T-6B Emergency Procedures: Warnings, Cautions, and Notes

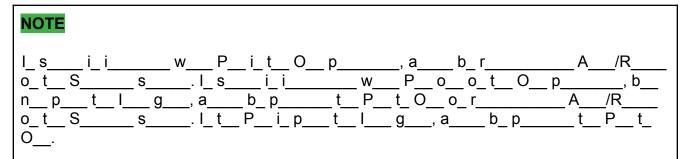
How to use:

"Read the text a few times. Then, use the lined text and make an attempt—use the text underneath to assist if you draw a blank. Get to the point where you're not referring to the complete text at all. When you have a good flow going with the lined text, give it a shot from memory, referring to the lined text when needed. You'll get it memorized in no time."

ABORT START PROCEDURE 2 Notes

NOTE				
N a_ r t_ m	td	_ a d	o_ a o	.
Note and report to mainter	nance the degree	and duration	of any overtemperature.	

* 1. PCL - OFF; or STARTER switch - AUTO/RESET



If start is initiated with PCL in the OFF position, abort by reselecting AUTO/RESET on the STARTER switch. If start is initiated with PCL out of the OFF position, but not past the IDLE gate, abort by placing the PCL to OFF or reselecting AUTO/RESET on the STARTER switch. If the PCL is past the IDLE gate, abort by placing the PCL to OFF.

EMERGENCY ENGINE SHUTDOWN ON THE GROUND

- * 1. PCL OFF
- * 2. FIREWALL SHUTOFF HANDLE PULL
- * 3. Emergency ground egress As required

EMERGENCY GROUND EGRESS 5 Warnings 2 Notes

NOTE									
l_ a s_ c	f_	_ r /_ e	i	g	e	, t e	S_	h	_ t
In a si 0/0 eje		equiring i	mmediate	ground eg	ress, the	e ejection s	system ha	s the cap	ability for
* 1. IS	S mode s	selector	- SOLO						
WARN	NING								
F i	t_ e	et_	_tlm o_oc	ns o_bs_	i_ 	s t_ S	_ m r_	i_ t_	_
	e to ensu on of one		ne ISS mod seats.	e selector	is set to	o SOLO ma	ay result iı	n the inac	dvertent
* 2. Sea	at safety	pin - Ins	stall (BOTI	- 1)					
WARN	NING								
F e s	t_ i m r i	b · i_ o	e _ i _ dv	_ s s a v p	p	(i_ o o_ e _ e_) b s g_	g_ a e_	
						cupied) befo			

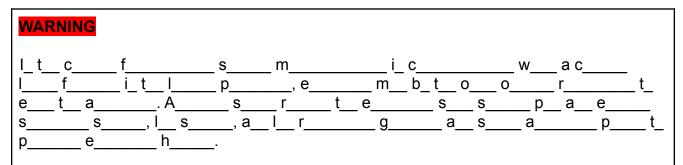
in inadvertent activation of ejection sequence and subsequent injury or death when

performing emergency ground egress.

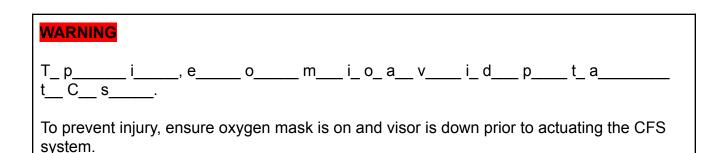
- * 3. PARKING BRAKE As required
- * 4. Canopy Open

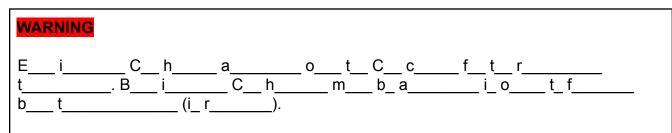
IF CANOPY CANNOT BE OPENED OR SITUATION REQUIRES RIGHT SIDE EGRESS:

- * 5. CFS handle safety pin Remove (BOTH)
- * 6. CFS handle Rotate 90° counterclockwise and pull (BOTH)



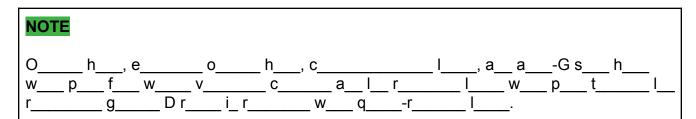
If the canopy fracturing system malfunctions in conjunction with a canopy latch failure in the locked position, ejection may be the only option remaining to exit the aircraft. Aircrew shall remove the ejection seat safety pin and ensure shoulder straps, lap straps, and leg restraint garters are still attached prior to pulling ejection handle.





Each internal CFS handle activates only the CFS charge for the respective transparency. Both internal CFS handles must be activated in order to fracture both transparencies (if required).

