Daher TBM 930
Emergency Procedures Checklist

For simulation use only, not for real world flight

ENGINE FAILURE AT TAKEOFF BEFORE ROTATION

Throttle ..... Flight IDLE
Braking ..... As required
Throttle ..... CUT OFF
Tank Selector ..... OFF
Crash lever ..... PULL DOWN

OTHER REJECTED TAKEOFF

Throttle ..... Flight IDLE
Reverse ..... As required
Braking ..... As required
Throttle ..... CUT OFF
Tank Selector ..... OFF
Crash lever ..... PULL DOWN

ENGINE FAILURE

"MAN OVRD" control ..... FULL FORWARD
If successful: Fly the airplane using the "MAN OVRD" control for power, set throttle to Flight IDLE and land as soon as possible
If unsuccessful:
"MAN OVRD" control ..... FULL BACKWARD
If HEIGHT does not allow to choose a favorable runway or field, land straight ahead without changing landing gear position.
Flaps ..... "TO" (Maintain IAS > 100 KIAS)
Throttle ..... "CUT OFF"
Tank selector ..... "OFF"
Before touchdown: Flaps ..... "LDG"
Crash lever ..... PULL DOWN
If HEIGHT allows to reach a favorable runway:
Landing gear control ..... "DN"
Flaps ..... AS REQUIRED
Throttle ..... "CUT OFF"
Tank selector ..... "OFF"
Crash lever ..... PULL DOWN

ENGINE FAILURE IN FLIGHT

Autopilot ..... DISCONNECT
Tank selector ..... SWITCH TANKS
"AUX BP" switch ..... CHECK / CORRECT
If successful: Check remaining fuel and land as soon as possible
In unsuccessful:
Throttle ..... "CUT OFF"
Oxygen mask ..... USE

OIL PRESS OR OIL PRESS

FLY THE AIRPLANE
Land as soon as possible
Monitor the oil pressure
Torque ..... MINIMUM NECESSARY
If engine looses power: Throttle ..... "CUT OFF"
Perform a forced landing

OIL TEMP

With or without: RED WARNING CAS MESSAGE OIL PRESS ON
Oil temperature indicator ..... CHECK
If the indicated temperature is in the green sector:
Land as soon as possible
FLY THE AIRPLANE
Monitor
If the indicated temperature is not in the green sector:
Failure is confirmed, you can expect an OIL PRESSURE failure shortly
If engine looses power:
Throttle ..... "CUT OFF"
Perform a FORCED LANDING

ENGINE REGULATION DISCREPANCY, POWER LOSS, THROTTLE CONTROL LOSS

Throttle ..... Flight IDLE
Confirm engine still running
Tank selector ..... SWITCH TANKS
Check the no parameter exceeds allowed values
"MAN OVRD" control ..... ACTUATED progressively to MINIMUM NECESSARY
Continue flight, land as soon as possible
Perform a normal landing without reverse
Braking ..... AS REQUIRED
If minimum power obtained is excessive:
Reduce airspeed by setting airplane in nose-up attitude at IAS < 178 KIAS
"INERT SEP" switch ..... "ON"
IF ITT > 840° C: "INERT SEP" switch ..... "OFF"
Landing Gear control ..... "DN"
Flaps ..... "TO"
Establish a long final or an ILS approach respecting IAS < 178 KIAS
When runway is assured: Fuel tank selector ..... "OFF"
Throttle "FEATHER" (If available and necessary to extend trajectory)
Flaps ..... "LDG" as required (at IAS < 122 KIAS)
Land normally WITHOUT REVERSE
Braking ..... AS REQUIRED

GOVERNOR CONTROL NOT OPERATING

Continue the flight
If N_P < 1960 RPM, do not perform a go-around and do not use the reverse

EXCESSIVE PROPELLER ROTATION SPEED

Reduce the power and the airplane speed to avoid propeller rotation speeds higher than 2000 RPM
Land as soon as possible
Do not perform ago-around

ENGINE DOES NOT STOP ON GROUND

Tank selector ..... "OFF"
Wait for engine to sop due to lack of fuel in the pipes
"GENERATOR" selector ..... "OFF"
"SOURCE" selector ..... "OFF"
Crash lever ..... PULL DOWN

