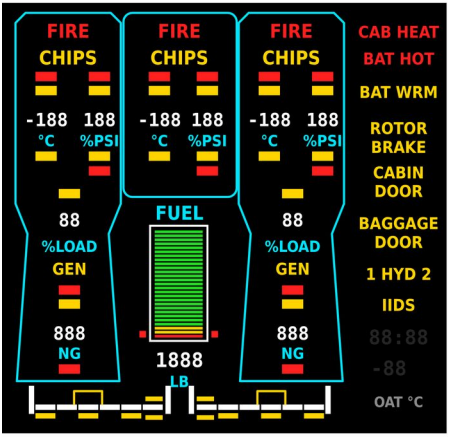
LINTH AIR SERVICE

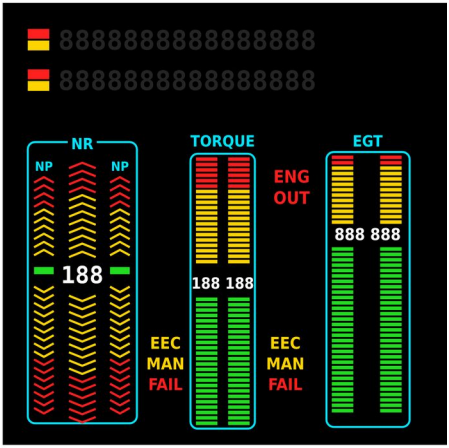
CHECKLIST MD902 Explorer

MD900 (902 Configuration with PW 207E)

SECONDARY IIDS DISPLAY



PRIMARY IIDS DISPLAY



ENGINE L / R	XMSN	FUEL	CAUTION / WARNING	PRIMARY IIDS
FIRE	FIRE	LOW FUEL	CAB HEAT	ENG OUT
CHIPS	CHIPS	FUEL PRESS	BAT HOT	LOW NR (tone)
OIL °C	XMSN °C	FUEL FILTER	BAT WRM	EEC FAIL
OIL %PSI	XMSN %PSI	FUEL VALVE	ROTOR BRAKE	EEC
%LOAD GEN		FUEL QTY	CABIN DOOR	EEC MAN
NG			BAGGAGE DOOR	
			1 HYD 2	
			IIDS	

IIDS MESSAGES				PANEL LIGHTS
VSCS FAIL	BATT DISCHARGE	TQ SPLIT EXCEED	NACA DOOR	PITOT L / R
IPS BYPASS	EXTNGSHR PRESS LO	CHECK ROTOR BAL	CHECK NOTAR BAL	GPU

No annunciator: 2nd Engine Failure · Anti-Torque Failure · Cabin Fire / Smoke · Electrical Fire · IIDS Failure · Water Landing · Vibrations

Preflight Normal Engine Start Shut Down Emergency Limitations Performance

The pilot is responsible for correct operation of the helicopter according to the RFM. This summary is provided only as additional material for preflight preparation. Basis: RFM CSP-902RFM207E-1 Reissue 2 Revision 5 incl. Heli Austria supplements (OE-XCC, S/N 900-00020) and Heli Austria NCL MD902 Issue 2.0.

REV 1.0 / 28.10.2026

LINTH AIR SERVICE

ToC Table of Contents

1 Preflight Checklist....1
1.1 Exterior Check (Daily Preflight)....1
1.2 Preflight Check (Subsequent Flights)....9
1.3 Interior Check....10
1.4 Passenger Briefing....10

2 Normal Checklist....11
2.1 Before Start....11
2.2 Electrical Power On....12
2.3 Engine Start....12
2.4 Dry Engine Motoring Run....13
2.5 Before Takeoff....14
2.6 Checks & Briefings....14
2.7 Engine Shut Down....16
2.8 Post Flight....17