* 7. Upper fittings, lower fittings, and leg restraint garters - Release (BOTH)



Oxygen hose, emergency oxygen hose, communication leads, and anti-G suit hose will pull free while vacating cockpit and leg restraint lines will pull through leg restraint garter D rings if released with quick-release lever.

- * 8. BAT, GEN, and AUX BAT switches OFF
- * 9. Evacuate aircraft

ABORT (Takeoff) 1 Warning

- * 1. PCL IDLE
- * 2. BRAKES AS REQUIRED

WAR	NING											
A	_ a s	_ w	r_	m	e_ i ac	b		_ a i	_ o	h	_ b	a
s s	,	d_ n t t	_ c	_io_p D_ n s_		b	_ a 	u	b	'''	''	_

After a stop which required maximum effort braking and if overheated brakes are suspected, do not taxi into or park in a congested area until brakes have had sufficient time to cool. Do not set parking brake.

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF (SUFFICIENT RUNWAY REMAINING STRAIGHT AHEAD) 2 Warnings 2 Notes

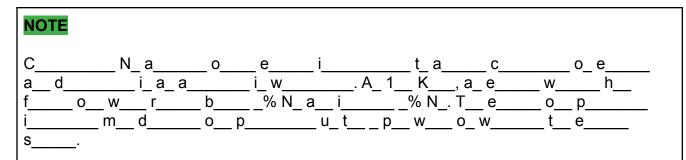
WARNING
l_irrt_lsa, ci e
If insufficient runway remains to land straight ahead, consider immediate ejection.
WARNING
D_ n s a c w t o_ l g w e s
Do not sacrifice aircraft control while troubleshooting or lowering gear with emergency system.
* 1. AIRSPEED - 110 KNOTS (MINIMUM)
* 2. PCL - AS REQUIRED
2. I OL - AO NEGOINED
NOTE
NOTE
T
Tpsslt_ut_ido_t_ny_f po_sOt_rt_sr
p o_ s o_ t_ i t s i
The pilot should select IDLE to use the increased drag of the not yet feethered propeller or
The pilot should select IDLE to use the increased drag of the not yet feathered propeller or select OFF to reduce the sink rate.
Select OFF to reduce the Sink rate.
* 3. EMER LDG GR HANDLE - PULL (AS REQUIRED)
NOTE
Wa l o_ h p, l g a_ f c b_ l b_ n m
With a loss of hydraulic pressure, landing gear and flaps cannot be lowered by normal means.

* 4. Flaps - As required

ENGINE FAILURE DURING FLIGHT 3 Warnings 3 Notes

NOTE
PwnfutPi_fi_O
Propeller will not feather unless the PCL is fully in OFF.
* 1. ZOOM/GLIDE - 125 KNOTS (MINIMUM) * 2. PCL – OFF * 3. INTERCEPT ELP
WARNING
I_asIsi_a, tit_i nspo_t_EAdcri_i gdt_raIs
If a suitable landing surface is available, turn immediately to intercept the nearest suitable point on the ELP. Any delay could result in insufficient gliding distance to reach a landing surface.
WARNING
D_ n d t_ e b 2 f A
Do not delay decision to eject below <mark>2000 feet AGL</mark> .
* 4. Airstart - Attempt if warranted
WARNING
Api_n_rb2fA, a_pa sb_t_eo_srta
Airstart procedure is not recommended below 2000 feet AGL, as primary attention should

be to eject or safely recover the aircraft.



Crosscheck N1 against other engine indications to assess condition of engine and determine if an airstart is warranted. At 125 KIAS, an engine which has flamed out will rotate below 8% N1 and indicate 0% N1. The engine oil pressure indicator may display oil pressures up to 4 psi with or without the engine seized.

IF CONDITIONS DO NOT WARRANT AN AIRSTART:

- * 5. FIREWALL SHUTOFF handle Pull
- * 6. Execute Forced Landing or Eject

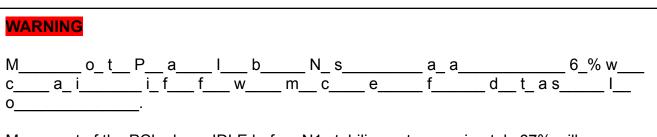
IMMEDIATE AIRSTART (PMU NORM) 4 Warnings 3 Cautions

WARNING
Aao
Airstart attempts outside of the airstart envelope may be unsuccessful or result in engine overtemperature. Consideration should be given to ensure airstarts are attempted within the airstart envelope (125-200 KIAS for sea level to 15,000 feet, or 135-200 KIAS for 15,001 to 20,000 feet).
* 1. PCL – OFF
WARNING
D_ n d e w a a l a_ l a i_ b 2 f A
Do not delay ejection while attempting airstart at low altitude if below 2000 feet AGL.
WARNING
P_ m b_ i_ O_ t_ f t_ p, a_ e p s, i, b p, a_ P o d a
PCL must be in OFF to feather the propeller, and ensure proper starter, ignition, boost pump, and PMU operation during airstart.
CAUTION
EP_i_i_O; o, fmb_pids
Ensure PCL is in OFF; otherwise, fuel may be prematurely introduced during start.

