Autorotation procedure	-Collective reduce, aft cyclic to get nose up -Set IAS to Vy -Twist grip shut off detent -Maneuver aircraft into wind -At 70ft AGL cyclic flare -At 20ft collective increase and cyclic forward -Collective increase to cushion landing
Engine relighting	-When Ng < 10% -Normal engine start procedure -Minimum 1000ft AGL required
GOV failure	
NR drop:	-Collective reduce to maintain NR in green arc -Twist grip → check in flight position -If necessary apply autorotation
NR increase:	-Collective increase to maintain NR in green arc -Twist grip slightly reduce -Land as soon as possible -Initiate a shallow approach -Set Torque at around 30% -Set ground speed below 10kts -After touch down reduce twist grip to idle before before lowering collective
Smoke in the cabin	
Source of smoke identified:	-Corresponding system OFF -Ventilate the cabin
Source of smoke not identified:	-Heating/demisting OFF -Battery and Generator OFF -Ventilate the cabin -All consumers OFF -Battery ON → check DC voltage -Generator ON → check DC voltage
If DC parameters faulty:	-Generator OFF -Unnecessary equipment OFF -Land as soon as practicable
If DC parameters correct and no smoke detected:	-All consumers one by one ON to identify failed system then keep it off -Continue flight upon equipment failed
Flight control servo jam	-Maintain attitude -HYDR switch OFF -Set IAS to Vy → apply HYDR failure procedure
VEMD failure	
One screen failure:	-Read all information on other screen -Use scroll on display or collective if necessary
Both screen failure:	-Check battery and generator ON -Set IAS to max 100 kts (-2kts/1000ft) -Carry out a no hover landing

Loss of TR thrust in flight	-Indicated by nose left yaw, cannot be stopped by right pedal
Hover IGE or within H/V:	-Twist grip → IDLE -Collective → INCREASE to cushion landing
Hover OGE:	-Collective → REDUCE depending on available height -Cyclic → FORWARD to gain airspeed -Airspeed → MAINTAIN Vy or higher -Collective → ADJUST to obtain minimum sideslip angle -Depending on minimum speed, LAND or AR to hard surface
In CRUISE:	-Airspeed → Maintain Vy or higher -Collective → ADJUST to obtain minimum sideslip angle -Depending on minimum speed, LAND or AR to hard surface
HYD system failure	-Adjust airspeed for comfortable control -HYD switch → verify ON -If HYD not restored → HYD switch OFF -Land as soon as practical
Abnormal NR/NF indications	
NR indication failure:	-Collective → Maintain Tq > 10% -NR is given by NF pointer -Continue flight
NF indication failure:	-Check in normal operating range with Tq > 0% -Continue flight
ENGINE OIL > 110° C	-IAS set to Vy -If temperature decreases → land as soon as practicable -Otherwise → land as soon as possible -Check oil pressure gauge -If gauge confirms pressure loss, land immediately
Loss of OAT, Ng, Tq, T4	-FLI is replaced by 3-data symbology -Continue flight
OAT indicator failure:	-Max T/O PWR Ng: 100% -Max cont. PWR Ng: 98.5%
Ng indicator failure:	-If OAT > -10°C: T4 limited to 760°C -If OAT ≤ -10°C: T4 limited to 750° C -The T4 limitations displayed are the starting limitations
Tq meter failure:	-Comply with the table:

Hp	Ng limitation Max Cont Power (%)							
12'000 ft - 20'000 ft								
10'000 ft - 12'000 ft	95.5	96.5	97.5					
8'000 ft - 10'000 ft	94.5	95.5	96.5	97.5				
6'000 ft - 8'000 ft	92.5	93.5	95.5	96.5	98.5			
4'000 ft - 6'000 ft	91.5	92.5	93.5	95.5	96.5	98.5		
2'000 ft - 4'000 ft	90.5	91.5	92.5	94.5	95.5	97.5	98.5	
0 ft - 2'000 ft	89.5	89.5	91.5	93.5	94.5	96.5	97.5	
OAT (°C)	-40	-35	-25	-15	-5	+5	+15	+25	+50

T4 indication failure:	-Comply with Ng and Tq limitations -Do not start the engine

ENG FIRE	-Indicates fire in engine compartment → procedure -land immediately
ENG P	-Check oil pressure gauge -If normal → Land as soon as practicable -If low or NIL → land immediately → perform AR
MGP P	-Excessive temp or low oil pressure of MRGB -Tq → set < 45% -Land as soon as possible (max. 30min flight time)
TWT GRIP	-Twist Grip → Open to FLIGHT position
HYDR	-Reduce Collective -Set IAS to Vy -HYD switch → OFF -Land as soon as possible -Shallow approach with slow running landing
BATT TEMP	-Battery → OFF -Check GEN voltage:
Voltage correct:	-Check BATT Temp, if decreases → Continue flight -If steady → Land as soon as practicable
Voltage > 32V	-BATT switch → ON -GENE switch → OFF -Unnecessary equipment OFF
GEN 32.0 V	-GEN → OFF -CWP → Monitor for **BATT TEMP** -Apply **GENE** procedure case A
GEN 30.0 V	-GEN voltage → MONITOR
GEN 24.0 V	-**GENE** procedure → apply -GEN voltage → Check -If > 24V → continue flight -If < 24V → apply **GENE** procedure case A
GEN 210 A	-Unnecessary equipment → OFF → Continue flight
GENE	-GEN voltage on VEMD → CHECK -Verify GENE switch → ON
Case A; GENE light rem. on:	-Push ELEC RST switch → if light out, apply Case B -Unnecessary equipment → OFF -BAT voltage on VEMD → Monitor -Land as soon as practicable -When battery voltage <18V, NR audio alarm will come on
Case B; GENE light out:	-Continue flight

ENG CHIP	-Metal particles in engine oil circuit -Reduce Power → Land as soon as possible
MGB TEMP	-IAS → set to Vy -Monitor CWP -MGB Temp remains ON: land a soon as possible -Otherwise: land as soon as practicable
GB CHIP	-Metal particles in engine MGB or TGB oil circuit -IAS → set to Vy -Land as soon as practicable
BATT	-Battery is offline -Battery check ON -ELECT RST → PUSH -land as soon as practicable
BATT FUSE	-Battery fuse has blown → Battery is offline -Land as soon as practicable
FUEL	-Fuel quantity < 30kg -15min of flight time remaining with MCP -Avoid sideslip over 15° -Land as soon as possible
FUEL P	-Indicates low fuel pressure -At engine start up → FUEL PUMP ON -Reduce power -FUEL PUMP ON -Land as soon as possible
FUEL FILT	-Fuel filter clogged -Reduce power -Light remains ON → Land as soon as possible -Light OFF → Land as soon as practicable -In both cases: if Ng oscillations occur → Check NR -If NR normal → Land as soon as possible -Otherwise apply GOV FAILURE procedure
PITOT	-PITOT check ON
HORN	-HORN check ON
P2 TEMP	-Maximum temperature in heating duct exceeded -Check that air flows and air outlets not obstructed