

EMERGENCY PROCEDURES CHECKLIST

ENGINE FIRES

ON GROUND

1. ENG. STOP & FEATHER.....PULL
2. ENGINE STOP BUTTON..... PRESS
3. FUEL SHUTOFF.....CLOSED
4. HYDRAULIC SHUTOFF.....CLOSED
5. FIRE EXTINGUISHER.....PRESS
6. Generator Switch.....Off
7. Starter Test.....Engage
8. Boost Pump.....Off
9. Affected Engine.....Cleared

IN FLIGHT

1. ENG. STOP & FEATHER.....PULL
2. FUEL SHUTOFF.....CLOSED
3. HYDRAULIC SHUTOFF.....CLOSED
4. FIRE EXTINGUISHER.....PRESS
5. Failed Engine
Cleanup.....Accomplish Checklist
6. Continued Flight
Procedures.....Accomplish Checklist

ENGINE FAILURES

TAKEOFF ABORTED

1. POWER LEVERS.....GROUND IDLE
2. BRAKES.....AS REQUIRED
3. Nose Wheel Steering.....As Required
4. Reverse Thrust.....As Required
5. Engine Stop & Feather.....Pull
6. Failed Engine
Cleanup.....Accomplish Checklist
7. AWI.....Off

TAKEOFF CONTINUED AT OR ABOVE V1

1. POWER LEVER.....SET MAX POWER
 2. LANDING GEAR.....UP
 3. AIRSPEED.....MAINTAIN V_2
- If Aircraft Will Not Climb:**
4. ENG. STOP & FEATHER.....PULL
 5. FLAPS (115 KIAS)... ..UP
 6. AIRSPEED..... V_{YSE}

After reaching 1000' AGL

7. Failed Engine
Cleanup.....Accomplish Checklist
8. Continued Flight
Procedures.....Accomplish Checklist
9. AWI.....As required

IN FLIGHT

1. ENG. STOP & FEATHER.....PULL
2. Failed Engine
Cleanup.....Accomplish Checklist
3. Continued Flight
Procedures.....Accomplish Checklist

FAILED ENGINE CLEANUP

1. Fuel Shutoff.....Closed
2. Hydraulic Shutoff.....Closed
3. Boost Pump.....Off
4. Generator.....Off
5. Bleed Air.....Off
6. Current Limiters.....Checked

CONTINUED FLIGHT (after engine is secured)

1. Power Lever.....As required
2. Bleed Air.....As required
3. Trim.....As required
4. Generator.....200 Amps Max
5. Prop Sync.....T.O. - Landing

SINGLE ENGINE LANDING

1. Fuel Quantity.....Checked & Balanced
2. Electrical Load.....Less than 200 Amps
3. Ignition Mode Switch.....As Reqd
4. Nose Wheel Steering.....Armed
5. Land Gear.....Hold Till Landing Assured
6. Prop Sync.....T.O. & Landing
7. Speed Lever.....High RPM
8. Lights.....As Reqd
9. Yaw Damper.....Off
10. Flaps.....No more than 1/4
until landing is assured
Not to exceed 1/2

SINGLE ENGINE GO-AROUND

1. POWER.....MAX. OR AS REQD
2. GEAR.....UP
3. FLAPS.....UP(in increments)
4. AIRSPEED..... V_{YSE}
5. Bleed Air.....Off
6. Engine Anti-Ice.....Off (Unless Reqd)

INFLIGHT RELIGHT (Airstart)

1. Power Lever.....1/4" Forward of F.I.
2. Speed Lever.....97% or 100%
3. Airspeed.....100 to 180 KIAS
4. RPM.....10% to 60%
5. Start Button.....Press
6. EGT.....Monitor (770° C Max)
7. RPM.....Check Stabilized
8. SRL OFF Light.....Not Illuminated
9. Power.....As Reqd

WING OVERHEAT WARNINGS

STEADY LIGHT (Wheelwell or air conditioning duct overheat)

1. Affected Bleed Air.....Off
2. Landing Gear.....Down
3. Clock.....Start Timing
If Light does not go out within 3 min.,
affected engine should be shut down.

FLASHING LIGHT

1. Affected Bleed Air.....Off
2. Affected Generator.....Off
3. Clock.....Start Timing
If light does not go out within 3 min.,
affected engine should be shut down.

