

Autorotation procedure	<ul style="list-style-type: none"> -collective down, aft cyclic to get nose up (95–106 RRPM / 70 KIAS) -max glide: 90% RRPM / 90 KIAS -min ROD: 90% RRPM / 60 KIAS
Air restart	<ul style="list-style-type: none"> -normal AR procedure -N1>20%: -Push start button -N1<20%: -Fuel cutoff → pull OFF -Throttle → CLOSED -Start button → push and release -N1 15% or above → push fuel cutoff ON -After peak MGT → Throttle full open
GOV failure	<ul style="list-style-type: none"> -if N2 overspeeds → control N2 with throttle -if N2 underspeeds → verify throttle full open and reduce collective -if manual control not possible → perform AR
Electrical fire in flight	<ul style="list-style-type: none"> -master battery switch OFF -generator switch OFF -open cabin vents -land immediately → fuel cutoff and fuel valve OFF -if time permits, apply rotor brake → exit aircraft
Engine fire in flight	<ul style="list-style-type: none"> -enter AR -cabin heat OFF -if engine is running → land immediately, fuel cutoff OFF and fuel valve OFF -if engine stops running, pull fuel cutoff and fuel valve OFF and complete AR landing -if time permits, apply rotor brake → exit aircraft
Engine fire during start	<ul style="list-style-type: none"> -fuel cutoff → pull OFF -start button → push and release -fuel valve knob → pull OFF -battery switch OFF, when MGT<150° or if fire worsens -pull rotor brake → exit aircraft
Loss of TR thrust in flight	<ul style="list-style-type: none"> -indicated by nose right yaw, cannot be stopped by left pedal -Close throttle and enter AR with 70 KIAS -select landing site -perform AR landing, preferably on hard surface -if not possible, continue forward flight towards suitable terrain
Loss of TR thrust in hover	<ul style="list-style-type: none"> -immediately roll off throttle -raise collective just before touchdown to cushion landing
HYD system failure	<ul style="list-style-type: none"> -adjust airspeed for comfortable control -HYD switch → verify ON -if HYD not restored → HYD switch OFF -land as soon as practical
Tachometer failure	<ul style="list-style-type: none"> -use remaining tach to monitor RPM -allow GOV to control RPM

ENGINE OIL	<ul style="list-style-type: none"> -loss of engine oil pressure -check oil pressure gauge -if gauge confirms pressure loss, land immediately
ENG FIRE	<ul style="list-style-type: none"> -indicates fire in engine compartment → procedure
MR TEMP / PRESS	<ul style="list-style-type: none"> -excessive temp or low oil pressure of MRGB -land immediately
MR CHIP*	<ul style="list-style-type: none"> -indicates metallic particles in MRBG
TR CHIP*	<ul style="list-style-type: none"> -indicates metallic particles in TRGB
ENGINE CHIP*	<ul style="list-style-type: none"> -indicates metallic particles in ENGINE
GEN	<ul style="list-style-type: none"> -GEN failure -turn off non-essential electrical equipment -GEN switch to RESET and back ON -if light stays on, land as soon as practical
LOW FUEL	<ul style="list-style-type: none"> -indicates approx 5 USG Fuel -engine will run out of fuel after 10 min MCP
FUEL FILTER	<ul style="list-style-type: none"> -fuel filter contamination -if no other indication of a problem, land as soon as practical -if accompanied by erratic engine operation, land immediately
LOW RPM	<ul style="list-style-type: none"> -rotor RPM below 95% -immediately lower collective -verify throttle full open and apply aft cyclic
COWL DOOR	<ul style="list-style-type: none"> -fuel filler cowl door, right engine cowl door or baggage door not closed -land as soon as practical
AIR FILTER	<ul style="list-style-type: none"> -air filter blocked -engine operating on unfiltered air via bypass -land as soon as practical
EMU	<ul style="list-style-type: none"> -indicates EMU status while depressed -fast blinking → exceedance detected (4 per second) -slow blinking → EMU failure (1 per 2 seconds) -steady light → normal operation
ROTOR BRAKE	<ul style="list-style-type: none"> -rotor brake engaged -release immediately in flight or before starting engine

*** If light is accompanied by any indication of a problem, such as noise, vibration or temperature rise, land immediately. If there is no other indication of a problem, land as soon as practical.**