

EMERGENCY OF THE DAY

TUESDAY 1
(ODD WEEK)

CN-295

AUTO FEATHER FAILURE

1. Autofeather / APR - OFF 2
Be ready in case of an Engine Failure. (END)

IF AN ENGINE FAILS:

2. FFL (affected engine) - DIRECTLY TO OFF 2*
3. PL (operative engine) - ADVANCE > MAX AUTO 1
4. Apply "ENGINE SHUTDOWN"

EEC FAILURE

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| 1. Corresponding PL | - FI | 1 |
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CAUTION

Do not try reset EEC if the PL is not in FI position.

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| 2. Corresponding EEC | - RESET | 2 |
| A. <u>If the "1,2 EEC" caution does not come on again :</u> | | |
| 3. Keep flying in normal operation. (END) | | |
| B. <u>If the "1,2 EEC" caution comes on again:</u> | | |
| 3. PRS Selector | - TOGA | 2 |
| 4. Corresponding EEC | - DISCONNECT | 2 |

CAUTION

The EEC disconnection means both autoignition and APR have been lost. The RBS function can be degraded.

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| 5. Corresponding PL | - A.R. | 1 |
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CAUTION

Reserve power on the affected engine will be degraded (asymmetric reverse power).

NOTE

If affected engine parameters cannot be maintained within the operational limits, apply “ENGINE SHUTDOWN”.

NOTE

Once landed, if propeller brake is required, do not exceed the NH limits on graph on the page LD-10 for propeller brake operation with the EEC disconnected.

DUAL DC GENERATORS FAILURE

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|---|--------------------------------|---|
| 1. BAT BUS TIE Selector | - OFF | 2 |
| 2. Generators | - RESET/ ON (MAX 2x) | 2 |
| A. <u>IF NO GENERATOR IS RECOVERED:</u> | | |
| 3. TRU Selector | - 1 (If M1 not in line, try 2) | 2 |
| 4. BAT BUS TIE Selector | - ON | 2 |
| 5. Hydraulic Pumps | - MAN/ AR | 2 |

When necessary, use only Hydraulic Pump corresponding to operative TRU (1 or 2)

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| 6. GEN Switch (1 and 2) | - OFF | 2 |
| 7. Land at the nearest suitable airport. Reduce Electrical Loads below 300 A. | | |

B. IF ONLY ONE GENERATOR IS RECOVERED:

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| 3. Unrecovered Generator | - OFF | 2 |
| 4. BAT BUS TIE Selector | - AUTO | 2 |
| 5. Hydraulic Pumps | - MAN/ AR | 2 |

When necessary, use only Hydraulic Pump corresponding to operative Generator (1 or 2)

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| 6. Reduce Electrical Loads below 400 A. | |
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C. IF BOTH GENERATORS ARE RECOVERED:

3. BAT BUS TIE SELECTOR - AUTO

GEN HOT

- | | | | |
|-----------------------------------|---|---------------|---|
| 1. Affected Generator | - | OFF | 2 |
| 2. Bat Bus Tie Magnetic Indicator | - | CHECK IN LINE | 2 |

If the BAT BUS TIE magnetic indicator is not in line, set the selector to ON. If still not in line, set the BAT BUS TIE selector to OFF and press the GEN BUS TIE pushbutton.

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| 3. Hydraulic Pumps | - | MAN / A.R. | 2 |
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When necessary, connect only the hydraulic pump corresponding to the operative generator (1 or 2).

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| 4. Reduce electrical loads below 400 A. Refer to “LIST OF ELECTRICAL LOADS” in “DUAL DC GENERATORS FAILURE”. | |
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If the “GEN HOT” warning goes of (after a few minutes):

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| 5. Affected Generator (once only) | - | RESET / ON | 2 |
| 6. Disconnected Electrical Loads | - | AUTO | 2 |

NOTE

If the GEN HOT warning comes on again, apply the procedure again only up to step 4.