

3.1 - GENERAL

The recommended procedures for different failures or emergency situations are provided in this Section.

Emergency procedures associated with optional or particular equipment which require pilot's operating handbook supplements are provided in Section 9 "Supplements".

The pilot must know procedures given in this section and be prepared to take appropriate action should an emergency arise.

Some emergency procedures are a part of pilot basic training. Although these emergencies are discussed here, this information is not intended to replace such training, but only to provide a source of reference and review. This information also provides failure procedures which are not the same for all airplanes.

It is important for the pilot to be familiar with standard emergency procedures to be at the optimum efficacy if necessary.

Alarm system recall

Main failure or state modification of the different systems are provided by warning or caution messages appearing on CAS display.

The CAS includes **red** messages indicating failures which require an immediate action from the pilot, and **amber** messages indicating failures or discrepancies which require an action as soon as practical.

Red or amber failure warnings are coupled with the lighting of

- a flashing red indicator



or

- a fixed amber indicator



Both indicators are located on the upper part of the L.H. instrument panel. When either one lights up, press it once to reactivate. It will go out and is ready to signal in the event of another failure. On the CAS display, the corresponding failure message remains ON as long as the failed condition exists.

"BLEED TEMP"

Indicates overheat of bleed air system. Normally this leads to BLEED cut off and to **"BLEED OFF"** amber warning CAS message appearance.

FLY THE AIRPLANE

Should automatic cut off occur or not :

- 1 - If possible **REDUCE POWER**
- 2 - **"HOT AIR FLOW"** distributor **turn to the right**
- 3 - **"CONTROL"** selector **COCKPIT**
- 4 - **"TEMP/°C"** selector **MINI**
- 5 - **"BLEED"** switch **OFF/RST**
- 6 - As soon as warning **"BLEED TEMP"** OFF **"BLEED"** switch **AUTO**

If "BLEED TEMP" and "BLEED OFF" warnings still ON :

- 7 - If necessary **EMERGENCY DESCENT**
- 8 - Continue **FLY THE AIRPLANE** ... at an **ALTITUDE < 10000 ft**

"BLEED OFF"

Indicates that the pressurization system is not running possibly due to :

- failure or
- "BLEED" switch on "OFF/RST" position

1 - CHECK "BLEED" switch position and CORRECT

2 - If possible, reduce power

FLY THE AIRPLANE

3 - "BLEED" switch OFF/RST

4 - "BLEED" switch AUTO

5 - If warning "BLEED OFF" displayed :

6 - Limit flight altitude to maintain cabin altitude < 10000 ft

7 - If necessary, (no oxygen available) EMERGENCY DESCENT

8 - Continue flight

"CABIN ALTITUDE"

Indicates a cabin altitude over 10000 ft $\pm$ 500 ft.

- 1 - Pressurization indicator CHECK

If cabin altitude > 10000 ft $\pm$ 500 ft :

- 2 - OXYGEN USE, if necessary

FLY THE AIRPLANE

- 3 - "BLEED" switch CHECK AUTO

- 4 - "DUMP" switch CHECK UNDER GUARD

- 5 - "EMERGENCY RAM AIR" control knob CHECK PUSHED

- 6 - Limit flight altitude to maintain cabin altitude < 10000 ft

- 7 - If necessary EMERGENCY DESCENT

"CABIN DIFF PRESS"

Indicates a cabin pressure differential over 6.4 PSI $\pm$ 0.2 PSI.

- 1 - Pressurization indicator CHECK

If ΔP > 6.4 PSI $\pm$ 0.2 PSI :

- 2 - "BLEED" switch OFF/RST

- 3 - OXYGEN USE, if necessary

FLY THE AIRPLANE

- 4 - If necessary (no oxygen available) EMERGENCY DESCENT

EMERGENCY DESCENTS

MAXIMUM RATE DESCENT

FLY THE AIRPLANE

- 1 - Throttle Flight IDLE
- 2 - OXYGEN USE if necessary
- 3 - DESCENT attitude from – 10° to – 20°

Procedure in smooth air :

- 4 - Flaps UP
- 5 - Landing gear control UP
- 6 - Speed VMO = 266 KIAS

Procedure in rough air or in case of structure problem :

- 7 - Reduce speed IAS ≤ 178 KIAS
- 8 - Landing gear control DN
- 9 - Flaps UP
- 10 - Maintain IAS ≤ 178 KIAS

EMERGENCY DESCENTS

MAXIMUM RANGE DESCENT

FLY THE AIRPLANE

- 1 - Throttle CUT OFF
- 2 - Flaps UP
- 3 - Landing gear control UP
- 4 - Speed IAS = 120 KIAS
- 5 - Oxygen USE if necessary
Check oxygen duration before reaching 12000 ft and check flow to passengers
- 6 - "DUMP" switch Actuated
- 7 - "RAM AIR" control knob PULLED

If conditions allow : VMC and non icing conditions

- 8 - "ESS BUS TIE" reverse switch Cover up then EMER position
- 9 - Prepare a forced landing Refer to Chapter 3.2

If conditions do not allow :

- 10 - "ESS BUS TIE" reverse switch NORMAL
- 11 - Manually disconnect ancillary systems as follows :
 - "AIRFRAME DE ICE" switch OFF
 - "ICE LIGHT" switch OFF
 - "PROP DE ICE" switch OFF
 - "WINDSHIELD" switch OFF
 - "PITOT R & STALL HTR" switch OFF
 - "OFF/LDG/TAXI" light "PULSE SYST" switches OFF
 - "STROBE" switch OFF
 - "BLEED" "A/C" switches OFF
 - "AUX BP" switch OFF
 - "FUEL SEL" switch MAN
 - "AP / TRIMS" switch OFF
 - "PFD 2" breaker PULL
 - "ADC 2" breaker PULL