ITT DURING ENGINE START

Starting procedure ..... ABORT

ITT AFTER ENGINE START

FLY THE AIRPLANE
REDUCE POWER to have ITT < 840° C
LAND AS SOON AS POSSIBLE

CHIP

LAND AS SOON AS PRACTICAL
FLY THE AIRPLANE
Or DO NOT TAKE OFF ..... airplane is grounded

AIR START PROCEDURES

Oxygen mask ..... USE
"GENERATOR" Switch ..... "MAIN"
"BLEED" Switch ..... "OFF"
"A/C" Switch ..... "OFF"
Electric Consumption ..... Reduce
Tank selector ..... "L" or "R" checked
"AUX BP" fuel switch ..... "L" or "R" checked
"IGNITION" switch ..... "AUTO" or "ON"
Throttle ..... "CUT OFF"
"STARTER" switch "ON", start timer
When Ng around 13%:
Throttle ..... LO / IDLE
ITT and Ng ..... Monitor
When Ng around 52%:
Check starter is ..... "OFF" automatically
Throttle ..... FLIGHT IDLE
Throttle ..... As required
Electrical Equipment ..... As required
"AUX BP" Switch ..... "AUTO"
"BLEED" switch ..... As required
If necessary ..... EMERGENCY DESCENT
If AIR START not successful ..... FORCED LANDING

ENGINE FIRE ON GROUND

Throttle ..... "CUT OFF"
"BLEED" switch ..... "OFF"
"A/C" switch ..... "OFF"
Brakes ..... AS REQUIRED
Tank Selector ..... "OFF"
Crash lever ..... PULL DOWN
EVACUATE

CABIN FIRE ON GROUND

Throttle ..... "CUT OFF"
Crash lever ..... PULL DOWN
Cabin extinguisher ..... AS REQUIRED
EVACUATE

ENGINE FIRE IN FLIGHT

CAUTION:
NO AIR START ATTEMPT AFTER AN ENGINE FIRE
FLY THE AIRPLANE
Throttle ..... "CUT OFF"
"AUX BP" fuel switch ..... "OFF"
Tank Selector ..... "OFF"
Oxygen mask ..... USE
"BLEED" switch ..... "OFF"
"A/C" switch ..... "OFF"
If necessary ..... EMERGENCY DESCENT

CABIN ELECTRICAL FIRE OR SMOKE DURING FLIGHT

FLY THE AIRPLANE
OXYGEN mask and GOGGLES ..... USE
If the origin is known:
Defective equipment circuit breaker ..... PULL
Extinguisher ..... USE
If the origin is unknown:
"A/C" switch ..... "OFF"
All unnecessary equipment ..... OFF
Perform ..... EMERGENCY DESCENT
If necessary ..... SMOKE ELIMINATION
LAND as soon as possible

SMOKE ELIMINATION

OXYGEN mask and GOGGLES ..... USE
"BLEED" switch "OFF"
"A/C" switch ..... "OFF"
"DUMP" switch ..... ACTUATE
Wait until the differential pressure drops
"RAM AIR" control knob ..... PULL
If smoke increases ..... PUSH
LAND as soon as possible

MAXIMUM RATE DESCENT

Throttle ..... Flight IDLE
Oxygen mask ..... USE
Pitch attitude -10° to -20°
If smooth air: Flaps and Landing gear control ..... "UP"
Speed ..... VMO = 266 KIAS
If rough air or in case of structure problem:
Speed ..... BELOW 178 KIAS
Flaps ..... "UP"
Landing gear control ..... "DN"

MAXIMUM RANGE DESCENT

Oxygen mask ..... USE
Throttle ..... "CUT OFF"
Flaps and Landing gear control ..... "UP"
Speed ..... 120 KIAS
"DUMP" switch ..... ACTUATE
"RAM AIR" control knob ..... PULL
If VMC and non icing conditions are possible:
"ESS BUS TIE" switch ..... Cover up then "EMER" position
Prepare for ..... FORCED LANDING
If VMC and non icing conditions are not possible
All DE-ICE switches ..... "OFF"
All light switches ..... "OFF"
"BLEED" switch ..... "OFF"
"A/C" switch ..... "OFF"
"AUX BP" switch ..... "OFF"
"FUEL SEL" switch ..... "MAN"
"AP / TRIMS" switch ..... "OFF"
"PFD 2" breaker ..... PULL
"ADC 2" breaker ..... PULL
"XPDR 2" breaker ..... PULL
If icing conditions:
    "PITOT L HTR" switch ..... "ON"
    "WINDSHIELD" switch ..... ON
Speed ..... ABOVE 135 KIAS
If time permits:
    "PLUGS" breaker ..... PULL
    "AIR COND" breaker
Prepare a forced landing

