

**Note**

At level-off, the pilot may observe a momentary decrease in the Estimated Fuel On Board (EFOB) and predicted fuel to each enroute waypoint when transitioning from the climb mode to the cruise mode. The pilot could also observe an FMS message "FUEL AT DESTINATION LESS THAN RESERVE" or "FUEL AT ALTERNATE LESS THAN RESERVE". This discrepancy will persist until the pilot accelerates from the climb airspeed to the planned cruise airspeed and cruise fuel flow is stabilized.

Note

If the FMS Fuel On Board (FOB) and indicated FOB diverge, the pilot can synchronize the FMS FOB by updating FOB on the WEIGHT page.

Note

FOB indications are most accurate when the aircraft is in a level pitch attitude.

3. Fuel — Check.
 - a. WEIGHT page — Update FOB as required.
 - b. CRUISE page — Verify EFOB at destination and alternate destination.

BEFORE LANDING

1. *Crew and passengers — Alerted.
2. *Landing gear handle — DN below 130 KIAS.
3. *Parking brake — As desired.

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4. *MFDs — As desired.
5. *WXR VCP (if installed) — Set as required.

IFR APPROACH**Note**

When conducting an ILS approach, set both NAV radios to the same frequency.

The recommended instrument approach airspeed range is 60 to 130 KIAS (unless further restricted by the published procedure).

The maximum recommended groundspeeds during the final segment of a precision instrument approach are:

APPROACH GRADIENT	GROUNDSPEED (KNOTS)
3°	150
4°	145
5°	115
6°	95
7°	85

The maximum demonstrated crosswind and tailwind during the final approach segment of a steep (greater than 4°) PinS approach were 20 knots.

GO AROUND

Go Around (GA) can be engaged at or above 55 KIAS and will cause the aircraft to transition to a 750 fpm climb at 75 KIAS. Actuating the cyclic trim release during GA will result in the aircraft capturing the current airspeed while continuing to transition to a 750 fpm climb. Actuating the collective trim release during GA will result in the aircraft capturing the current airspeed and rate of climb.



1.0 ENGINE FAILURE

GENERAL

Engine system malfunctions generally are of three types:

1. Partial or total failure of the engine to provide power.
2. Failure of an engine control system.
3. Failure of engine auxiliary systems (lubricating system, torque system, N_G indication, etc.).

As is the case with any malfunction, the first duty of the crew is to make sure of continued safe flight until the malfunction is diagnosed. Particular care shall be taken to confirm which engine has the malfunction and to reconfirm before initiating any subsequent actions such as restart, crossfeed, or inflight shutdown.

1.1 EMERGENCY ENGINE SHUTDOWN

Action:

1. Throttle (affected engine) — STOP.
2. FUEL (affected engine) — OFF.

1.2 ENGINE RESTART IN FLIGHT

An engine restart may be attempted after a flameout subject to the pilot's evaluation of the cause of flameout. The following procedure assumes that the affected engine was operating with its fuel switch in DIRECT. If a flameout occurs with the fuel switch in XFD, attempt restart with the fuel switch in DIRECT. Confirm prior to initiating the engine restart procedure.



Increased generator load during an air restart could cause a significant increase in ITT on the operating engine. The power setting on the operating engine shall be adjusted to allow this increase without exceeding engine limits.

**15.0 EMERGENCY ENTRANCES AND EXITS****15.1 HINGED DOORS**

Emergency entrances and exits are through the four personnel doors. The hinged doors are opened from the outside by lifting the door latch or from inside by lifting up the lockpin button on the lower aft window frame of each door and pulling the door latch aft. The doors can also be jettisoned from inside using the door lockpin and jettison handles, forward of the door latches. The jettison levers are under a plastic protective panel. A finger grip in the plastic cover is used to pop the cover loose from the door frame. The red jettison handle is pulled up to release the hinges, and a sharp blow with the fist on the door below the jettison handle will jettison the door. Decals as shown in Figure 3–1 provide instructions for normal opening or jettisoning of doors. If door does not open normally, attempt to jettison it.

