps to 0°. |

CAUTION

IF LANDING GEAR AND OR FLAPS ARE EXTENDED GLIDE RANGE WILL BE SEVERELY REDUCED. RETRACTING LANDING GEAR AND FLAPS WILL REDUCE BATTERY ENDURANCE SIGNIFICANTLY AND MAY PREJUDICE SUBSEQUENT FLAPS LOWERING. AHRS AND EIS MAY FAIL DURING LANDING GEAR/FLAP OPERATION.

- | | |
|-----------------|--|
| 4. Speed | 114 KIAS for 9921 lb (4500 kg)
(In icing conditions 134 KIAS) |
| 5. Oxygen masks | Prepare. Put on before cabin altitude exceeds 12,500 ft. |

Procedure to put on the crew oxygen masks:

- | | |
|---|---|
| a. Remove the normal headset. | |
| b. Put the oxygen mask on. | |
| c. Put the normal headset back on. | |
| d. MSN 321 and 401-500 (Pre SB 23-004): | |
| • Disconnect the normal headset boom microphone connector from the MIC connector on the sidewall. | |
| • Connect the oxygen mask microphone connector to the MIC connector on the sidewall. | |
| e. Post SB 23-004 and MSN 501 and UP: | |
| • Set MASK/MIC switch on the sidewall to MASK. | |
| 6. Passenger Oxygen | Auto. Check contents. Calculate Oxygen duration and check flow to PAX. |
| 7. Electrical load | Monitor battery amps and reduce load as follows: |
| a. External lights | All off or as required |
| b. De-ice systems | In icing conditions, all off – except probes |
| c. Internal lights | All off, if flying at night – instrument panel and cockpit flood lights as required |
| d. Nav/Com 2 | Off |
| e. ADF | Off |



- | | |
|----------------|--|
| f. Transponder | Off if radar communication is not required |
| g. Wx Radar | Off, if in IMC — as required |
- If time permits, pulling the following CB's will assist to reduce electrical load:
- | | |
|----------------------------|-------------------------------|
| RMI 1 | Avionics 1 bus |
| AHRS 2 (if installed) | Avionics 1 and Avionics 2 bus |
| EFIS 2 EHSD (if installed) | Avionics 1 bus |
| RMI 2 (if installed) | Avionics 2 bus |
| EFIS 2 EADI (if installed) | Avionics 2 bus |
| LH PITOT DE ICE | Generator 1 bus |

NOTE

During extended glide period engine low oil quantity warning may appear - disregard for air start.

Engine restart soon as possible — perform only one start attempt.

If engine restart was not successful or not applicable:

- | | |
|--------------------|---|
| 8. Rate of descent | Adjust to achieve cabin altitude of 12,500 ft before oxygen supply exhausted. |
|--------------------|---|
- Below 10,000 ft:
- | | |
|-----------------------|--|
| 9. Windshield heat | When required, to HEAVY (uses less current than LIGHT) |
| 10. ECS EMER shut off | Pull (cabin ventilation) |



MAXIMUM RANGE DESCENT - AFTER ENGINE FAIL – DUAL BATTERY

- | | |
|---------------------------|--|
| 1. PCL | Idle |
| 2. Condition lever | Cut-off/Feather (to feather propeller) |
| 3. Aircraft configuration | Landing gear up and flaps to 0°. |

CAUTION

IF LANDING GEAR AND OR FLAPS ARE EXTENDED GLIDE RANGE WILL BE SEVERELY REDUCED. RETRACTING LANDING GEAR AND FLAPS WILL REDUCE BATTERY ENDURANCE SIGNIFICANTLY AND MAY PREJUDICE SUBSEQUENT FLAPS LOWERING. AHRS AND EIS MAY FAIL DURING LANDING GEAR/FLAP OPERATION.