FORCED LANDINGS

Throttle . . . . . "CUT OFF"
Tank selector . . . . . "OFF"
"AUX BP" switch . . . . . "OFF"
"BLEED" and "A/C" switches . . . . . "OFF"
"DUMP" switch . . . . . ACTUATE
Maintain 120 KIAS of gliding speed until favorable ground approach
If ground allows it:
"ESS BUS TIE" switch . . . . "NORM" (to have GEAR and FLAPS available)
Landing gear control . . . . . "DN"
If night conditions:
Lights . . . . . "LDG"
If ground does not allow it:
Landing gear . . . . . Keep "UP"
Flaps . . . . . "LDG" (when chosen ground is assured)
Crash lever . . . . . PULL DOWN
Speed on final approach . . . . . 85 KIAS
Land flaring out
EVACUATE after stop

TIRE BLOWOUT DURING LANDING

Control direction with brakes and nose wheel steering
REVERSE . . . . . AS REQUIRED
Stop airplane to minimize damages
Perform ENGINE SHUT-DOWN

FLAPS MALFUNCTION

FLAPS circuit breaker . . . . . PULL
Flap contorl lever . . . . . "UP"
Land as soon as possible maintaining airspeeds:
IAS $\leqslant$ 178 KIAS for deflections between "UP" and "TO" positions
IAS $\leqslant$ 122 KIAS for deflections greater than "TO" position
For landing, refer to "LANDING WITH FLAPS MALFUNCTION"

LANDING WITH FLAPS MALFUNCTION

For flaps deflections between "UP" and "TO": Proceed as for a normal landing with 105 KIAS of approach speed
Provide for a landing distance increased by 60%
For flaps deflections greater than "TO": Proceed as for a normal landing with 100 KIAS of approach speed
Provide for a landing distance increased by 50%

LANDING GEAR RETRACTION DISCREPANCY

GEAR UNSAFE CAS message and "GEAR UNSAFE" red warning light ON or amber light flashing and 3 green lights OFF
Maintain IAS below 150 KIAS
"LDG GEAR" circuit breaker . . . . . PULL
If GEAR UNSAFE CAS message and "GEAR UNSAFE" red warning light are off: The flight may be continued without any restriction
If not:
"LDG GEAR" circuit breaker . . . . . PUSH
Refer to "EMERGENCY GEAR EXTENSION"

LANDING GEAR EXTENSION DISCREPANCY

GEAR UNSAFE CAS message and "GEAR UNSAFE" red warning light ON or amber light flashing and 3 green lights OFF
Maintain IAS below 150 KIAS
Refer to "EMERGENCY GEAR EXTENSION"

EMERGENCY GEAR EXTENSION

Maintain IAS below 150 KIAS
Landing gear control . . . . . "DN"
"LDG GEAR" circuit breaker . . . . . PULL
Floor hatch . . . . . OPEN
By-pass selector . . . . . FULLY PULL / LOCKED
Hand pump . . . . . ACTUATE with maximum amplitude
Press the CAS MASTER WARNING push-button to reset the GEAR UNSAFE CAS message
If "GEAR UNSAFE" red warning light is not illuminated and 3 green lights are illuminated:
Continue flight if necessary BELOW 178 KIAS, exit and/or remaining outside icing conditions