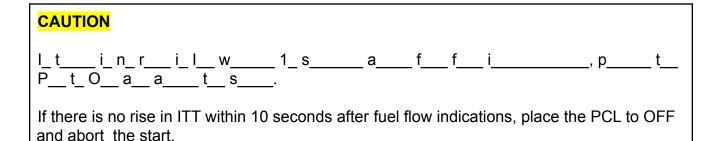
*2. STARTER SWITCH - AUTO/RESET

CAUTION		
I_ N_ d n_ r w s, d p t_ I_ A I_ U d t_ s	_ t a a a m f	
If N1 does not rise within 5 seconds, discontinue the ai AIRSTART IS UNSUCCESSFUL due to suspected med	· · · · · · · · · · · · · · · · · · ·	

* 3. PCL - IDLE, ABOVE 13% N1



Movement of the PCL above IDLE before N1 stabilizes at approximately 67% will cause an increase in fuel flow which may cause engine failure due to a severe ITT overtemperature.



* 4. Engine instruments - Monitor ITT, N1, and oil pressure

IF AIRSTART IS UNSUCCESSFUL:

- * 5. PCL OFF
- * 6. FIREWALL SHUTOFF handle Pull
- * 7. Execute Forced Landing or Eject

IF AIRSTART IS SUCCESSFUL:

- * 8. PCL As required after N1 reaches IDLE RPM (approximately 67% N1)
- * 9. PEL Execute

UNCOMMANDED POWER CHANGES/LOSS OF POWER/UNCOMMANDED PROPELLER FEATHER

2 Warning 3 Cautions 7 Notes

* 1. PCL - MID RANGE

≥820 °C.

NOTE
M_ ri_a pP_ at_ at_mp bIa_ M
Mid range is a physical PCL angle that approximates the midway position between IDLE and MAX.
NOTE
A P p a I w p t b c f t e t r
A PCL position above IDLE will provide the best chance for the engine to recover.
NOTE
A m r P_ p w_ m t_ p o_ e o a/o_ o w_ t_ P_ i_ t O
A mid-range PCL position will minimize the potential of engine overtorque and/or overtemperature when the PMU is turned OFF.
* 2. PMU SWITCH – OFF
CAUTION
Ti_apf_l_lt_b_ei_t_P_si_tO wl≥8°C.
There is a potential for ITT limits to be exceeded if the PMU switch is turned OFF with ITT

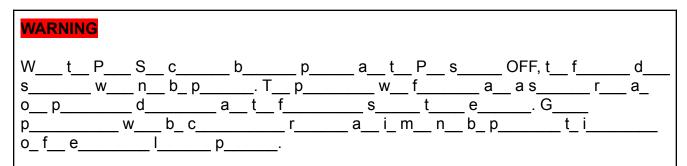
CAUTION
Giwn_b_adlra_tPf_ ildd_t_hlN_(a%).
Ground idle will not be available during landing rollout and taxi. Plan for increased landing distances due to higher IDLE N1 (approximately 67%).
* 3. PROP SYS CIRCUIT BREAKER (left front console) - PULL, IF NP STABLE BELOW 40%
NOTE
W c a a t, R c b_ c s i_ b % a n_ u c f a 3-s p
With constant airspeed and torque, RPM can be considered stable if below 40% and no upward change for a 3-second period.
NOTE
I_ N_ i i_ d r X's, s t P t_ N a b O w r t P a s r t N_ i
If NP indicator is displaying red X's, switching the PMU to NORM and back OFF will reset the PMU and should restore the NP indication.
NOTE
Psc_o_o_fw12_s
Propeller should come out of feather within 15-20 seconds.

* 4. PCL - As required

WARNING
I_ro_d(io_t_V_w_s
If rate of descent (indicated on the VSI while stabilized at 125 KIAS with gear, flaps, and speed brake retracted and 4-6% torque) is greater than 1500 ft/min, increase torque as necessary (up to 131%) to achieve approximately 1350-1500 ft/min rate of descent. If engine power is insufficient to produce a rate of descent less than 1500 ft/min, set PCL to OFF.
NOTE
TpscmtPtt_fro_mt_ dpa
The pilot should consider moving the PCL through the full range of motion to determine power available.
IF POWER IS SUFFICIENT FOR CONTINUED FLIGHT: * 5. PEL – Execute
IF POWER IS INSUFFICIENT TO COMPLETE PEL:
CAUTION
Csb_gt_lt_eowP_a_ mr

Consideration should be given to leaving the engine operating with PCL at mid range.

* 6. PROP SYS circuit breaker - Reset, as required



With the PROP SYS circuit breaker pulled and the PMU switch OFF, the feather dump solenoid will not be powered. The propeller will feather at a slower rate as oil pressure decreases and the feathering spring takes effect. Glide performance will be considerably reduced and it may not be possible to intercept or fly the emergency landing pattern.