Action:

1. Door lockpin — Ensure fully up.
2. Door latch — Pull aft.

If door fails to open:

3. Door jettison handle cover — Remove.
4. Door jettison handle — Pull up.
5. Strike door firmly forward of jettison handle.

15.2 CABIN SLIDING DOORS (IF INSTALLED)

The sliding door is opened from the outside or inside by rotating the handle to the UNLOCK position and pulling the door aft. If the door does not open normally attempt to jettison window.

Note

Do not jettison window in flight.

Action:

1. Window jettison handle cover — Remove.
2. Window jettison handle — Pull.



3. Push window out from bottom.

15.3 PASSENGER EMERGENCY EGRESS WITH AIRCRAFT ON SIDE

In cases where the rotorcraft comes to rest on its side, access to the emergency exits can be accomplished by using cabin monuments (seats, cabinets, litters, etc.) as steps. For specific interior configurations that do not have seats or equipment installed in the middle row of the cabin, between stations 160.6 and 176.2, three exit footholds (if installed) are available in the cabin floor for use as step aids.

Action:

If footholds are installed:

1. Exit foothold covers (if installed) — Push red button.
2. Open exit foothold doors (if installed) using handle.

Note

If cabin carpet is installed, the exit footholds covers are attached to the underside of the carpet and will be removed when the carpet is pulled away from the floor. Red pull tabs are provided at the forward outboard corners to aid in carpet removal.

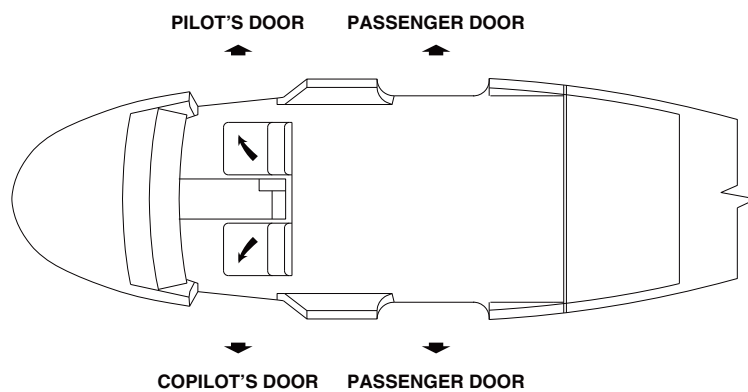
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Figure 3-1. Emergency Entrances and Exits (Sheet 1 of 8)

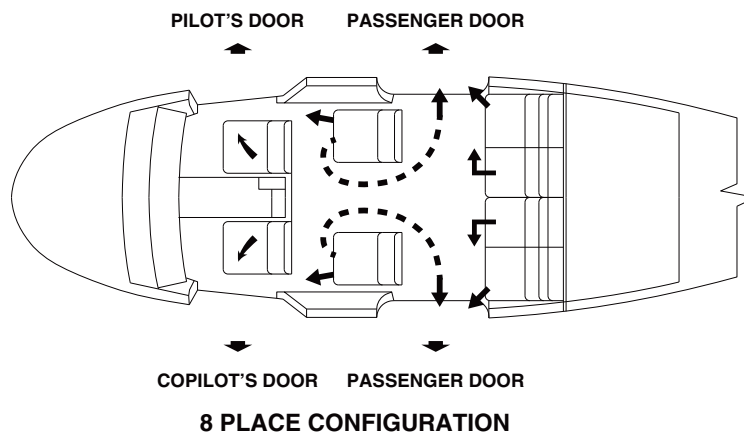
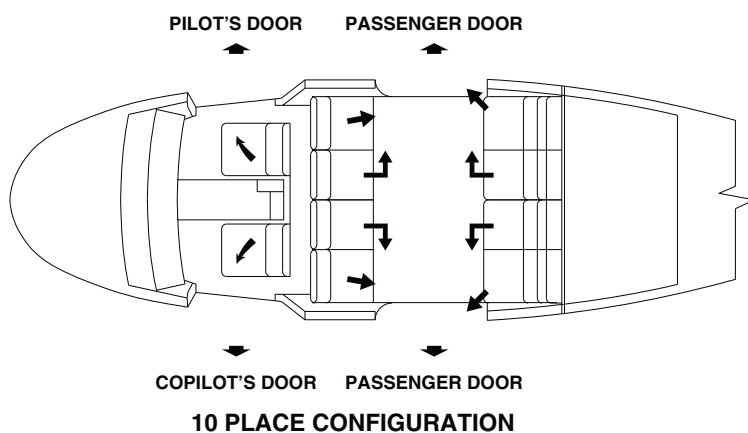
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Figure 3-1. Emergency Entrances and Exits (Sheet 2 of 8)