3 Emergency Checklist....18
3.1 General....18
3.2 Caution and Warning Annunciators and Audio Tones....18
3.3 Engine Emergencies....19
Single Engine Failure....19
Second Engine Failure....19
Low Rotor RPM Warning....20
3.4 Emergency Landing Procedures....20
Water Landing – Dual Engine Failure....20
Water Landing – OEI / AEO....21
3.5 EEC Malfunctions....22
Engine Controls – Where to Find....22
EEC Critical Fault....24
EEC Non-Critical Fault....25
EEC Manual Control....26
3.6 Engine Starting – Manual....27
3.7 Engine / Aircraft Shutdown – Manual....29
3.8 Fire Emergencies....30
Cabin Fire / Smoke....30
Electrical Fire....31
Engine Fire – On Ground....31
Engine Fire – During Flight....32
Transmission Area Fire....32
3.9 Flight Control Malfunctions....33
Anti-Torque Failure – General....33
Anti-Torque Failure – Complete Loss of Thrust....34
Anti-Torque Failure – Fixed Thruster Setting....35
VSCS Failure....35
Hydraulic System Failure....36
Cyclic Trim Failure....36
Collective Friction Failure....36

3.10 Pitot / Static System Malfunction: Single or Dual Pitot Tube Installation.....36
Static System Malfunction.....36
Pitot Heat Failure.....37
3.11 Engine and Generator Malfunction Indications.....37
Engine High Oil Temperature.....37
Engine Low Oil Temperature.....37
Engine High Oil Pressure.....37
Engine Low Oil Pressure.....38
Engine Chips.....38
NG High / NG Low.....38
Generator High Load / Generator.....39
3.12 Transmission Malfunction Indications.....39
Transmission Oil Temperature High / Low.....39
Transmission Oil Pressure Low / High.....40
Transmission Chips.....40
Transmission Input Torque Split.....40
3.13 Fuel System Display Advisories.....41
Fuel Low.....41
Fuel Boost Pump Failure.....41
Single / Dual Fuel Probe Failure.....41
Impending Fuel Filter Bypass.....42
Fuel Shutoff Valve Malfunction.....42
3.14 Caution and Warning Advisories.....42
Cabin Heat.....42
Battery Hot.....42
Battery Warm.....43
Rotor Brake.....43
Cabin Door.....43
Baggage Door.....43
IIDS Caution.....44
3.15 Other Malfunction / Advisories.....44
IIDS Failure.....44
Battery Discharge.....44
Extinguisher Pressure Low.....44
IPS Bypass.....44
NACA Inlet Malfunction.....45
Rotor Speed Display Malfunction.....45
Ground Power Unit Door Open.....45
3.16 Vibrations.....45
3.17 Emergency Egress.....45
3.18 Emergency Equipment.....46

4 Limitations.....47

4.1 Flight Restrictions and Environment.....47
4.2 Airspeed Limitations.....49
4.3 Weight and Center of Gravity.....50
4.4 Rotor and Transmission.....50
4.5 Power Plant (PW207E).....51
4.6 Fuel.....52

5 Performance Data.....53
5.1 Hover Ceiling OGE – Takeoff Power, Cabin Heat Off.....53
5.2 Hover Ceiling OGE – Takeoff Power, Cabin Heat On.....54
5.3 Hover Ceiling OGE – OEI 2.5 Minute Power.....55
5.4 Height-Velocity Diagram.....56
5.5 Best Rate of Climb Speed (VY).....57
5.6 Fuel Consumption (OM-B).....58