LANDING WITH UNLOCKED MAIN LANDING GEAR

"BLEED" switch . . . . . OFF
"DUMP" switch . . . . . ACTUATED
Maintain tank selector on defective landing gear side to lighten corresponding wing [maximum fuel unbalance 15 USG (57 liters)]
Choose a runway with headwind or crosswind blowing from defective gear side
Align the airplane to land on the runway edge opposite to the defective landing gear
Do a normal approach at 90 KIAS, flaps on "LDG"
Land and set nose gear immediately on ground to assure lateral control
Use full aileron during roll-out to lift the wing with the defective landing gear
Preferably do not use reverse
Complete taxiing with a slight turn toward defective landing gear
Throttle . . . . . "CUT OFF"
Engine stop procedure . . . . . COMPLETE
EVACUATE
If landing gear drags during landing:
Throttle . . . . . "CUT OFF"
Crash lever . . . . . PULL DOWN
Tank selector . . . . . "OFF"
EVACUATE after airplane comes to a stop

LANDING WITH DEFECTIVE NOSE LANDING GEAR (DOWN UNLOCKED OR NOT DOWN)

Approach . . . . . Flaps "LDG"
Airspeed . . . . . 90 KIAS
Land with nose-up attitude, keep nose high
Throttle . . . . . "CUT OFF"
Touch-down slowly with nose wheel and keep elevator at nose-up stop
Moderate braking
Crash lever . . . . . PULL DOWN
EVACUATE after airplane comes to a stop

LANDING WITH GEAR UP

Final approach . . . . . Standard
Flaps . . . . . "LDG"
Airspeed . . . . . 85 KIAS
"BLEED" switch . . . . . "OFF"
"DUMP" switch . . . . . ACTUATE
When runway is assured:
Throttle . . . . . "CUT OFF"
Tank selector . . . . . "OFF"
Flare out
After touch-down, crash lever . . . . . PULL DOWN
EVACUATE after airplane comes to a stop

DITCHING

Landing gear . . . . . "UP"
In heavy swell with light wind, land parallel to the swell (rollers).
In heavy wind, land facing wind.
Flaps . . . . . "LDG"
Maintain a descent rate as low as possible when approaching the water
Airspeed . . . . . IAS≥85 KIAS
"BLEED" switch . . . . . "OFF"
"DUMP" switch . . . . . ACTUATE
Crash lever . . . . . PULL DOWN
Maintain attitude without rounding off until touch-down
EVACUATE through EMERGENCY EXIT

LANDING WITHOUT ELEVATOR CONTROL

Landing gear . . . . . "DN"
Flaps . . . . . "LDG"
Power as necessary to maintain airspeed according to an easy approach slope ≈300 ft / min
Adjust elevator by using manual pitch trim wheel
When ground approaches, decrease slope progressively
Reduce power progressively

FLAPS ASYM

FLY THE AIRPLANE

FLAPS circuit breaker . . . . . PULL
FLAPS control lever . . . . . "UP"
LAND as soon as possible maintaining airspeeds: IAS ⩽ 178 KIAS for deflections between "UP" and "TO" positions
IAS ⩽ 122 KIAS for deflections greater than "TO" position
For landing, refer to "LANDING WITH FLAPS MALFUNCTION"

FUEL PRESS

FLY THE AIRPLANE

Remaining fuel . . . . . CHECK
Tank selector . . . . . SWITCH TANKS
"AUX BP" fuel switch . . . . . "AUTO" If FUEL PRESS remains ON
"AUX BP" fuel switch . . . . . "ON"
Check message AUX BOOST PMP ON
Maintain "AUX BP" fuel switch . . . . . "ON"
LAND AS SOON AS PRACTICAL
If FUEL PRESS remains ON
Tank selector . . . . . SWITCH TANKS
FUEL PRESS is OFF, a supply problem may have occurred from the tank selected first
If FUEL PRESS remains ON
Fullest tank . . . . . SELECT
Avoid high power and rapid movements of the throttle
Descent to an altitude below 18000 ft
LAND as soon as possible

FLY THE AIRPLANE

AUX BOOST PMP ON

FLY THE AIRPLANE

If "AUX BP" fuel switch is in "AUTO" position:
RESET to . . . . . "ON"
THEN to "AUTO"
If AUX BOOST PUMP ON GOES OFF:

Continue the flight normally

If AUX BOOST PUMP ON remains ON, mechanical booster pump has failed
"AUX BP" fuel switch . . . . . "ON"
LAND AS SOON AS POSSIBLE