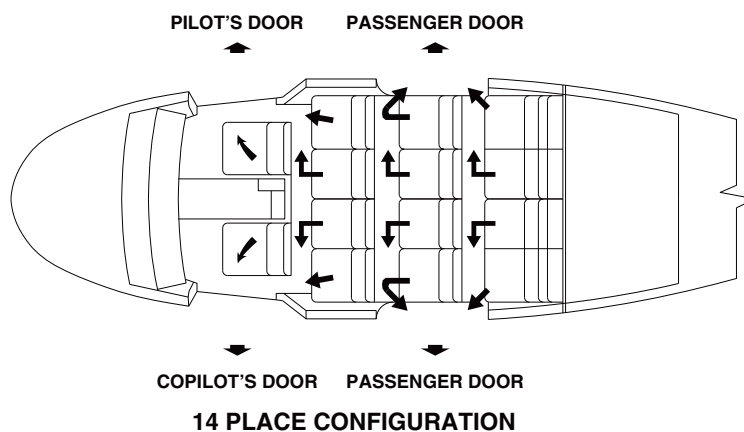
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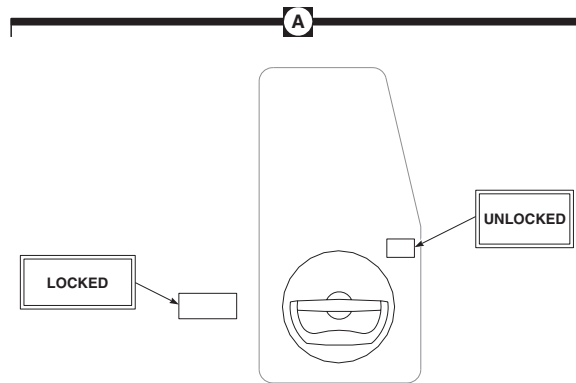
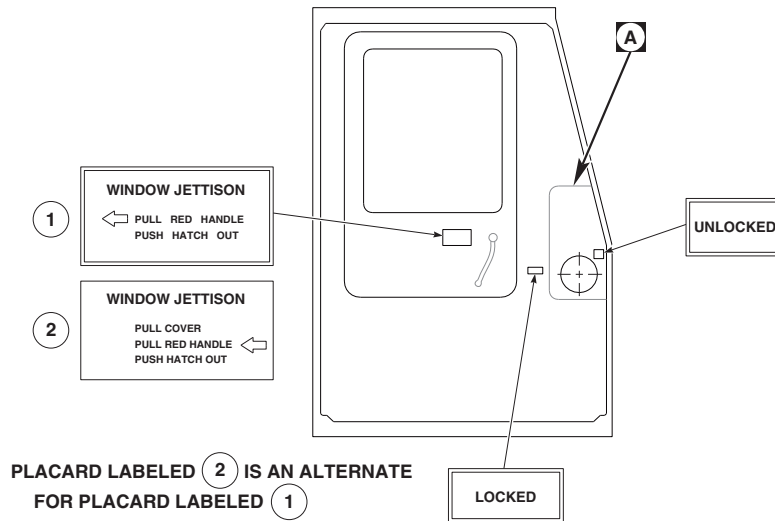
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Figure 3-1. Emergency Entrances and Exits (Sheet 3 of 8)