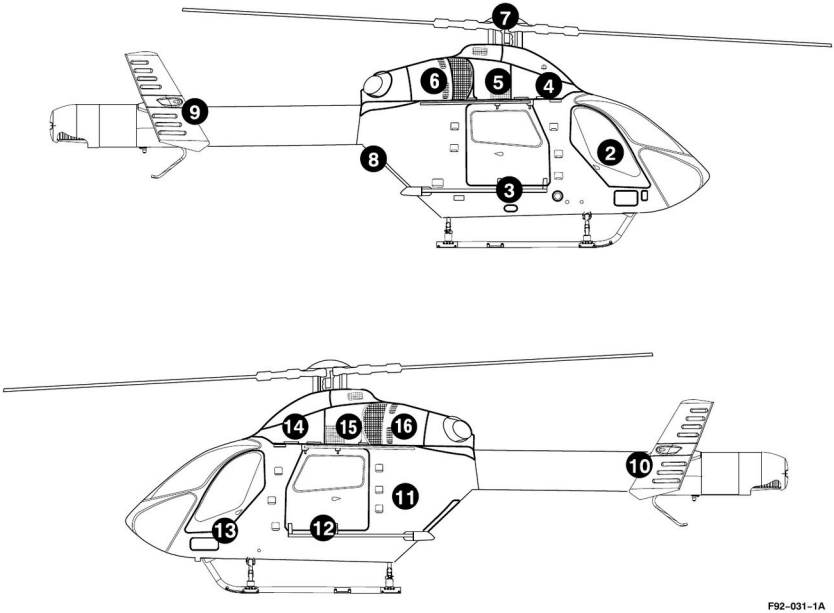
1 Preflight Checklist

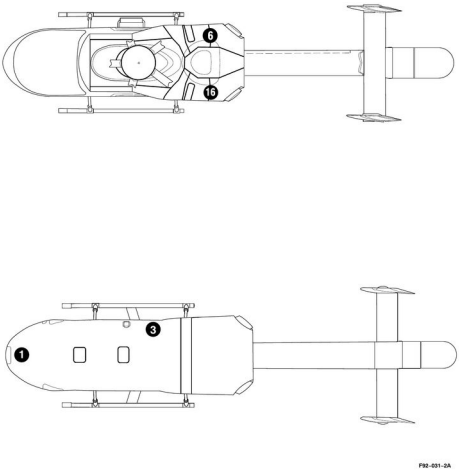
General

1	Technical log / Due list	Checked
2	Weight & balance, performance	Within limits (RFM Sect. II, V, VI)
3	RFM supplements for installed equipment	Reviewed

1.1 Exterior Check (Daily Preflight)

Perform prior to the first flight of the day. Stations according to RFM Figure 4-1.





Station 1 – Front

1	Aircraft attitude	CHECK
2	Covers and tiedowns	REMOVE
3	Main rotor blades	CHECK
4	Battery compartment and door (front mounted battery only)	Battery connected, secure; door closed
5	Pitot tube(s)	Condition, free of obstructions
6	Windscreen, chin windscreen	Condition
7	Chin windscreen area	Pedal linkages, foreign objects
8	Landing light and searchlight	Security, condition
9	Antennas / externally mounted equipment	Security, attachment
10	OAT probe	CHECK

Station 2 – Forward right side

1	Right crew door: glass and vents, hinges	Security, condition
2	Latch system, handle, door release handle	Operation, condition
3	Door strut and strap	Operation, security, condition
4	Crew seat	Condition, nothing stowed under seat
5	Pilot pedals	Adjustment pins engaged
6	Move pedals by hand	Observe movement of thruster
7	POWER switch	BAT/EXT
8	IIDS	Lamp test mode (BIT), fuel quantity CHECK
9	Lighting control panel	Operation of lights as required
10	POWER switch	OFF
11	Crew door	CLOSE

NOTE: Fuel quantity indication will not display actual fuel weight when the fuel system is topped off. Remove fuel cap and pull lanyard to assure tank is full (fuel level inside filler neck).

Station 3 – Fuselage right side

1	Landing gear: skid tube step, forward spacer fitting, crosstube	Security, condition
2	Skid tube and abrasion strips	CHECK
3	Aft crosstube and damper fluid level	CHECK
4	Aft fuel vent fairing	Clear of obstructions
5	Antennas / externally mounted equipment	Security, attachment
6	Fuel sump drain (push in drain control, take sample)	No contamination, drain valves operate
7	Fuel drain door	CLOSED
8	Forward fuselage skin and steps	Condition
9	External power door (front battery only), avionics access panel, static port, fuel cap	Security, condition
10	Right passenger door: tracks and guide, rollers, skin and glass, stops / pins	CHECK, rollers operate
11	Right passenger compartment: upholstery, seats and seat belts	Condition, operation
12	Cabin heat controls	As desired
13	Loose equipment	STOWED (nothing under occupied seats)

Station 4 – Right forward transmission deck

1	Hydraulic manifold	Mounting, fluid level
2	Hydraulic system filters	Impending bypass indicators
3	Longitudinal hydraulic actuator, hydraulic lines	Leaks, mounting, fittings
4	Static mast supports	Attachment
5	Rotor brake fluid level (if installed)	CHECK
6	ECS: air inlet screen, cabin air and fan plenum, ductwork	Mounting, condition
7	Generator cooling ducts and inlet (if installed)	Condition
8	Transmission deck	No foreign objects, no leakage
9	Forward access door	Operation, condition; CLOSE