- | | |
|-----------------|--|
| 4. Speed | 114 KIAS for 9921 lb (4500 kg)
(In icing conditions 134 KIAS) |
| 5. Autopilot | Engage NAV or HDG and IAS hold mode |
| 6. Oxygen masks | Prepare. Put on before cabin altitude exceeds 12,500 ft. |

Procedure to put on the crew oxygen masks:

- | | |
|---|--|
| a. Remove the normal headset. | |
| b. Put the oxygen mask on. | |
| c. Put the normal headset back on. | |
| d. MSN 321 and 401-500 (Pre SB 23-004): | |
| • Disconnect the normal headset boom microphone connector from the MIC connector on the sidewall. | |
| • Connect the oxygen mask microphone connector to the MIC connector on the sidewall. | |
| e. Post SB 23-004 and MSN 501 and UP: | |
| • Set MASK/MIC switch on the sidewall to MASK. | |
| 7. Passenger Oxygen | Auto. Check contents. Calculate Oxygen duration and check flow to PAX. |
| 8. Electrical load | Monitor battery amps and reduce load as follows: |
| a. External lights | All off or as required |
| b. De-ice systems | In icing conditions, all off – except probes |
| c. LH PITOT DE ICE circuit breaker
(Generator 1 bus bar) | Pull |



CAUTION

MONITOR BAT 1 AND BAT 2 AMPS. IF ONE INDICATION IS POSITIVE, SWITCH OFF AFFECTED BATTERY. AFTER 5 MINS BATTERY CAN BE SWITCHED ON AGAIN. IF INDICATION STILL POSITIVE SWITCH BATTERY OFF.

NOTE

During extended glide period engine low oil quantity warning may appear - disregard for air start.

Engine restart soon as possible – perform only one start attempt

If engine restart was not successful or not applicable:

- | | |
|-----------------------|---|
| 9: Rate of descent | Adjust to achieve cabin altitude of 12,500 ft before Oxygen supply exhausted. |
| Below 10,000 ft: | |
| 10. Windshield heat | When required, to HEAVY (uses less current than LIGHT) |
| 11. ECS EMER shut off | Pull (cabin ventilation) |



MAXIMUM RATE DESCENT

- | | |
|-------------------|--|
| 1. PCL | IDLE |
| 2. Landing gear | Below 177 KIAS, down |
| 3. Aircraft speed | M_{MO}/V_{MO} |
| 4. Oxygen masks | Prepare. Put on before cabin altitude exceeds 12,500 ft. |

Procedure to put on the crew oxygen masks:

- a. Remove the normal headset.
 - b. Put the oxygen mask on.
 - c. Put the normal headset back on.
 - d. MSN 321 and 401-500 (Pre SB 23-004):
 - Disconnect the normal headset boom microphone connector from the MIC connector on the sidewall.
 - Connect the oxygen mask microphone connector to the MIC connector on the sidewall.
 - e. Post SB 23-004 and MSN 501 and UP:
 - Set MASK/MIC switch on the sidewall to MASK.
- | | |
|---------------------|--|
| 5. Passenger Oxygen | Auto. Check contents. Calculate Oxygen duration and check flow to PAX. |
|---------------------|--|

CAUTION

IN TURBULENCE REDUCE SPEED TO 170 KIAS

- | | |
|--------------------|-------------|
| 6. Windshield heat | As required |
|--------------------|-------------|



EMERGENCY LANDING

GLIDE DISTANCE AND SPEED

Configuration:

- | | |
|---------------------|--------------------------------|
| 1. Landing gear | UP |
| 2. Flaps | 0° |
| 3. Condition lever | Cut-off/Feather |
| 4. Best glide speed | 114 KIAS for 9921 lb (4500 kg) |

NOTE

A fully loaded battery will last as follows:

- 60 Amps for 20 minutes.
- 50 Amps for 30 minutes.

NOTE

Two fully loaded batteries (if installed) will last as follows:

- 60 Amps for 40 minutes.
- 50 Amps for 60 minutes.