- * 7. PCL OFF
- * 8. FIREWALL SHUTOFF handle Pull
- * 9. Execute Forced Landing or Eject

COMPRESSOR STALL 1 Warning 1 Note

* 1. PCL - Slowly retard below stall threshold	rstall thresho	below stall	/ retard	Slowly	PCL	۱1 '	*
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* 2. DEFOG switch - ON

NOTE								
St_Dst_O_a	s	h	_ b	_a i	_a			
wabpo_te	c							
Setting the DEFOG switch to ON automatically selects high bleed air inflow and will alleviate back pressure on the engine compressor.								

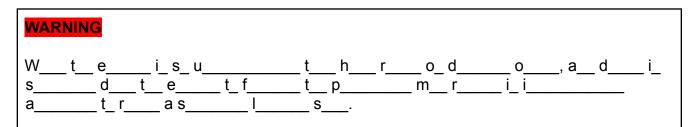
* 3. PCL - Slowly advance (as required)

IF POWER IS SUFFICIENT FOR CONTINUED FLIGHT:

* 4. PEL - Execute

IF POWER IS INSUFFICIENT TO COMPLETE PEL:

* 5. PCL - OFF



When the engine is so underpowered that high rates of descent occur, any delay in shutting down the engine to feather the propeller may result in insufficient altitude to reach a suitable landing site.

- * 6. FIREWALL SHUTOFF handle Pull
- * 7. Execute Forced Landing or Eject

INADVERTENT DEPARTURE FROM CONTROLLED FLIGHT 2 Warnings 1 Caution 1 Note

* 1. PCL – IDLE

* 2. CONTROLS – NEUTRAL
WARNING
I
Improperly positioning the control stick/elevator aft of the neutral position may significantly delay or prevent the aircraft from recovering from an OCF/spin which could result in loss of aircraft and/or crew.
NOTE
Co_cpo_aacpc_ aa_m_a_sd_r
Cycling of control positions or applying antispin controls prematurely can aggravate aircraft motion and significantly delay recovery.
* 3. ALTITUDE – CHECK
WARNING
R m a f e i f A
Recommended minimum altitude for ejection is 6000 feet AGL.

* 4. Recover from unusual attitude

Power-on and inverted departures or spins will result in high loads on the engine and torque shaft. If an inverted or power-on departure is encountered, land as soon as conditions permit. The pilot should suspect possible engine damage and may experience unusual engine operation accompanied by low oil pressure or CHIP detector warning. In all cases of inverted or power-on departures, the engine shall be inspected by qualified maintenance personnel after flight.

FIRE IN FLIGHT 4 Warnings

WARNING		
lo_tfwl fii_c v; us; hl_; a t, o_hp	_ a _ o_ a_ e ı f	_ b_ o_ o_ m o_ t _ f : s ; f ; e _ o_ p, o

Illumination of the fire warning light accompanied by one or more of the following indications is confirmation of an engine fire: smoke; flames; engine vibration; unusual sounds; high ITT; and fluctuating oil pressure, oil temperature, or hydraulic pressure.

IF FIRE IS CONFIRMED:

- * 1. PCL OFF
- * 2. FIREWALL SHUTOFF HANDLE PULL

IF FIRE IS EXTINGUISHED:

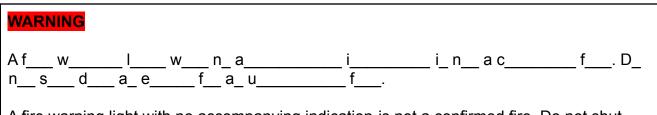
* 3. Forced Landing - Execute

IF FIRE DOES NOT EXTINGUISH OR FORCED LANDING IS IMPRACTICAL:

* 4. Eject (BOTH)

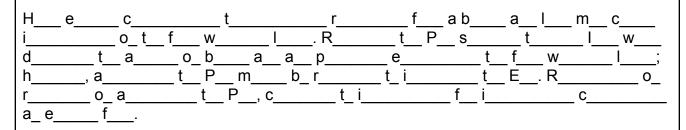
IF FIRE IS NOT CONFIRMED:

* 5. PEL - Execute



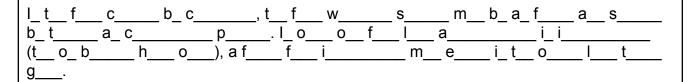
A fire warning light with no accompanying indication is not a confirmed fire. Do not shut down an engine for an unconfirmed fire.

