EMERGENCY OF THE DAY

WEDNESDAY 1

(ODD WEEK)

CN-295

ELECTRICAL SMOKE OR FIRE IN FLIGHT

1.	Mask and Goggles ON/ ADJUSTED/ 100%/Emergency			ALL
2.	Mask Pushbutton	-	Press IN	ALL
3.	Crew Status	-	Report	ALL
4.	Recirculation Fans	-	OFF	2
5.	Automatic Pilot (if engaged)	-	DISENGAGE	1
6.	BAT BUS TIE Selector	-	OFF	2
7.	BAT and GEN Switches	-	OFF	2

A. *IF THE FIRE OR SMOKE SIGNS GO OUT:*

8. Leave the battery and generator off for the rest of flight.

B. *IF THE SMOKE OR FIRE SIGNS PERSIST:*

8.	BAT and GEN switches disconnected	-	ON	2
9.	BAT and GEN switches (opposite side)	-	OFF	2

10. Land at nearest suitable airport.
11. Apply “SMOKE OR FIRE IN THE COCKPIT OR CARGO CABIN”.
12. If necessary, apply “SMOKE EVACUATION”.

EMERGENCY OF THE DAY

WEDNESDAY 1

(ODD WEEK)

CN-295

AC GEN

1. Propeller (affected side) - CHECK UNFEATHERED 2
2. ENG AIR INLET and PROPELLER pushbutton (affected side) - RESET 2

A. *If "AC GEN" do not comes on again:*

3. Continue flight in normal operation. (END)

B. *If "AC GEN" and associated "P/D-ICE" annunciator comes on again:*

3. Apply "PROPELLER DE-ICE".

NOTE

If the other AC Generator also fails and cannot be recovered, the Distribution Valves heaters of the Wing and Tail De-Icing system will be lost as well as the Proppeler De-Icing system. Leave the icing zone as soon as possible.

EMERGENCY OF THE DAY

WEDNESDAY 2

(EVEN WEEK)

CN-295

BATTERY HOT/ WARM

A. "BAT HOT" WARNING ON:

1. Affected Battery (above 65°C) - OFF 2

B. IF ONLY "BAT WARM" WARNING IS ON:

1. Monitor the Battery rate of recharge 2

B.1. If the battery recharging is normal:

Monitoring the batteries rate of recharge (each 2 minutes at least) and temperature.

B.2. If the battery rate of recharging is abnormal:

2. Affected Battery - OFF 2
3. Let the affected battery cool down for 5 minutes after the WARM light has gone off.
4. Affected Battery - ON 2

NOTE

If the WARM light comes on again, disconnect the affected battery for the rest of flight.

EMERGENCY OF THE DAY

WEDNESDAY 2

(EVEN WEEK)

CN-295

DC GEN & BUS UNTIE

1. Affected Generator - RESET/ON (MAX 2x) 2

A. *If the "GEN" magnetic indicator goes on to in-line position and the annunciator goes off:*

(END)

B. *If the "GEN" magnetic indicator goes to in-line position and the "BUS UNTIE" annunciator persists:*

2. Apply "BUS UNTIE". (END)

C. *If the "GEN" magnetic indicator remains at crossline position and both annunciator persists:*

2. Affected Generator - OFF 2

C.1. *If the BAT BUS TIE Magnetic Indicator is at in-line position:*

3. Corresponding bus RESET button - PUSH 2

C.1.1. *If the BAT-GEN Magentic Indicator goes to in-line position:*

4. Proceed to step 7 section C.2.2.

C.1.2. *If the BAT-GEN Magnetic Indicator remains at crossline position:*

The corresponding generator bus and its associated equipment have been lost:

- <u>If GEN bus 1 has been lost :</u> Engine Air Inlet De-Icing, Fuel indication, Windshield Wiper, propeller deicing, AOA heater and Pack have been lost on the left side. Front Anti-Skid, ramp operation, weather radar and Wing and Tail De-Icing AUTO Mode have also been lost.
- <u>If GEN bus 2 has been lost:</u> Engine Air Inlet De-Icing, Fuel Indication, Windshield Wiper, Propeller deicing, AOA heater, aux pitot and pack have been lost on the right side. Rear Anti-Skid, Hydraulic Pump No. 3 and both wing tail De-Ice MAN Mode have also been lost.

4. Proceed to step 7 of section C.2.2.

C.2. *<u>If the BAT BUS TIE Magnetic Indicator is at crossline position :</u>*

3. BAT BUS TIE Selector - ON 2

C.2.1. *<u>If the BAT BUS TIE Magnetic Indicator goes to in-line position:</u>*

4. Proceed to section C.1.2.

C.2.2. *<u>If the BAT BUS TIE Magnetic Indicator goes to in-line position:</u>*

NOTE

The related BAT BUS has been lost. After finishing this procedure, proceed to step 5 of section B.2. in “BUS UNTIE”.

4. BAT BUS TIE Selector	-	OFF	2
5. GEN BUS TIE Pushbutton	-	PRESS	2
6. Hydraulic Pumps	-	MAN/A.R	2

When necessary, connect only the hydraulic pump corresponding to the operative generator (1 or 2).

7. Reduce electrical loads below 400A. Refer to “LIST OF ELECTRICAL LOADS” in “DUAL DC GENERATOR FAILURE”.