

<b>Autorotation procedure</b>	<ul style="list-style-type: none"> <li>-collective down, aft cyclic to get nose up (95–106 RRPM / 70 KIAS)</li> <li>-max glide: 90% RRPM / 90 KIAS</li> <li>-min ROD: 90% RRPM / 60 KIAS</li> </ul>
<b>Air restart</b>	<ul style="list-style-type: none"> <li>-normal AR procedure</li> <li>-N1&gt;20%: -Push start button</li> <li>-N1&lt;20%: -Fuel cutoff → pull OFF -Throttle → CLOSED</li> <li>-Start button → push and release</li> <li>-N1 15% or above → push fuel cutoff ON</li> <li>-After peak MGT → Throttle full open</li> </ul>
<b>GOV failure</b>	<ul style="list-style-type: none"> <li>-if N2 overspeeds → control N2 with throttle</li> <li>-if N2 underspeeds → verify throttle full open and reduce collective</li> <li>-if manual control not possible → perform AR</li> </ul>
<b>Electrical fire in flight</b>	<ul style="list-style-type: none"> <li>-master battery switch OFF</li> <li>-generator switch OFF</li> <li>-open cabin vents</li> <li>-land immediately → fuel cutoff and fuel valve OFF</li> <li>-if time permits, apply rotor brake → exit aircraft</li> </ul>
<b>Engine fire in flight</b>	<ul style="list-style-type: none"> <li>-enter AR</li> <li>-cabin heat OFF</li> <li>-if engine is running → land immediately, fuel cutoff OFF and fuel valve OFF</li> <li>-if engine stops running, pull fuel cutoff and fuel valve OFF and complete AR landing</li> <li>-if time permits, apply rotor brake → exit aircraft</li> </ul>
<b>Engine fire during start</b>	<ul style="list-style-type: none"> <li>-fuel cutoff → pull OFF</li> <li>-start button → push and release</li> <li>-fuel valve knob → pull OFF</li> <li>-battery switch OFF, when MGT&lt;150° or if fire worsens</li> <li>-pull rotor brake → exit aircraft</li> </ul>
<b>Loss of TR thrust in flight</b>	<ul style="list-style-type: none"> <li>-indicated by nose right yaw, cannot be stopped by left pedal</li> <li>-Close throttle and enter AR with 70 KIAS</li> <li>-select landing site</li> <li>-perform AR landing, preferably on hard surface</li> <li>-if not possible, continue forward flight towards suitable terrain</li> </ul>
<b>Loss of TR thrust in hover</b>	<ul style="list-style-type: none"> <li>-immediately roll off throttle</li> <li>-raise collective just before touchdown to cushion landing</li> </ul>
<b>HYD system failure</b>	<ul style="list-style-type: none"> <li>-adjust airspeed for comfortable control</li> <li>-HYD switch → verify ON</li> <li>-if HYD not restored → HYD switch OFF</li> <li>-land as soon as practical</li> </ul>
<b>Tachometer failure</b>	<ul style="list-style-type: none"> <li>-use remaining tach to monitor RPM</li> <li>-allow GOV to control RPM</li> </ul>

<b>ENGINE OIL</b>	<ul style="list-style-type: none"> <li>-loss of engine oil pressure</li> <li>-check oil pressure gauge</li> <li>-if gauge confirms pressure loss, land immediately</li> </ul>
<b>ENG FIRE</b>	<ul style="list-style-type: none"> <li>-indicates fire in engine compartment → procedure</li> </ul>
<b>MR TEMP / PRESS</b>	<ul style="list-style-type: none"> <li>-excessive temp or low oil pressure of MRGB</li> <li>-land immediately</li> </ul>
<b>MR CHIP*</b>	<ul style="list-style-type: none"> <li>-indicates metallic particles in MRBG</li> </ul>
<b>TR CHIP*</b>	<ul style="list-style-type: none"> <li>-indicates metallic particles in TRGB</li> </ul>
<b>ENGINE CHIP*</b>	<ul style="list-style-type: none"> <li>-indicates metallic particles in ENGINE</li> </ul>
<b>GEN</b>	<ul style="list-style-type: none"> <li>-GEN failure</li> <li>-turn off non-essential electrical equipment</li> <li>-GEN switch to RESET and back ON</li> <li>-if light stays on, land as soon as practical</li> </ul>
<b>LOW FUEL</b>	<ul style="list-style-type: none"> <li>-indicates approx 5 USG Fuel</li> <li>-engine will run out of fuel after 10 min MCP</li> </ul>
<b>FUEL FILTER</b>	<ul style="list-style-type: none"> <li>-fuel filter contamination</li> <li>-if no other indication of a problem, land as soon as practical</li> <li>-if accompanied by erratic engine operation, land immediately</li> </ul>
<b>LOW RPM</b>	<ul style="list-style-type: none"> <li>-rotor RPM below 95%</li> <li>-immediately lower collective</li> <li>-verify throttle full open and apply aft cyclic</li> </ul>
<b>COWL DOOR</b>	<ul style="list-style-type: none"> <li>-fuel filler cowl door, right engine cowl door or baggage door not closed</li> <li>-land as soon as practical</li> </ul>
<b>AIR FILTER</b>	<ul style="list-style-type: none"> <li>-air filter blocked</li> <li>-engine operating on unfiltered air via bypass</li> <li>-land as soon as practical</li> </ul>
<b>EMU</b>	<ul style="list-style-type: none"> <li>-indicates EMU status while depressed</li> <li>-fast blinking → exceedance detected (4 per second)</li> <li>-slow blinking → EMU failure (1 per 2 seconds)</li> <li>-steady light → normal operation</li> </ul>
<b>Exceedance or EMU Failure</b>	<ul style="list-style-type: none"> <li>-contact base manager → proceed as instructed</li> </ul>
<b>ROTOR BRAKE</b>	<ul style="list-style-type: none"> <li>-rotor brake engaged</li> <li>-release immediately in flight or before starting engine</li> </ul>

**\* 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.**