WARNING



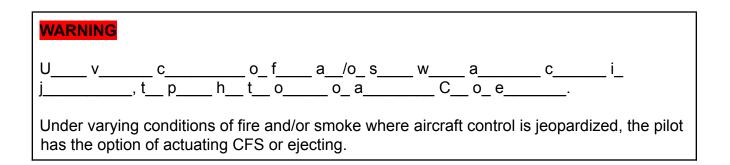
High engine compartment temperatures resulting from a bleed air leak may cause illumination of the fire warning light. Reducing the PCL setting towards IDLE will decrease the amount of bleed air and possibly extinguish the fire warning light; however, advancing the PCL might be required to intercept the ELP. Regardless of reducing or advancing the PCL, continue to investigate for indications confirming an engine fire.

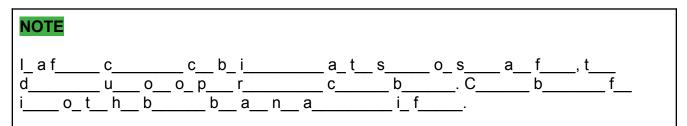
WARNING



If the fire cannot be confirmed, the fire warning system may be at fault and should be tested as conditions permit. If only one fire loop annunciator is illuminated (top or bottom half only), a false fire indication may exist if the other loop tests good.

SMOKE AND FUME ELIMINATION/ELECTRICAL FIRE 1 Warning 1 Note





If a faulty component can be identified as the source of smoke and fumes, turn defective unit off or pull respective circuit breaker. Circuit breakers for items on the hot battery bus are not accessible in flight.

- * 1. OBOGS CHECK (BOTH)
 - a. OBOGS supply lever ON
 - b. OBOGS concentration lever MAX
 - c. OBOGS pressure lever EMERGENCY

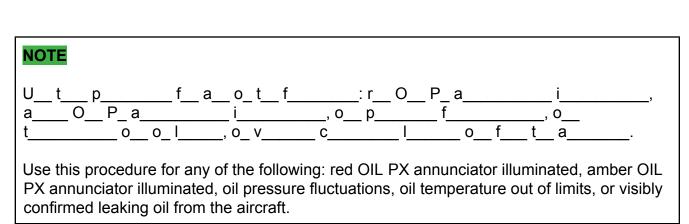
CHIP DETECTOR WARNING 1 Caution

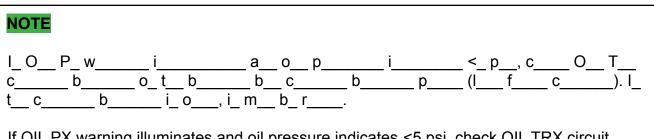
* 1. PCL - Minimum necessary to intercept ELP; avoid unnecessary PCL movements

CAUTION			
Hpsm_a	t e	c	
Higher power settings may aggravate the	existing cond	dition.	

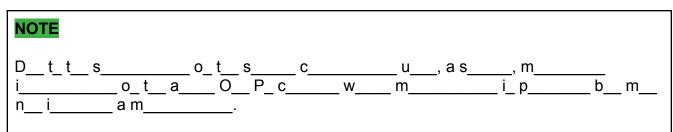
* 2. PEL – Execute

OIL SYSTEM MALFUNCTION OR LOW OIL PRESSURE 1 Caution 4 Notes

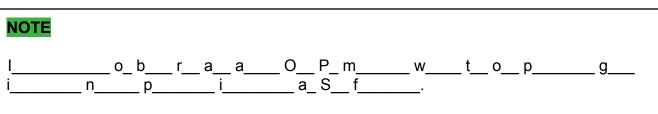




If OIL PX warning illuminates and oil pressure indicates <5 psi, check OIL TRX circuit breaker on the battery bus circuit breaker panel (left front console). If the circuit breaker is open, it may be reset.



Due to the sensitivity of the signal conditioning unit, a single, momentary illumination of the amber OIL PX caution while maneuvering is possible but may not indicate a malfunction.



Illumination of both red and amber OIL PX message while the oil pressure gage indicates normal pressure indicates an SCU failure.

IF ONLY AMBER OIL PX CAUTION ILLUMINATES:

- * 1. Terminate maneuver.
- * 2. Check oil pressure; if oil pressure is normal, continue operations

IF RED OIL PX WARNING ILLUMINATES AND/OR AMBER OIL PX CAUTION REMAINS ILLUMINATED FOR 5 SECONDS, OIL PRESSURE FLUCTUATIONS, OR OIL TEMPERATURE OUT OF LIMITS:

* 3. PCL - Minimum necessary to intercept ELP; avoid unnecessary PCL movements

CAUTI	ON								
н	_ p	_ s	m	_a	t	_ e	c		
Higher	power	settings r	may ag	gravate	the exis	sting	condition.		

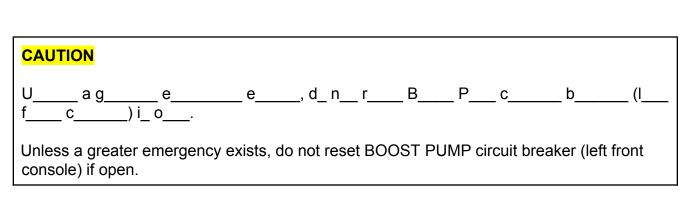
* 4. PEL - Execute

LOW FUEL PRESSURE 1 Caution 1 Note

* 1. PEL - Execute

NOTE	
I_t_FP_wri pi_sfEo fi_lth If the FUEL PX warning remains illuminated, suction feeding. Engine operation with high p hours.	

