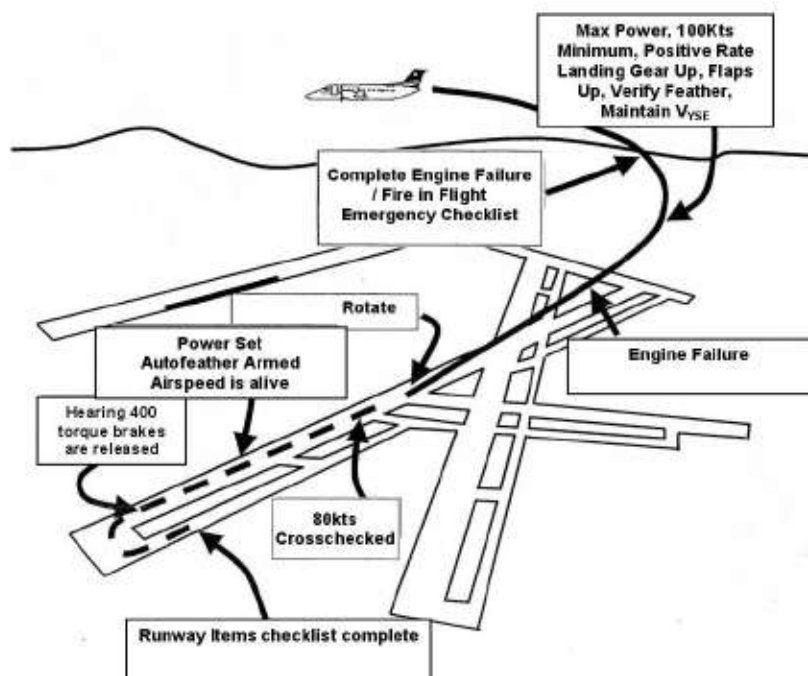
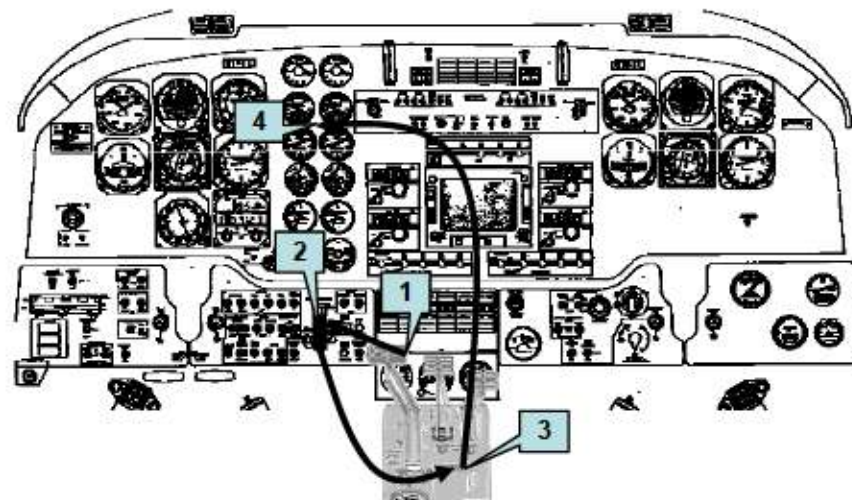


ENGINE FAILURE AFTER ROTATION

If an engine failure occurs after rotation (**below 1500 feet AGL**) and there is NOT sufficient runway left to land, the PIC must maintain directional control and promptly complete the applicable Immediate Action Items. If the First Officer is the PF, the Captain will complete the Immediate Action Items (outlined on the next page) and will, at his discretion, allow the First Officer to continue as PF to 1500 feet AGL. If the Autofeather system fails, the **Captain** must positively identify the failed engine immediately and feather the appropriate propeller. It should be noted that V_{MC} increases significantly if the propeller does not feather and the aircraft will not have sufficient power to maintain positive climb under these circumstances. Once the aircraft is stabilized above 1500', the captain will become the PF.

The **PF** will call for and the **PM** (two-crew) will complete the "Engine Failure After Takeoff" emergency checklist utilizing the conventions on the previous pages. Once the "Engine Failure After Takeoff" checklist is complete the crew will continue with the "Engine Failure / Fire In Flight" Emergency checklist.

ENGINE FAILURE AFTER TAKEOFF DEPICTION

ENGINE FAILURE AFTER TAKEOFF IMMEDIATE ACTIONS
DIAGRAMENGINE FAILURE AFTER TAKEOFF IMMEDIATE ACTIONS
DESCRIPTION

IMMEDIATE ACTION ITEMS DESCRIPTION

1. PF ----- Power ----- Set maximum.
2. CP ----- Landing Gear ----- (Verifying positive rate) UP.
3. CP ----- Flaps ----- UP.
4. CP ----- Autofeather ----- Verify (if the failed engine does not autofeather it is essential that the proper engine is manually feathered immediately).

ENGINE FAILURE AFTER TAKEOFF CHECKLIST

The Engine Failure After Takeoff Checklist is completed at this time.