FORCED LANDING (ENGINE CUT-OFF/FEATHER)

- | | |
|------------------------|--------------------------------|
| 1. PCL | Idle |
| 2. Condition lever | Cut-off/Feather |
| 3. FUEL EMERG SHUT OFF | Pull |
| 4. Electrical load | Reduce |
| 5. CABIN PRESS switch | DUMP |
| 6. Best glide speed | 114 KIAS for 9921 lb (4500 kg) |

- | | |
|---------------|--------------------------------|
| 7. Seat backs | Upright |
| 8. Seat belts | Fastened. Tighten lap straps |
| 9. Passengers | Brief. Instruct to sit upright |

IF LANDING SITE ALLOWS:

- | | |
|------------------|------|
| 10. Landing gear | DOWN |
|------------------|------|

Use hand pump until 3 greens appear.

IF LANDING SITE NOT SUITABLE FOR GEAR DOWN LANDING:

- | | |
|-----------------------|-----|
| 11. Keep landing gear | UP |
| 12. Flaps | 40° |

NOTE

To silence the flap aural warning pull the AUDIO circuit breaker (Battery busbar).

- | | |
|--------------------------|---------|
| 13. Final approach speed | 84 KIAS |
|--------------------------|---------|

AFTER TOUCH DOWN:

- | | |
|----------------------------------|-------------------------------|
| 14. Electrical Power | OFF (use MASTER POWER switch) |
| 15. Evacuate aircraft after stop | |

LANDING WITH MAIN LANDING GEAR UNLOCKED

1. Confirm landing gear position by control tower or other aircraft.

CAUTION

IF ONE MAIN LANDING GEAR IS NOT DOWN, IT IS RECOMMENDED TO LAND WITH GEAR UP.

IF FAILED GEAR IS DOWN BUT NOT LOCKED:

- | | |
|--|-------------------------------|
| 2. Fuel weight | Reduce |
| 3. Passengers | Brief |
| 4. Flaps | 40° |
| 5. Final approach speed | 84 KIAS |
| 6. Touchdown | Gently |
| 7. Lower nose wheel immediately to maintain lateral control. | |
| 8. Use full aileron during roll-out. -- To lift the wing with the failed landing gear. | |
| 9. PCL | Idle |
| 10. Condition lever | Cut-off/Feather |
| 11. Electrical Power | OFF (use MASTER POWER switch) |
| 12. Evacuate aircraft after stop | |

Do not taxi the aircraft before deficiency is rectified.

LANDING WITH NOSE LANDING GEAR UNLOCKED

- | | |
|---|-------------------------------|
| 1. Passengers | Brief |
| 2. Flaps | 40° |
| 3. Final approach speed | 84-KIAS |
| 4. Land on main wheels, keep nose high. | |
| 5. Condition lever | Cut-off/Feather |
| 6. Electrical Power | OFF (use MASTER POWER switch) |
| 7. Lower nose wheel slowly | |
| 8. Avoid braking | |
| 9. Evacuate aircraft after stop. | |

LANDING WITH GEAR UP

- | | |
|-------------------------|----------|
| 1. Passengers | Brief |
| 2. Approach | Standard |
| 3. Flaps | 40° |
| 4. Final approach speed | 84 KIAS |
| 5. ECS Switch | Dump |

WHEN RUNWAY IS ASSURED:

- | | |
|------------------------|-----------------|
| 6. PCL | Idle |
| 7. Condition lever | Cut-off/Feather |
| 8. FUEL EMERG SHUT OFF | Pull |
| 9. Flare out | |

AFTER TOUCH DOWN:

- | | |
|----------------------------------|-------------------------------|
| 10. Electrical Power | OFF (use MASTER POWER switch) |
| 11. Evacuate aircraft after stop | |



LANDING WITHOUT ELEVATOR CONTROL

- | | |
|--|---------|
| 1. Passengers | Brief |
| 2. Landing gear | Down |
| 3. Flaps | 40° |
| 4. Final approach speed | 90 KIAS |
| 5. Set power as necessary to maintain speed and 300 to 500 ft rate of descent. | |
| 6. Use stab trim to adjust pitch. | |

WHEN CLOSING TO GROUND:

7. Reduce Rate of Descent by increasing pitch and/or power.
8. Reduce power progressively.

WARNING

STALLS ARE NOT PROTECTED WITH THE STICK PUSHER INOPERATIVE.