* 2. BOOST PUMP switch - ON



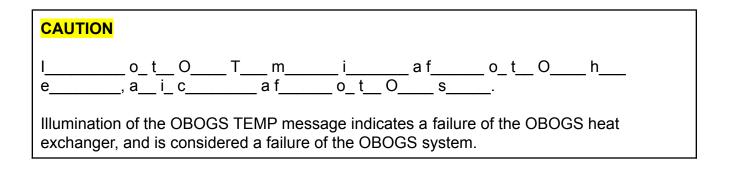
HIGH FUEL FLOW 1 Warning

IF FUEL FLOW IS 800 PPH OR GREATER:

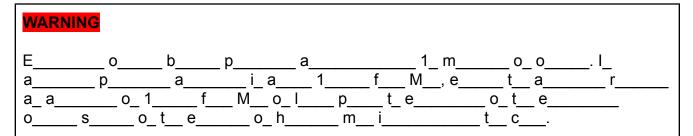
* 1. PEL – Execute

WARNING
Hpsab_hl_m_at_e cH, i_l_i_wlrp_c_ri_e f
Higher power settings accompanied by high ITT may aggravate the existing condition. However, if ITT is within limits reducing power could result in engine flameout.

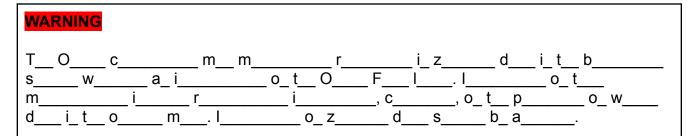
OBOGS FAILURE/OVERTEMP/PHYSIOLOGICAL SYMPTOMS 2 Warnings 2 Cautions 5 Notes



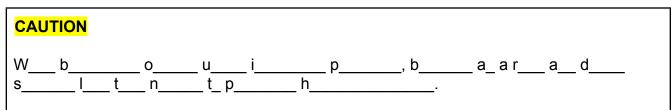
* 1. GREEN RING - PULL (AS REQUIRED) (BOTH)



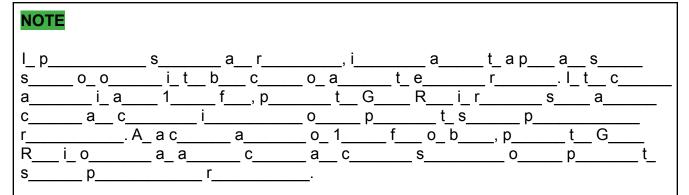
Emergency oxygen bottle provides approximately 10 minutes of oxygen. If aircraft pressure altitude is above 10,000 feet MSL, ensure the aircraft reaches an altitude of 10,000 feet MSL or lower prior to exhaustion of the emergency oxygen supply or the effects of hypoxia may incapacitate the crew.



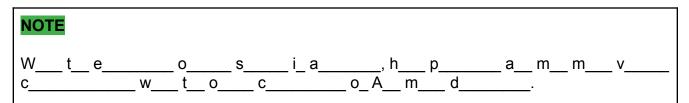
The OBOGS concentrator may malfunction resulting in zeolite dust in the breathing system without an illumination of the OBOGS FAIL light. Indications of this malfunction include respiratory irritation, coughing, or the presence of white dust in the oxygen mask. Inhalation of zeolite dust should be avoided.



When breathing oxygen under increased pressure, breathe at a rate and depth slightly less than normal to preclude hyperventilation.

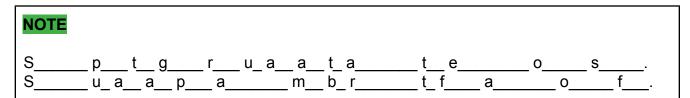


If physiological symptoms are recognized, immediate access to a pure and secure source of oxygen is the best course of action to expedite recovery. If the cockpit altitude is above 10,000 feet, pulling the GREEN RING is required since ambient cockpit air contains insufficient oxygen pressure to support physiological requirements. At a cockpit altitude of 10,000 feet or below, pulling the GREEN RING is optional as ambient cockpit air contains sufficient oxygen pressure to support physiological requirements.

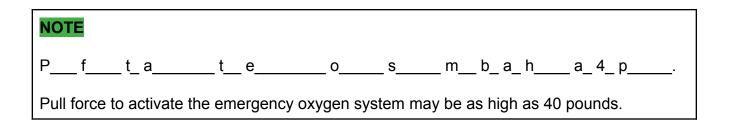


When the emergency oxygen system is actuated, high pressure air may make verbal communication with the other crewmember or ATC more difficult.