FUEL LOW L-R

Corresponding gage . . . . . CHECK
Check the other tank has not been automatically selected
If not:
"FUEL SEL" switch . . . . . "MAN"
Select fuel tank manually . . . . . as required

FLY THE AIRPLANE
CHECK MINIMUM FUEL
TAKE DECISION, land as soon as practical if necessary

AUTO SEL

FLY THE AIRPLANE

"FUEL SEL" switch . . . . . "AUTO"
If it is on "AUTO", failure is confirmed
"FUEL SEL" switch . . . . . "MAN"
Select tanks manually as required
CAUTION: MAXIMUM UNBALANCE IS 15 USG

FUEL IMBALANCE

If "FUEL SEL" on "AUTO" mode
SELECT the fullest tank . . . by pressing the "SHIFT" push-button
If "FUEL SEL" on "MAN" mode
SELECT the fullest tank . . . by shifting the tank selector manually

LOW LVL FAIL L - R

CHECK . . . . . Fuel remaining in tanks
MAKE DECISION

BAT OFF

"SOURCE" selector . . . . . "OFF"
"SOURCE" selector . . . . . "BATT"
If warning persists . . . . . Land as soon as possible
Monitor airplane mains voltage

MAIN GEN

If necessary . . . . . CORRECT
If warning persists . . . . . "MAIN GEN" switching confirmed
"MAIN GENERATOR RESET" push-button . . . . . PUSH

FLY THE AIRPLANE

Keep the following systems connected: A/P system Deicing systems except right windshield STROBE and NAV lights Cockpit emergency lights VHF 1 NAV/GPS 1 BLEED
Landing lights on short final "GENERATOR" selector (RESET if necessary) . . . . . "ST-BY"
Maintain ST-BY loads below 100A

LOW VOLTAGE

Voltmeter voltages . . . . . CHECK
If voltages are < 26 Volts, monitor a possible drop or any indication of battery discharge
In that case:

FLY THE AIRPLANE

Keep the following systems connected:
A/P system
Deicing systems except right windshield
STROBE and NAV lights
Cockpit emergency lights
VHF 1
NAV/GPS 1
BLEED
Landing lights on short final
"GENERATOR" selector (RESET if necessary) . . . . . "ST-BY"
Maintain ST-BY loads below 100A

MAIN GEN AND LOW VOLTAGE

"GENERATOR" selector ..... "MAIN"
"MAIN GENERATOR RESET" push-button ..... PRESS

FLY THE AIRPLANE

If successful:
- Disconnect ancillary electrical systems not essential
- Monitor voltmeter and ammeter

Prepare to LAND AS SOON AS POSSIBLE
If not successful:
"GENERATOR" selector ..... "ST-BY"
"ST-BY GENERATOR RESET" push-button ..... PRESS
If successful:
- Disconnect ancillary electrical systems not essential
- Monitor voltmeter and ammeter

Prepare to LAND AS SOON AS POSSIBLE
If not successful, both generators failure is confirmed. If possible, return to VMC conditions
"GENERATOR" selector ..... "OFF"
If conditions allow: VMC and non icing conditions
If altitude $\geqslant$ 10000 ft : "OXYGEN" switch ..... "ON"
"ESS BUSS TIE" switch ..... Cover up, then "EMER" position
In this configuration, only both "ESS BUS" bars and "BUS BATT" bar are directly supplied by the battery LAND as soon as possible
If necessary, it is always possible to use other ancillary systems by selecting
"ESS BUSS TIE" switch ..... "NORM"
If conditions do not allow:
Manually disconnect ancillary systems as follows:
- "AIRFRAME DE ICE" switch ..... "OFF"
- "ICE LIGHT" switch ..... "OFF"
- "PROP DE ICE" switch ..... "OFF"
- "WINDSHIELD" switch ..... "OFF"
- "PITOT R & STALL HTR" switch ..... "OFF"
- "OFF/LDG/TAXI" light"PULSE" switches ..... "OFF"
- "STROBE" switch ..... "OFF"
- "BLEED" and "A/C" switches ..... "OFF"
- "AUX BP" switch ..... "OFF"
- "FUEL SEL" switch ..... "MAN"
- "AP / TRIMS" switch ..... "OFF"
- "PFD 2" breaker ..... "PULL"
- "ADC 2" breaker ..... "PULL"
- "TAS" breaker ..... "PULL"
- "DATA LINK" breaker ..... "PULL"
- "DIMMER / CABIN / ACCESS" controls ..... "OFF"
- "XPDR 2" breaker ..... "PULL"