Station 5 – Right center transmission deck

1	Oil cooler: cooling air inlet, cooler, air ducts	No obstructions, mounting, leaks
2	Transmission oil level	CHECK
3	Transmission oil filler cap	Security
4	Static mast support, forward outside engine mount	Mounting, condition
5	Engine drive shaft, fan drive shaft, rotor brake	CHECK
6	Transmission deck	No foreign objects, no leakage
7	Engine accessory gearbox	Fittings, lines, connectors, wiring
8	Engine oil filter	Bypass indicator
9	Transmission access door: latches, hinges	Operation; CLOSE
10	Cabin door	Closed and latched

Station 6 – Fuselage right top rear

1	Work platforms / steps	CHECK
2	Engine air inlet w/o particle separator: inlet screen, NACA inlet	No obstructions
3	Engine air inlet with particle separator	No obstructions
4	IPS bypass door / NACA inlet door	Closed, condition of seal / closed, no obstructions
5	Right engine: oil access door	Condition
6	Engine oil level	CHECK
7	Oil filler cap, engine cowling	CHECK
8	Fuselage skin	Condition
9	NOTAR fan inlet: air inlet screen and duct	Clear
10	NOTAR fan blades	CHECK

NOTE: Engine oil level should be checked within 10 minutes after engine shutdown (accurate reading, avoids over-servicing).

Station 7 – Rotor system

1	Stationary and rotating swashplate, lower control rod-end bearings	CHECK
2	Scissors drive link, pitch change links	CHECK
3	Striker plates and rollers	CHECK
4	Flexbeam: inner attach points, lead and lag legs	CHECK
5	Upper and lower dampers, damper caps	CHECK
6	Elastomeric feathering bearing, pitch change housing	CHECK
7	Blade retention bolts (10)	Not moved up / down in the pitchcase
8	Gap thrust washer – retainer	Present, all ten gaps almost the same
9	Spring clip	Hex hole fully engaged on hex nut, no cracks around hex hole
10	Blade attach points, rotor blades, top of rotor head	CHECK

NOTE: Blade retention bolt check per RFM 4-2 and MD Service Letter SL900-056 (visual check before or after each flight, MD900 S/N 900-00008 and subsequent with 900R3100001-103 bolts). Cracks around the spring clip hex hole, hex hole not fully engaged on the hex nut, bolt moved up or no gap under the thrust washer: have a certified maintenance technician remove the bolt and do a detailed inspection (CSP-900RMM-2, Section 62-10-00).

Station 8 – Fuselage right rear

1	Fuselage skin, exhaust ejector cowl	CHECK
2	Baggage door: handle, skin, strut, rear spoiler, hinge pins	Operation, condition
3	Environmental control system vent	CHECK
4	Baggage compartment: loose items	SECURED
5	Baggage compartment circuit breaker panel	CHECK
6	Fan control rod spring capsule (unzip ceiling panel)	CHECK, zip up panel
7	Baggage door	Closed and latched
8	Antennas / externally mounted equipment	Security, attachment

NOTE: Spring capsule: check piston rod for movement, clips installed on outer bellcrank and lanyards connected. Bent clips, taut lanyards or piston rod movement: advise maintenance.

Station 9 – Tailboom and empennage right

1	Tailboom attach ring, tailboom	Condition
2	Tailboom slots	Clear of obstructions
3	Horizontal stabilizer: attach points, fairing, antennas	CHECK
4	Vertical stabilizer, nav / strobe light lenses	CHECK
5	Thruster rotating cone	Freedom of rotation
6	Turning vanes	CHECK

CAUTION: Rotating cone: hands at 11 and 5 o'clock, press inward while rotating left and right; repeat at 1 and 7 o'clock. Do not rotate beyond one-half left/right open. Unusual noise or roughness: advise maintenance.

Station 10 – Tailboom and empennage left

1	Horizontal stabilizer: attach points, fairing, antennas	CHECK
2	Tail skid	CHECK
3	Vertical stabilizer, nav light	CHECK
4	Tailboom, tailboom attach ring	Condition

Station 11 – Left rear fuselage

1	Fuselage skin, exhaust ejector cowl	CHECK
2	Work platforms / steps	CHECK
3	External power door (aft mounted battery only)	Security, condition
4	Antennas / externally mounted equipment	Security, attachment