STALLS MUST BE AVOIDED WHEN THE STICK PUSHER IS INOPERATIVE. EXCESSIVE WING DROP AND ALTITUDE LOSS MAY RESULT DURING STALL WITH FLAPS DOWN AND/OR WHEN POWER IS APPLIED.

LANDING WITH IMMOBILIZED HORIZONTAL STABILIZER

- | | |
|-------|---|
| IAS | Fly at IAS which reduces elevator forces to minimum. |
| FLAPS | At a safe altitude select flap required for landing. |
| LAND | Land using normal procedures holding elevator forces. |

LANDING WITHOUT FLAPS

1. Proceed as for normal approach
2. Landing gear Down
3. Final approach speed 118 KIAS
4. Landing Normal
5. Braking As required
6. Reverse As required

Landing distance will increase by 80%

DITCHING

1. Landing gear Up
- HEAVY SWELL WITH LIGHT WIND, DITCH PARALLEL TO THE SWELL.
STRONG WIND, DITCH INTO THE WIND.
2. Passengers Brief
 3. Flaps 40°
 4. Final approach speed 84 KIAS
 5. ECS switch Dump
 6. Ditch with a low rate of descent.
 7. Electrical Power OFF (use MASTER POWER switch)
 8. Evacuate through the overwing emergency exit only.



FUEL SYSTEM

LOW FUEL PRESSURE

Indication: FUEL PRESS CAWS CAUTION

- | | |
|---------------|-------------------------------------|
| 1. Power | Reduce to minimum to sustain flight |
| 2. Fuel pumps | ON |

If **FUEL PRESS** caption remains ON:

- | | |
|-------------|--------------------------|
| 3. Aircraft | Land as soon as possible |
|-------------|--------------------------|

Retain glide capability to landing area if possible.

NOTE

Fuel low pressure will normally cause the fuel pumps to come on automatically.

In this case the Indication are both **FUEL PUMPS** running continuously, cycling OFF/ON every 10-15 secs.

L FUEL PUMP	R FUEL PUMP
-------------	-------------

- | | |
|---------------|---|
| 4. Fuel Pumps | ON |
| 5. Aircraft | Descent to warmer air:
(A possible cause is the fuel filter
blocked with ice crystals). |

FUEL PUMP FAILURE

- | | |
|--|-------|
| 1. Fuel pump(s) | AUTO |
| 2. FUEL CONT circuit breaker
(Generator 1 busbar) | Reset |
| 3. Fuel pump(s) | ON |

IF NOT SUCCESSFUL CONTINUE FLIGHT WITHOUT ELECTRIC FUEL PUMP(S).

AUTO FUEL BALANCING FAILURE

Indication: EIS analogue fuel gauges indicate 3 segments or more difference between left and right without automatic activation. Possibly aileron deflection required for wings level flight, especially at low speed.

- | | |
|----------------------------|----------------|
| 1. Fuel Pump (fuller side) | ON |
| 2. Fuel state | Monitor |
| 3. When fuel balanced | Fuel Pump AUTO |

SUSPECTED FUEL LEAK

- | | |
|---|---------|
| 1. Fuel pump (on leaking side) | ON |
| 2. FUEL PUMP CB (on good side)
(Battery or Generator 1 busbar) | Pull |
| 3. Fuel state | Monitor |

Land as soon as practical.

LOSS OF FUEL QUANTITY INDICATION

Indication: EIS display goes blank.

The automatic fuel balancing system will be inoperative.

Land as soon as practical.