If icing conditions:
- "PITOT L HTR" switch ..... Checked "ON"
- "WINDSHIELD" switch ..... "ON"

Maintain minimum recommended speeds into known icing conditions

Flaps UP	135 KIAS
Flaps TO	110 KIAS
Flaps LDG	90 KIAS

If time permits:
- "PLUGS" breakers ..... PULL
- "AIR COND" breaker ..... PULL

LAND as soon as possible

ELEC FEATH FAULT

FLY THE AIRPLANE

"FEATHER" circuit breaker ..... PULL
LAND as soon as possible

TOTAL LOSS OF ELECTRICAL POWER

Maintain airplane control
Use the MD 302 for ..... attitude, airspeed and/or altitude
Land as soon as possible

FLY THE AIRPLANE

BLEED TEMP

FLY THE AIRPLANE

Should automatic cut off occur or not:
If possible ..... REDUCED POWER
"HOT AIR FLOW" distributor ..... turn to the right
"A/C" switch ..... "PILOT"
"TEMP" selector ..... Mini
"BLEED" switch ..... "OFF"
"BLEED" switch ..... "AUTO"
If BLEED TEMP and BLEED OFF warnings till ON:
- Refer to "BLEED OFF"

If BLEED TEMP ON (No BLEED OFF):
- Shorten the flight

BLEED OFF

USE OXYGEN MASK
Check "BLEED" switch position and ..... CORRECT
If possible, reduce power

FLY THE AIRPLANE

"BLEED" switch ..... "OFF"
"BLEED" switch ..... "AUTO"
If in flight:
- If warning BLEED OFF still displayed
- If necessary ..... EMERGENCY DESCENT
- Continue flight

If on the ground:
- "BLEED" switch ..... "OFF"
- Taxi back to the apron
- Normal engine shut-down

CABIN ALTITUDE AND USE OXYGEN MASK

Pressurization indicator ..... CHECK
If cabin altitude > 10000 ft:
OXYGEN ..... USE OXYGEN MASK

FLY THE AIRPLANE

"BLEED" switch ..... CHECK "AUTO"
"DUMP" switch ..... CHECK UNDER GUARD
"EMERGENCY RAM AIR" control knob ..... CHECK PUSHED
If necessary ..... EMERGENCY DESCENT

CABIN ALTITUDE AND USE OXYGEN MASK AND EDM

Pressurization indicator ..... CHECK
If cabin altitude > 10000 ft:
OXYGEN ..... USE OXYGEN MASK

FLY THE AIRPLANE

"BLEED" switch ..... CHECK "AUTO"
"DUMP" switch ..... CHECK UNDER GUARD
"EMERGENCY RAM AIR" control knob ..... CHECK PUSHED
If necessary ..... EMERGENCY DESCENT

CABIN DIFF PRESS

Pressurization indicator ..... CHECK
If Δ 6.4$\pm$ 0.2 PSI:
- "BLEED" switch ..... "OFF"
- OXYGEN ..... USE, if necessary

FLY THE AIRPLANE

If necessary (no oxygen available) ..... EMERGENCY DESCENT

CABIN NOT DEPRESSURIZED AFTER LANDING

"DUMP" switch ..... ACTUATED
"BLEED" switch ..... "OFF"
"EMERGENCY RAM AIR" control knob ..... PULLED if necessary
Wait for complete cabin depressurization before opening the door

VACUUM LOW

MONITOR

If necessary, fly to an altitude ⩽ 10000 ft and return to VMC conditions as soon as possible.