Station 12 – Fuselage left side

1	Landing gear: aft crosstube and damper fluid level	CHECK
2	Passenger step, skid tube and abrasion strips	CHECK
3	Forward spacer fitting, crosstube, skid tube step	Security, condition
4	Underside of fuselage: skin, antennas / external equipment	CHECK
5	Left passenger door: tracks and guide, rollers, skin and glass, stops / pins	CHECK, rollers operate
6	Left passenger compartment: upholstery, seats and seat belts	Condition, operation
7	Loose equipment	STOWED (nothing under occupied seats)

Station 13 – Forward left side

1	Left crew door: glass and vents, hinges	Security, condition
2	Latch system, handle, door release handle	Operation, condition
3	Door strut and strap	Operation, security, condition
4	Crew seat	Condition, nothing stowed under seat
5	Co-pilot pedals (if installed)	Adjusted, adjustment pins engaged
6	Crew door	CLOSE
7	Avionics access panel	CHECK
8	Static port, forward fuel vent fairing	No obstructions

Station 14 – Left forward transmission deck

1	Hydraulic manifold	Mounting, fluid level
2	Hydraulic system filters	Impending bypass indicators
3	Lateral and collective actuators, hand pump, hydraulic lines	Leaks, mounting, fittings
4	Static mast supports	Attachment
5	ECS (if installed): evaporator, freon lines, ductwork	CHECK
6	Transmission deck	No foreign objects, no leakage
7	Transmission oil filter	Bypass indicator
8	Generator cooling ducts and inlet (if installed)	Condition
9	Forward access door	Operation, condition; CLOSE

Station 15 – Left center transmission deck

1	Oil cooler: cooling air inlet, cooler, air ducts	No obstructions, mounting, leaks
2	Static mast support, forward outside engine mount	Mounting, condition
3	Engine drive shaft, fan drive shaft, rotor brake	CHECK
4	Transmission deck	No foreign objects, no leakage
5	Engine accessory gearbox	Fittings, lines, connectors, wiring
6	Engine oil filter	Bypass indicator
7	Transmission access door: latches, hinges	Operation; CLOSE
8	Cabin door	Closed / open and latched / secured

Station 16 – Fuselage left top rear

1	Engine air inlet w/o particle separator: inlet screen, NACA inlet	No obstructions
2	Engine air inlet with particle separator	No obstructions
3	IPS bypass door / NACA inlet door	Closed, condition of seal / closed, no obstructions
4	Left engine: oil access door	CHECK
5	Engine oil level	CHECK
6	Oil filler cap, engine cowling	CHECK

1.2 Preflight Check (Subsequent Flights)

1	Fluid levels	CHECK
2	Transmission deck	No signs of fluid leakage
3	Air inlet screens / particle separators	CHECK
4	Fuel cap, access doors and panels	CHECK
5	Rotor blades, blade retention bolts (SL900-056)	CHECK
6	Tailboom and empennage	CHECK
7	Cargo and loose equipment	CHECK
8	Baggage, cabin and crew doors	CHECK

1.3 Interior Check

1	Cabin	Clean
2	Seats	Condition, nothing stowed under occupied seats
3	Seat belts, shoulder harness inertia lock	Condition, operation
4	Fire extinguisher	Secured, pressure gauge in normal range
5	First aid kit	Attachment
6	Circuit breakers	All in
7	Loads and objects carried	Stowed and secured
8	Rotor brake	STOWED
9	ELT	ARMED

1.4 Passenger Briefing

1	Demonstrate use of doors and safelock (outside and inside)	Completed
2	Explain emergency exits (crew doors, cabin door window pull tab)	Completed
3	Show position of fire extinguisher	Completed
4	Show position of first aid kit	Completed
5	Show position of emergency cards in the helicopter	Completed
6	Explain use of seat belts and headsets	Completed
7	Explain ventilation system	Completed
8	Never go in direction of the tail (red zone)	Said
9	All movements in the visual range of the pilot's eye	Said
10	Hold on loose objects	Said

2 Normal Checklist

Startup and shutdown according to the Heli Austria Normal Checklist (NCL MD902). Bold items: memory / key items.