BATTERY OVERHEAT

1. Battery Switch.....Off
 2. Battery Disconnect Light.....Check On
 3. Battery Temp. Indicator.....Monitor Closely
- If the BATT DISC light does not illuminate:**
4. Both Battery Switches.....Off

STABILIZER TRIM RUN AWAY

1. ELEVATOR CONTROL.....MAINTAIN
2. TRIM SELECTOR.....OFF
3. Trim Selector.....Other Side
4. Trim.....As Reqd

SAS MALFUNCTIONS

NOSE DOWN

1. ELEVATOR CONTROL.....MAINTAIN
2. SAS CLUTCH.....OFF
3. SAS Circuit Breakers (4).....Pull all 4
4. Airspeed.....Touchdown above 1.1 V_s

INADVERTENT STALL WARNING (Well above stall speed)

1. SAS CLUTCH.....OFF
2. SAS Circuit Breakers (4).....Pull all 4
3. Airspeed.....Touchdown above 1.1 V_s

SAS FAULT LIGHT (FLASHING OR STEADY)

1. SAS CLUTCH.....OFF
2. SAS Circuit Breakers (4).....Pull all 4
3. Airspeed.....Touchdown above 1.1 V_s

EMERGENCY DESCENT

1. CREW O₂ MASKS.....DON
2. PAX O₂ CONTROL.....ON
3. PAX O₂.....DON
4. Crew Communications.....Establish
5. Speed Levers.....High
6. Power Levers.....Flight Idle
7. Flaps.....Set 1/2
8. Landing Gear.....Down
9. Airspeed.....173 KIAS Max
10. Altitude.....As Reqd

SMOKE IN AIRPLANE

1. CREW O₂ MASKS.....DON
2. CREW GOGGLES.....DON
3. PAX O₂ CONTROL.....ON
4. PAX MASKS.....DON
5. Crew Communications.....Establish

IF SMOKE OR FIRE FROM ELECTRICAL SOURCE:

1. Smoke or Fire from Essential Bus
 - A. Bus Tie Switch.....Off
 - B. Bus Transfer Switches.....Operating Bus
2. Smoke or Fire from Nonessential Bus
 - A. Bus Tie Switch.....Off

SMOKE FROM BLEED AIR SOURCE:

1. Bleed Air Switches
 - A. Attempt to isolate source by turning off one at a time.
 - B. If unable to isolate, turn off both switches.

SMOKE IN REAR OF AIRCRAFT:

1. Use manual pressurization, select full decrease. When pressure differential is zero, activate cabin dump switch.

SMOKE IN COCKPIT:

Activate Cabin Dump Switch

1. Emergency Descent.....As Reqd
2. Fresh Air Fan.....On (Override)

LANDING GEAR EMERGENCY EXTENSION

1. Airspeed.....173 KIAS Max
2. Landing Gear Handle.....Down
3. Emergency Gear Lever.....Rotate Aft
4. Pip Pin.....Pull
5. Hand Pump Valve Handle.....Rotate 90° FWD (CCW)
6. Emergency Hand Pump.....As Reqd
 - A. Gear Indicator.....Indicating 3 down, and locked
 - B. Hydraulic Pressure.....500-800 psi
7. Nose Wheel Steering.....Off

NOSE WHEEL STEERING FAILURES

NWS FAIL LIGHT ON

1. PWR LEVER BUTTON....PRESS & HOLD
2. NWS FAIL LIGHT.....NOT ILLUMINATED

INITIAL PART OF TAKEOFF ROLL

3. TAKEOFF.....ABORT

FINAL PART OF TAKEOFF ROLL

4. DIRECTIONAL CONTROL.....MAINTAIN
5. TAKEOFF.....CONTINUE

INFLIGHT WITH GEAR DOWN

1. Arm the nose wheel steering and conduct a normal landing and rollout while keeping the power lever button depressed to avoid uncommanded steering actuation.

LOW OIL PRESSURE

WARNING LIGHT ON: If oil pressure indication less than 40 psi

1. Generator.....Off
2. Stop and Feather.....Pull
3. Accomplish Engine Failure Checklist

WARNING LIGHT NOT ON

1. Engine Instruments.....Monitor

HYDRAULIC SYSTEM FAILURE

1. Prepare for emergency extension of the landing gear.
2. Prepare for landing with existing wing flap configuration. Landing approach should be made at 1.3 V_s for the existing airplane configuration. (For flaps up configuration, use 127 KIAS at gross weight and 5 KIAS less for each 1,000 pounds under gross weight).
3. NWS should be OFF.

CABIN & CARGO DOOR LIGHT

1. Cabin Altitude.....Increase
2. Airplane Altitude (if necessary).....Decrease

Note: See the Aircraft Flight Manual for a complete description of the foregoing and for the following Emergency Procedures:

- Cabin/Cargo Door Warning
- Emergency Exits
- Engine Control Malfunctions
- Gear Up Landings
- NWS Electrical Malfunction