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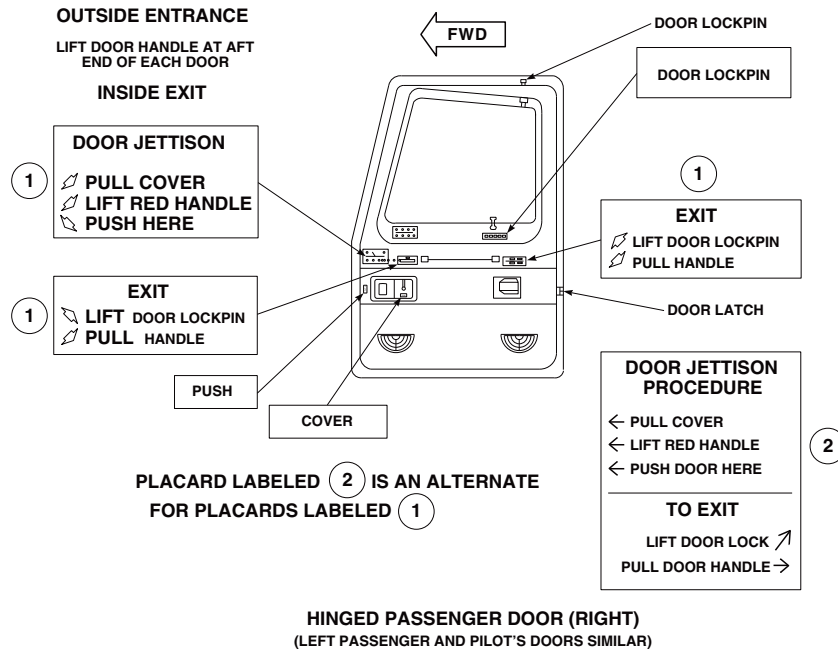
Figure 3-1. Emergency Entrances and Exits (Sheet 4 of 8)



OPTIONAL SLIDING PASSENGER DOOR (L.H. SIDE)
VIEW LOOKING OUTBOARD
(R.H. DOOR SIMILAR)

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Figure 3-1. Emergency Entrances and Exits (Sheet 5 of 8)



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Figure 3-1. Emergency Entrances and Exits (Sheet 6 of 8)

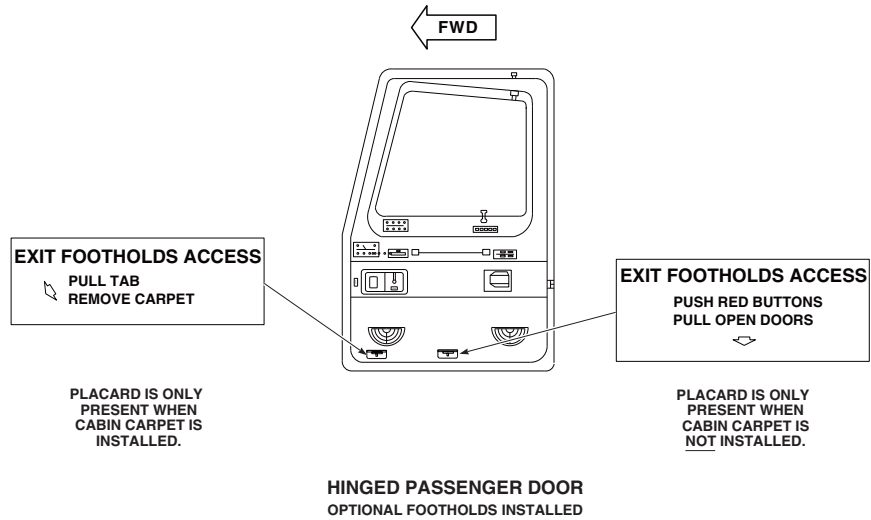
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Figure 3-1. Emergency Entrances and Exits (Sheet 7 of 8)

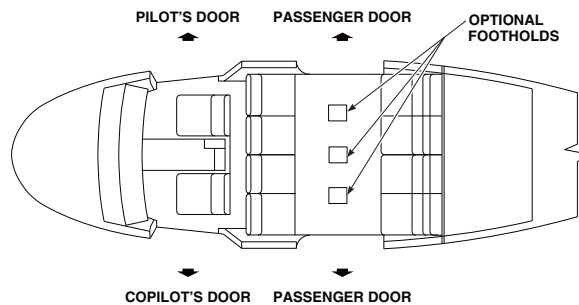
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Figure 3-1. Emergency Entrances and Exits (Sheet 8 of 8)

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