FLY THE AIRPLANE

"BLEED" switch ..... "OFF"

LEADING EDGES DEICING FAILURE

LEAVE icing conditions as soon as possible

"AIRFRAME DE ICE" switch ..... "OFF"

PROP DEICE FAIL

REDUCE power

FLY THE AIRPLANE

ACTUATE throttle ..... to vary RPM within operating range

LEAVE icing conditions ..... as soon as possible

INERT SEP FAIL

LEAVE icing conditions ..... as soon as possible

FLY THE AIRPLANE

WINDSHIELD DEICING FAILURE

"WINDSHIELD" switch ..... "OFF" / "ON" when necessary

In case of total failure:

"TEMP" selector ..... Max warm

"HOT AIR FLOW" distributor ..... turn to the left

Before landing wait for a sufficient visibility

WINDSHIELD MISTING OR INTERNAL ICING

"TEMP" selector ..... Set to 12 o'clock position

"HOT AIR FLOW" distributor ..... turn to the left

"WINDSHIELD" switch ..... "ON"

If not successful, to gain sufficient visibility:

"HOT AIR FLOW" distributor ..... fully turn to the left

Manually clean a sufficient visibility area.

If necessary, clean L.H. side window and conduct a sideslip approach (rudder pedals to the right) in order to get sufficient landing visual references.

For landing with flaps "LDG", maintain ..... IAS ⩾ 95 KIAS

PITOT NO HT L-R

PITOT NO HT L

Avoid icing conditions

FLY THE AIRPLANE

If it is not possible:

Perform moderate descent or climb attitudes, V_{MO} overshoot and stall warning systems are always operating

PITOT NO HT R

V_{MO} overshoot warning may be altered by icing conditions

FLY THE AIRPLANE

Monitor maximum airspeed ..... ⩽ 266 KIAS

STALL NO HEAT

MONITOR and MAINTAIN minimum airspeed according to airplane configuration and icing conditions

FLY THE AIRPLANE

RUNAWAY OF TRIM

FLY THE AIRPLANE

"AP / TRIM DISC" push-button ..... PUSHED AND HELD

"AP / TRIMS" switch ..... RELEASED

Pitch trim may be used manually Reduce airspeed if necessary to reduce control forces If pitch trim runaway "AP / TRIMS" switch "AP OFF"

If rudder or aileron trim runaway

PULL circuit breaker ..... corresponding to the defective trim tab

"AP / TRIMS" switch ..... "ON"

CRACK IN COCKPIT WINDOW OR WINDOW PANEL

FLY THE AIRPLANE

DESCEND SLOWLY

Reduce cabin ΔP ..... by setting Landing Field Elevation to 10000 ft

EMERGENCY EXIT USE

Check that the anti-theft safety pin has been removed

Lift up the opening handle

Pull emergency exit assembly toward oneself to release it from its recess

Put the emergency exit door inside fuselage or throw it away from the fuselage through the opening

EVACUATE airplane

EMERGENCY BEACON (ELT) USE

On COM VHF 121.5 MHZ or on a known air traffic control frequency, transmit the "MAY DAY" signal if possible

After landing:

"ELT" remote control switch .. "ON" (maintain it "ON" until aid arrives)

INADVERTENT SPINS

"AP / TRIMS DISC" push-button .. PRESS and HOLD until recovery

Control wheel ..... NEUTRAL : PITCH ROLL

Rudder ..... FULLY OPPOSED TO THE SPIN

Throttle ..... FLIGHT IDLE

Flaps ..... "UP"

When rotation is stopped

Level the winds and ease out of the dive

FLY THE AIRPLANE

AP OFF, STALL WARNING

Fly the airplane, wings level and nose down until stall warning stops

Power as required

Return to the desired flight path

USP ACTIVE

Do not disconnect AP

Increase power up to 50 % minimum

Manage the flight

AIRSPEED INDICATING SYSTEM FAILURE

"PITOT L HTR" switch ..... CHECK "ON"

"PITOT R & STALL HTR" switch ..... CHECK "ON"

If symptoms persist:

"ALTERNATE STATIC" selector ..... PULL THOROUGHLY

IGNITION

CHECK ..... "IGNITION" switch position

If weather permits ..... correct by switching to "AUTO"

FLY THE AIRPLANE

AUTOPILOT OR ELECTRIC PITCH TRIM MALFUNCTION

"AP / TRIM DISC" push-button ..... PRESSED and HELD

"AP / TRIMS" switch ..... OFF

"AP / TRIM DISC" push-button ..... RELEASED

If necessary, control wheel ..... RETRIM

MFD FAILURE

PFD1 display back-up button ..... Pressed

MFD circuit breaker ..... Checked IN