

**Abort Start Procedure**

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\*1. \_\_\_\_\_

2. \_\_\_\_\_

**Motoring Run Procedure**

1. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

5. \_\_\_\_\_

**Emergency Engine Shutdown on the Ground**

\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

\*3. \_\_\_\_\_

**Emergency Ground Egress**

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\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

\*3. \_\_\_\_\_

\*4. \_\_\_\_\_

*If canopy cannot be opened or situation requires right-side egress:*

\*5. \_\_\_\_\_

\*6. \_\_\_\_\_

\*7. \_\_\_\_\_

\*8. \_\_\_\_\_

\*9. \_\_\_\_\_

**Abort**

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\_\_\_\_\_  
\_\_\_\_\_

\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

**Engine Failure Immediately After Takeoff (Sufficient Runway Remaining Straight Ahead)**

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\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

\*3. \_\_\_\_\_

\*4. \_\_\_\_\_

**Engine Failure During Flight**

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\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

\*3. \_\_\_\_\_

\*4. \_\_\_\_\_

*If conditions do not warrant an airstart:*

\*5. \_\_\_\_\_

\*6. \_\_\_\_\_

Immediate Airstart (PMU NORM)

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\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

\*3. \_\_\_\_\_

\*4. \_\_\_\_\_

*If airstart is unsuccessful:*

\*5. \_\_\_\_\_

\*6. \_\_\_\_\_

\*7. \_\_\_\_\_

\*8. \_\_\_\_\_

\*9. \_\_\_\_\_

10. \_\_\_\_\_

a. \_\_\_\_\_

b. \_\_\_\_\_

11. \_\_\_\_\_

12. \_\_\_\_\_

13. \_\_\_\_\_

14. \_\_\_\_\_

**Uncommanded Power Changes / Loss Of Power / Uncommanded Propeller Feather**

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\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

\*3. \_\_\_\_\_

\*4. \_\_\_\_\_

\*5. \_\_\_\_\_ *If power is sufficient for continued flight:*

*If power is insufficient to complete PEL:*

\*6. \_\_\_\_\_

\*7. \_\_\_\_\_

\*8. \_\_\_\_\_

\*9. \_\_\_\_\_

### Compressor Stalls

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\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

\*3. \_\_\_\_\_

\*4. \_\_\_\_\_

*If power is sufficient for continued flight:*

*If power is insufficient to complete PEL:*

\*5. \_\_\_\_\_

\*6. \_\_\_\_\_

\*7. \_\_\_\_\_

### Inadvertent Departure From Controlled Flight

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\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

\*3. \_\_\_\_\_

\*4. \_\_\_\_\_

**Fire In Flight**

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*If fire is confirmed:*

\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

*If fire is extinguished:*

\*3. \_\_\_\_\_

*If fire does not extinguish or forced landing is impractical:*

\*4. \_\_\_\_\_

*If fire is not confirmed:*

\*5. \_\_\_\_\_

Smoke and Fume Elimination

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\*1. \_\_\_\_\_

a. \_\_\_\_\_

b. \_\_\_\_\_

c. \_\_\_\_\_

2. \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

*If smoke/fire persists:*

5. \_\_\_\_\_

6. \_\_\_\_\_

7. \_\_\_\_\_

8. \_\_\_\_\_

9. \_\_\_\_\_

10. \_\_\_\_\_



**Chip Detector Warning**

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\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

**Oil System Malfunction or Low Oil Pressure**

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*If only amber **OIL PX** caution illuminates:*

\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

*If red **OIL PX** warning illuminates and/or amber **OIL PX** caution remains illuminated for 5 seconds, oil pressure fluctuations, or oil temperature out of limits:*

\*3. \_\_\_\_\_

\*4. \_\_\_\_\_

**Low Fuel Pressure**

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\_\_\_\_\_  
\_\_\_\_\_

\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

OBOGS Fail Message

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\*1. \_\_\_\_\_

2. \_\_\_\_\_

a. \_\_\_\_\_

b. \_\_\_\_\_

c. \_\_\_\_\_

d. \_\_\_\_\_

3. \_\_\_\_\_

4. \_\_\_\_\_

*If **OBOGS FAIL** warning remains illuminated (AFTER 20 SECONDS):*

5. \_\_\_\_\_

**OBOGS Failure / Physiological Symptoms**

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\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

\*3. \_\_\_\_\_

4. \_\_\_\_\_

5. \_\_\_\_\_

6. \_\_\_\_\_

*Below 10,000ft MSL*

7. \_\_\_\_\_

8. \_\_\_\_\_

9. \_\_\_\_\_

10. \_\_\_\_\_

Initial Altitude	Descent Rate(Ft/min) to achieve 10,000ft MSL in 10 minutes

Eject

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\*1. \_\_\_\_\_

Forced Landing

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\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

\*3. \_\_\_\_\_  
\_\_\_\_\_

\*4. \_\_\_\_\_

*Accomplish the following as conditions permit:*

5. \_\_\_\_\_

6. \_\_\_\_\_

7. \_\_\_\_\_

8. \_\_\_\_\_

9. \_\_\_\_\_

Precautionary Emergency Landing (PEL)

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\*1. \_\_\_\_\_

\*2. \_\_\_\_\_

\*3. \_\_\_\_\_

4. \_\_\_\_\_

5. \_\_\_\_\_

6. \_\_\_\_\_

7. \_\_\_\_\_

