Version 1 PR 63

Emergency Checklists

Engine Malfunction During Takeoff (with sufficient runway ahead)

Thrust lever	IDLE
Brakes	APPLY
Flaps (if extended)	RETRACT
Engine master	OFF
Alternator, battery master	OFF
Fuel shutoff valve	CLOSED

Engine Malfunction Immediately After Takeoff

Airspeed	Flaps retracted	l: 65 KIAS
	Flaps extended	1: 60 KIAS
Fuel shutoff	valve	CLOSED
Engine mast	er	OFF
FlapsAS REC	UIRED (30°	
recomr	nended)	
Alternator, b	attery master	OFF

Engine Malfunction During Flight

Fuel shutoff valve	OPEN (push full in)
Fuel selector	BOTH
Electric fuel pump	ON
Land ASAP	

Restart After Engine Failure Note: If the propeller stops at an

airspeed \geq 65 KIAS, the reason for stoppage should be discovered before attempting a restart. Airspeed 65-85 KIAS (max 100 KIAS) Altitude BELOW 13,000 FT Fuel shutoff valve OPEN (push full in) Fuel selector **BOTH** Electric fuel pump ON Thrust lever **IDIF** OFF THEN ON Engine master If propeller does not turn, then starter ON Thrust lever **FULL**

Check engine parameters, power

FADEC Malfunction in Flight: One FADEC Light is Flashing

FADEC test knob PRESS ≥ 2 seconds

If FADEC light extinguished (LOW warning):

Continue normal flight

If FADEC light illuminated steady
(HIGH warning):

Monitor the other FADEC light
Land ASAP

Select airspeed to avoid engine overspeed

FADEC Malfunction in Flight: Both FADEC Lights are Flashing

CED load displayCONSIDER

UNRELIABLE

FADEC test knob PRESS ≥ 2 seconds

If FADEC lights extinguished (LOW
warning):

Continue normal flight

If FADEC lights illuminated steady
(HIGH warning):

Check the available engine power
Expect engine failure

Select airspeed to avoid engine overspeed

Land ASAP

In case a fuel tank was flown empty:
Fuel selector BOTH
Electric fuel pump ON

Check the available engine power, thrust lever response

Land ASAP

Force-B switch

landing Land ASAP

Abnormal Engine Behavior

Be prepared for an emergency

If the engine acts abnormal during flight and the system does not automatically switch to the B-FADEC, it is possible to switch to the B-FADEC manually.

Select an appropriate airspeed to avoid engine overspeed

ON

Emergency Checklists

Engine Fire When Starting Engine on Ground Engine master OFF Fuel shutoff valve CLOSED Electric fuel pump OFF Battery master OFF Fire extinguisher USE

Engine Fire During Takeoff (on Ground)

Engine master	OFF
Fuel shutoff valve	CLOSED
Electric fuel pump	OFF
Battery master	OFF
Fire extinguisher	USE

Engine Fire in Flight	
Engine master	OFF
Fuel shutoff valve	CLOSED
Electric fuel pump	OFF
Battery master	OFF
Cabin heat and air	OFF
Airspeed	65 KIAS
Emergency Landing With	Engine RUN
Out procedure	

Electrical Fire In Flight	
Avionics master	OFF
Cabin heat and air, vents	OFF
Fire extinguisher	USE
All electrical switches except alternator, battery master, and engine master	OFF
If fire continues:	
Battery master, alternator	OFF
Cabin heat and air, vents	ON
Check circuit breakers, do not reset open breakers	
If fire extinguished:	
Avionics master	ON
Turn on electrical equipment	
required to continue flight and land	
ASAP. Switch breakers ON one at a	
time, with delay after each.	

Engine Shut Down In FlightAirspeed SELECT TO AVOID ENGINE

OVERSPEED (65 KIAS RECOMMENDED)

Engine master OFF
Fuel shutoff valve CLOSED
Electric fuel pump OFF
To stop propeller (if needed):

Airspeed < 55 KIAS When propeller stopped 65 KIAS

Emergency Landing With Engine Out

Out		
Airspeed	Flaps up: 6	5 KIAS
	Flaps down	: 60 KIAS
Fuel shutoff valve		CLOSED
Engine master		OFF
FlapsAS REQUIRED (RECOMMEND		
FULL)		
Alternator, batter	y master	OFF
Doors		UNLOCK
Touchdown	SLIGHTLY	NOSE UP
Brake		FIRMLY
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