ABNORMAL PROCEDURES CHECKLIST

INADVERTENT ICING ENCOUNTER

1. **BOTH IGN MODE SWITCHES.....CONT/OVERRIDE**
2. Left Engine & Prop Heat.....On
3. Pilot & SAS Heat.....On
4. Windshield Heat.....High
5. De-ice Boot.....As reqd
6. Right Engine and Prop Heat.....On
7. See AFM for warning note.....PG 3A-7

CHIP LIGHT ON

1. Before Takeoff.....Do Not Depart
2. During Flight.....Monitor engine operation (Secure if necessary)

SRL COMPUTER FAILURE

1. Power Lever.....Retard to Extinguish Bypass Open Light
2. SRL Delta P/P Test Switch.....Off
3. Observe EGT limits.....See charts in the Abnormal Procedures Section and the SRL Inoperative Supplement of the AFM

CAUTION: *Temperature limiter protection is not available when the SRL system is inoperative. Set power levers carefully when above 50% torque to allow for EGT indication lag. Improper power management can result in engine over temperature conditions.*

ELECTRICAL MALFUNCTIONS

EXCESSIVE AMMETER INDICATION

1. BATTERY SWITCHES.....Off

If Overload Condition Still Exists:

2. Battery Switches.....On
3. Bus Tie Switches.....Off (Individually to isolate the overloaded bus)

When the Overload Condition is corrected:

4. Isolate Malfunctioning Circuit
5. See AFM for Procedures, Notes, and Cautions (pg. 3A-4)

NOTE: When turning off the Left and Right Essential Bus, make sure the proper inverter is selected so AC power is not interrupted. It is preferable to leave the malfunctioning bus off. However, all circuit breakers on the bus can be pulled, the bus turned back on, and the circuit breakers pushed back in one at a time to isolate the faulty circuit. When the faulty circuit is found, its circuit breaker should remain pulled. It may be preferable to leave the malfunctioning bus off in flight and to troubleshoot the difficulty after landing.

GENERATOR FAILURE

1. Generator Switch.....Off/Reset/On

If Generator Does Not Reset:

2. Generator Switch.....Off

CAUTION: *Do not exceed limit load on operating generator.*

BATTERY FAULT LIGHT

NOTE: A fault in either battery feeder circuit will cause both battery bus relays to disconnect automatically from the aircraft electrical system. Both battery bus relays will remain open until either battery switch is moved to Reset, then On.

1. Both Battery Switches.....Off
2. Left Battery Switch.....Reset/On

If Fault Light is On:

1. Left Battery Switch.....Reset/Off
2. Right Battery Switch.....On

If Fault Line is On Again:

1. Right Battery Switch.....Reset/Off

NOTE: If neither battery can be reset, the generators will provide the electric power to all electrically operated components.

ELECTRICAL BUS FAILURE

Left Essential Bus:

1. Left Essential Bus.....Off
2. Bus Transfer Switches.....Right Bus

Right Essential Bus:

1. Right Essential Bus.....Off
2. Bus Transfer Switches.....Left Bus

Non-Essential Bus:

1. Non-Essential Bus Tie.....Off

TEMPERATURE LIMITER MALFUNCTIONS

TEMP LIMITER CIRCUIT INOPERATIVE

1. Do not advance the power lever rapidly when beyond 50% travel.
2. Adjust power carefully.
3. Monitor EGT closely when near the EGT limit.

BYPASS VALVE FAILED OPEN

Before Takeoff

1. Do not Depart

In-Flight

1. Temperature Limiter CB.....Pull
2. See AFM for Complete Instructions.

BYPASS VALVE FAILED CLOSED

Before Takeoff

1. Temp. Limit System.....Test (see AFM)

In-Flight

1. Takeoff Power.....Set
2. EGT.....Do Not Exceed 650°C

PRE-PLANNED ENGINE SHUTDOWN (In-Flight)

1. Bleed Air Switch.....Off
2. Prop Sync.....T.O. - Landing
3. Power Lever.....1/4" Forward of Flight Idle
4. Speed Lever.....97%
5. Current Limiters.....Checked
6. Generator (Select Engine).....Off
7. Engine Stop & Feather.....Pull to Stop Only
8. RPM.....30% or 60 Sec.
9. Engine Stop & Feather.....Pull to Feather
10. Engine Cleanup
    a. Fuel Shutoff.....Closed
    b. Hydraulic Shutoff.....Closed
    c. Boost Pump.....Off
    d. Generator.....Off
    e. Power Lever (Oper. Eng).....As Reqd
    f. Trim.....As Reqd
    g. Generator (Oper. Eng).....200 Amps Max

Note: If required, push IN Stop & Feather and use unfeather pump switch to stop rotation.

AIRSTART-NORMAL

1. Speed lever.....97%
2. Power lever.....1/4" Forward of Flight Idle
3. EGT.....Below 200°C
4. RPM.....10% or less
5. Altitude.....20,000 Max
6. Airspeed.....100-180 KIAS
7. Engine Stop & Feather.....Forward
8. Fuel Shutoff.....Open
9. Hydraulic Shutoff.....Open
10. Boost Pump.....On
11. Generator.....Off
12. Bleed Air.....Off
13. Engine Start Button....Press Until Light Off
14. Propeller.....Unfeathering
15. Fuel Flow.....Begins at 10% RPM
16. EGT increasing.....@10-20% RPM
17. Start Button.....Release at EGT Rise
18. Fuel & Oil Pressure.....Green Arc
19. Generator.....Reset & On
20. Bleed Air.....On

ABORTED AIRSTART

1. Engine Stop & Feather.....Pull
2. Altitude.....Reduce before attempting another start.

BETA LIGHT

IN-FLIGHT

1. Engine Instruments.....Check

If Engine Instruments are not normal or engine operation is not normal:

1. Pre-Planned Engine Shutdown Checklist.....Accomplish

PRESSURIZATION MALFUNCTIONS

CABIN ALTITUDE LIGHT (LOW PRESSURE)

CHECK:

Cabin dump, bleed air switches, differential pressure, de-ice pressure, controller setting.

- Switch to manual if necessary.
- If not effective, use oxygen and descend as required.

HIGH PRESSURE

1. Cabin Pressure Manual Control.....1/2 Turn CCW
2. Cabin Pressure Selector.....Manual
3. Cabin Altitude.....Regulate Manually
4. Aircraft Altitude.....Below 12,000
5. Bleed Air.....Off
6. Cabin Dump (Cabin Diff.>1 psi).....Dump
7. Bleed Air.....On
8. Proceed Unpressurized, Air Conditioning will be available.

EXCESSIVE RATE OF PRESSURIZATION

1. Bleed Air Switches.....Off

If this eliminates excessive rate of pressurization, determine source of malfunction by turning on bleed controls individually. If malfunction was caused by one of the bleed air control valves, leave malfunctioning side off and continue pressurized flight using bleed air from one engine.

2. If pressure surge does not decrease:
   a. Cabin Dump Switch.....Dump

Note: See the AFM for a complete description of the foregoing and these additional Abnormal Procedures:

- **Airstart SRL Inoperative**
- **Boost Pump Failure**
- **Fuel Transfer Pump Failure**
- **Fuel Imbalance Operations**
- **Inverter Failure**
- **Landing Gear Squat Switch Failure**
- **Static Pressure Malfunctions**
- **Temp. Limiter System Test**
- **Tripped Circuit Breaker**
- **Instrument Static Pressure Malfunction**
  (Pilot's Instruments)
- **Air Conditioning**
- **Unpressurized Flight**
- **High Oil Temperature**