Once activated, ejection seat emergency oxygen cannot be shut off and will provide oxygen flow until the cylinder is depleted (10 minutes). Since the emergency oxygen system is not regulated, it is normal for pressure to gradually decrease to the point it feels like the oxygen is depleted before reaching 10 minutes of use, however oxygen is still being supplied.



Sharply pull the green ring up and aft to activate the emergency oxygen system. Several up and aft pull attempts may be required to fully activate oxygen flow.

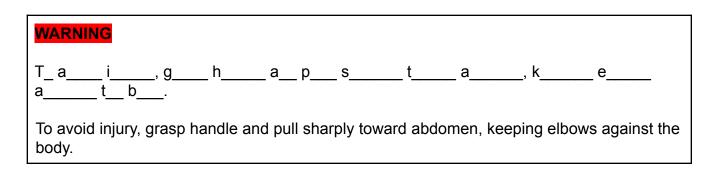


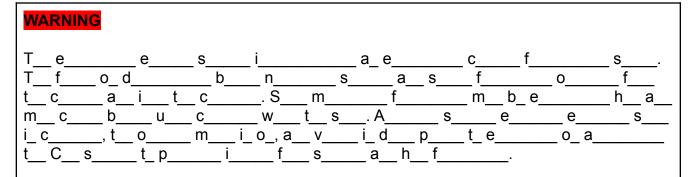
- * 2. DESCENT BELOW 10,000 FEET MSL INITIATE
- * 3. OBOGS SUPPLY LEVER OFF (BOTH)

EJECT 3 Warnings 1 Note

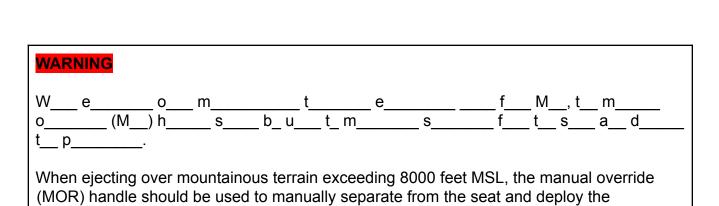
* 1. EJECTION HANDLE - PULL (BOTH)

parachute.





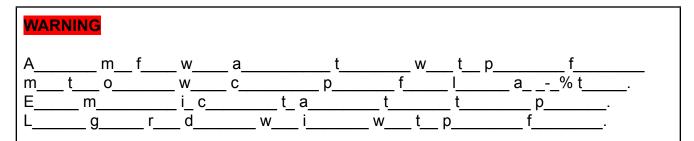
The emergency escape system incorporates an explosive canopy fracturing system. The force of detonation blows numerous shards and small fragments outward from the canopy and into the cockpit. Some metallic fragments may be extremely hot and may cause burns upon contact with the skin. Aircrew should ensure exposed skin is covered, the oxygen mask is on, and visor is down prior to ejection or actuating the CFS system to prevent injury from shards and hot fragments.



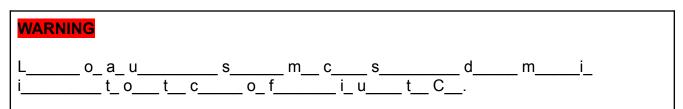
I_e_____a_I_s___,o__o_b__s__o_r___m__r___v___t__ f_____s_s___.T__m_c___as___i__i_d__r__ a_/o_a_u____t_.M__s___t_r__i_t_p___.T__ s_____I__(t___)a_I____o_t_b___o_e__o_t_f___r__.T__ c_____a_i___.

If ejecting at low speed, one or both sets of risers may remain velcroed together following seat separation. This may create a slight increase in descent rate and/or an uncommanded turn. Manually separate the risers if time permits. The steering lines (toggles) are located on the backside of each of the front risers. To counter any uncommanded turns, unstow the opposite steering line or use risers for controllability.

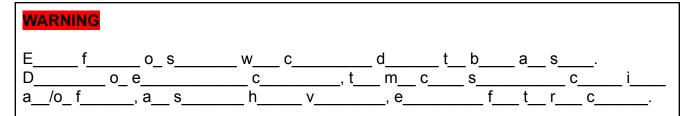
FORCED LANDING 5 Warnings 2 Cautions 4 Notes



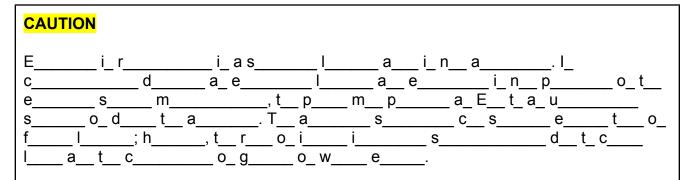
Aircraft may float while approaching touchdown with the propeller feathered more than observed while conducting practice forced landing at 4-6% torque. Energy management is critical to achieving targeted touchdown position. Landing ground roll distance will increase with the propeller feathered.



