



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%:<ul style="list-style-type: none">-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-extinguish fire
Fire in flight	<ul style="list-style-type: none">-enter AR-cabin heat – OFF-if engine is running – normal landing-if engine stops running, pull fuel cutoff and fuel valve and perform AR landing
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 and 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	-loss of engine oil pressure -check oil pressure gauge -if gauge confirms pressure loss, land immediately
ENG FIRE	-indicates fire in engine compartment → procedure
MR TEMP / PRESS	-excessive temp or low oil pressure of MRGB -land immediately
MR CHIP*	-indicates metallic particles in MRBG
TR CHIP*	-indicates metallic particles in TRGB
ENGINE CHIP*	-indicates metallic particles in ENGINE
GEN	-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	-indicates approx 5 USG Fuel -engine will run out of fuel after 10 min MCP
FUEL FILTER	-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	-rotor RPM below 95% -immediately lower collective -verify throttle full open and apply aft cyclic
COWL DOOR	-fuel filler cowl door, right engine cowl door or baggage door not closed -land as soon as practical
AIR FILTER	-air filter blocked -engine operating on unfiltered air via bypass -land as soon as practical
EMU	-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	-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.