

Autorotation procedure	<ul style="list-style-type: none"> -collective down, aft cyclic to get nose up (97–110 RRPM / 65 KIAS) -max glide: 90% RRPM / 75 KIAS
Air restart	<ul style="list-style-type: none"> -normal AR procedure ->2000ft AGL -mixture full rich -throttle closed, then cracked slightly -starter engage with left hand
GOV failure	<ul style="list-style-type: none"> -grip throttle firmly to override the GOV -GOV switch OFF -manual control of RPM
Electrical fire in flight	<ul style="list-style-type: none"> -master battery switch OFF -alternator switch OFF -open cabin vents -land immediately -mixture OFF and fuel valve OFF -if time permits, apply rotor brake -exit helicopter
Engine fire in flight	<ul style="list-style-type: none"> -enter AR -cabin heat OFF -open cabin vents -if engine is running → normal landing, then mixture and fuel valve OFF -if engine stops running → fuel valve OFF, complete AR -master battery switch OFF -if time permits, apply rotor brake -exit helicopter
Engine fire during start	<ul style="list-style-type: none"> -cranking -if engine starts → run 50-60% RPM short time -mixture OFF and fuel valve OFF -master battery switch OFF -if time permits, apply rotor brake -exit helicopter
Loss of TR thrust in flight	<ul style="list-style-type: none"> -indicated by nose right yaw, cannot be stopped by left pedal -enter AR with 70 KIAS -select landing site, roll throttle off into detent spring -perform AR landing, preferably on hard surface -if not possible, continue forward flight towards suitable terrain
Loss of TR thrust in hover	<ul style="list-style-type: none"> -immediately roll off throttle off into detent spring -raise collective just before touchdown to cushion landing
Tachometer failure	<ul style="list-style-type: none"> -use remaining tach to monitor RPM -allow GOV to control RPM
Audio alert	<ul style="list-style-type: none"> -low RPM horn → see LOW RPM -high RPM warble (R22 NG) → raise collective as required to control RPM

OIL	<ul style="list-style-type: none"> -loss of engine power or oil pressure -check oil pressure gauge -if pressure loss, land immediately
MR TEMP*	-excessive temp of MRGB
MR CHIP*	-indicates metallic particles in MRBG
TR CHIP*	-indicates metallic particles in TRGB
CLUTCH*	<ul style="list-style-type: none"> -clutch actuator circuit is on -max 10 sec, then pull CLUTCH circuit breaker -reduce power -prepare to enter AR
LOW FUEL	<ul style="list-style-type: none"> -indicates approx 1 USG (1.5 for bladder tanks) Fuel -5min (10min bladder tanks) of fuel at MCP remaining
ALT	<ul style="list-style-type: none"> -low voltage / ALT failure -switch off nonessential electrical equipment -ALT OFF, after 1 sec ON -if light stays on, land as soon as practical
BRAKE	<ul style="list-style-type: none"> -rotor brake is engaged -release immediately in flight or before starting engine
STARTER ON	<ul style="list-style-type: none"> -indicates starter motor is on -if light does not go out when starter button is released, immediately pull mixture to idle cut off and switch master battery OFF
GOV OFF	-indicates engine RPM throttle governor is OFF
CARBON MONOXIDE	<ul style="list-style-type: none"> -elevated levels of CO in cabin -shut off heater -open cabin vents -if hovering, land or transition to forward flight -if symptoms of CO poisoning (headache, drowsiness, dizziness) land immediately -light blinking indicates self test
LOW RPM (and Horn)	<ul style="list-style-type: none"> -rotor RPM is below safe limits, roll throttle on, lower collective -in forward flight, apply aft cyclic
EMU (R22 NG)	<ul style="list-style-type: none"> -fast blinking → exceedance detected (4 per second) -slow blinking → EMU failure (1 per 2 seconds) -steady light → normal operation
Exceedance or EMU Failure	-contact base manager → proceed as instructed
FULL THROTTLE (R22 NG)	<ul style="list-style-type: none"> -indicates engine near full throttle -lower collective as required to extinguish light

*** If light is accompanied by any indication of a problem, such as noise, vibration or temperature rise, land immediately. If there is no other indication of a problem, land as soon as practical.**