Landing on an unprepared surface may cause structural damage making it impossible to open the canopy or fracture it using the CFS.



Engine failure or shutdown will completely disable the bleed air system. Depending on environmental conditions, this may cause significant canopy icing and/or fogging, and severely hamper visibility, especially from the rear cockpit.

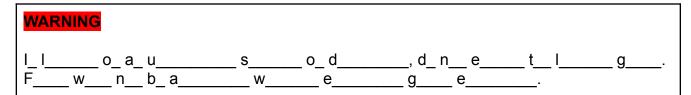


Ejection is recommended if a suitable landing area is not available. If circumstances dictate an emergency landing and ejection is not possible or the ejection system malfunctions, the pilot may perform an ELP to an unprepared surface or ditch the aircraft. The aircraft structure can survive either type of forced landing; however, the risk of injury increases significantly due to crash loads and the complexity of ground or water egress.

CAUTIO	N											
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Inducing yaw (side slipping) with a known engine/oil malfunction could result in impaired windshield visibility due to oil leakage spraying onto the windshield.

- * 1. Airspeed 125 KIAS prior to extending landing gear
- * 2. EMER LDG GR handle Pull (as required)



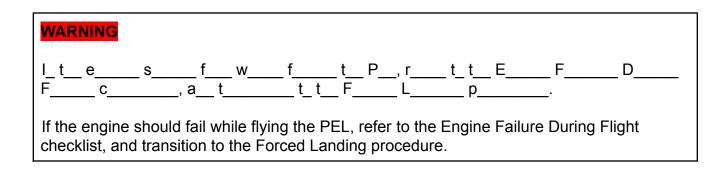
If landing on an unprepared surface or ditching, do not extend the landing gear. Flaps will not be available without emergency gear extension.

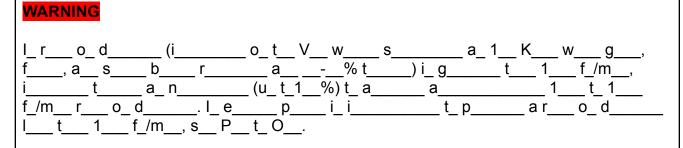
NOTE
Nsiwe
Normal safe indications with electrical power, when the emergency extension system has been used to lower the gear, are two green main gear lights, two red main door lights, green nose gear light, and red light in handle.
* 3. Airspeed - 120 KIAS minimum until intercepting final; 110 KIAS minimum on final * 4. Flaps - As required
WARNING
D_ n l f L u l a D w i d o l f a l
Do not lower flaps LDG until landing is assured. Drag will increase dramatically once landing flaps are lowered.
NOTE SeT_o_Lfwetft_t_cp
Selecting either TO or LDG flaps will extend the flaps to the commanded position if the landing gear has been extended using the emergency extension system and if battery power is available.
NOTE
Lg_/fri_n_pw_t_eesh_b_u

Landing gear/flap retraction is not possible when the emergency extension system has been used.

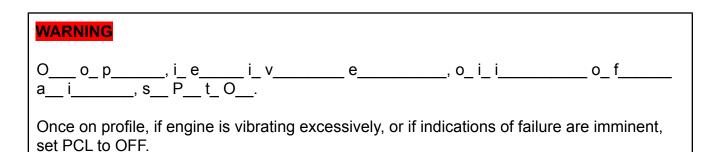
NOTI												
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PRECAUTIONARY EMERGENCY LANDING (PEL) 4 Warnings 2 Cautions





If rate of descent (indicated on the VSI while stabilized at 125 KIAS with gear, flaps, and speed brake retracted and 4 to 6% torque) is greater than 1500 ft/min, increase torque as necessary (up to131%) to achieve approximately 1350 to 1500 ft/min rate of descent. If engine power is insufficient to produce a rate of descent less than 1500 ft/min, set PCL to OFF.



WARNING
Efo_sw_cdt_ba_s Do_ec,t_m_c_sc ia_/o_f,shv,ef_t_r c
Engine failure or shutdown will completely disable the bleed air system. Depending on environmental conditions, this may cause significant canopy icing and/or fogging, severely hampering visibility, especially from the rear cockpit.
CAUTION
Inducing yaw (side slipping) with a known engine/oil malfunction could result in impaired windshield visibility due to oil leakage spraying onto the windshield.
CAUTION
A_hta_pa, prwb_d Ab1_Ko_E_f, i_cw_tt_a hf, mlt_a hlri_lg_cf
At higher temperature and pressure altitudes, power response will be delayed. Airspeeds below 110 KIAS on ELP final, in combination with transitioning to a high flare, may lead to a hard landing resulting in landing gear component failure.
* 1. Turn to nearest suitable field * 2. Climb or accelerate to intercept ELP * 3. Gear, flaps, speed brake - UP
CB_D_DD_R_L_R_ (Check BIP Determine Deliver Reduce Lower Report)