2.1 Before Start

1	Doors	Closed
2	Seats and Pedals	Adjusted
3	Seat Belts	Fastened

Center Console

1	Fuse Panel	All fuses in
2	EFIS	Off
3	NACA Door	Normal
4	Mirror Heat	As required
5	Searchlight / Mirror	As required
6	**L VSCS R**	**On**
7	IPS	Off
8	Pitot Heat	AR (≤ 5 °C and visible moisture)
9	AC / Vent	Off
10	Cab Heat	Off
11	HD Switch	Spring-loaded
12	Strobe	Off
13	Position Lights	Off
14	Area Lights	AR
15	Lighting Control	Set AR
16	Avionics	Off
17	**L Generator R**	**On**
18	Power Batt	Off
19	L Fuel Shutoff R	On, both covered
20	L Boost R	Off
21	L Engine R	Off
22	Secondary Hook Release	Secured / Covered
23	Intercom	All common
24	COM Panels	Set

Instrument Panel

1	ELT	Armed

2.2 Electrical Power On

1	**POWER BATT**	**On**
2	BIT / Warning Lights	Observe
3	Cyclic Center	Trim
4	Primary Hook R	Secured
5	Rotor Brake	Off (check IIDS)

NOTE: BIT: fire warning annunciators ON for 2 s, check IIDS for advisories. Commanded IIDS BIT before the first start if the helicopter was exposed to temperatures below 0 °C for 12 h or longer. Rotor brake must be stowed before engine start.

2.3 Engine Start

EGT START LIMITS	**875 °C 2 s**	**711 °C 10 s**	**650 °C 45 s**
Start completed within 45 s with EGT stabilized below 650 °C			

6	**L Boost R**	**On / check IIDS**
7	L or R Engine	Set Idle
8	NR	Minimum 60 %
9	Other Engine	Set Idle
10	EFIS	On
11	Avionics	On
12	Pitot Heat	AR
13	Position Lights	On
14	GNS / NAV-COM Frequencies	Set
15	Rad Alt	Test
16	ALT / BARO Knob	Push / Test
17	EADI Panel	DH Set
18	ANNUN	Test
19	IIDS All Green	Check
20	AP	On
21	**L + R Engine**	**Fly**
Within 2 min: perform AP test procedure		

CAUTION: Abort start (engine control switch OFF, boost pump OFF) if: EGT approaches the starting overtemperature limits, no lightoff within 10 s, abnormal noises, start hangs (NG below 54 %), NG or NP beyond limits, start not completed within 45 s. After no lightoff: 30 s fuel drain, then 30 s dry motoring run before the next start.

NOTE: Either engine may be started first. Start the second engine only after at least 60 % NR. Collective full down, cyclic and pedals centered as hydraulic pressure increases (sufficient above 25 % NR). Abnormal vibration through 35–40 % NR: shut down, advise maintenance. Max. wind for rotor start / stop 50 kt. GPU start: L / R GEN ON, GPU disconnect, GPU light OUT.

NOTE: G500H TXi flight deck (RFM Supplement HAU 02) – after start: databases GDU / GTN as required for operation, system messages GDU / GTN / STBY considered, baro setting GDU and GI 275 cross-checked. Before takeoff: attitude, heading, airspeed, altitude and vertical speed of G500H TXi, GI 275 STBY ADI, standby compass and external references correspond.

NOTE: Lead-acid battery (RFM Supplement HAU 17): in cold ambient temperatures it is recommended to start the engines using battery power – this warms the battery sufficiently to accept a charge (temperature threshold: see supplement).

2.4 Dry Engine Motoring Run

NOTE: RFM Section VIII: clears internally trapped fuel and vapor from the engine. May be used if there is evidence of a fire within the engine or lack of EGT indication after lightoff at the beginning of an engine start. Required e.g. after a start without lightoff within 10 s (after a 30 s fuel drain period).

1. Twistgrip selected engine..... **OFF**
   → *Collective: L = upper grip, R = lower grip*
2. Engine control switch selected engine.. **IDLE – observe starter time limits**
   → *Engine control panel – lift the knob to pass the gate*
3. Engine control switch selected engine.. **OFF**
4. EEC RESET button..... **PRESS**
   → *Collective head*
5. Twistgrip..... **NORMAL DETENT**
   → *Index mark aligned with alignment mark*
6. EEC MAN or flashing EEC indication... **CHECK OFF**
   → *IIDS primary display, beside the lower TORQUE scale*

See also: Engine controls – where to find · Starter limits

2.5 Before Takeoff

1	Cyclic response check	Move cyclic, observe rotor tip
2	Collective friction	As desired
3	Primary and secondary IIDS displays	Check advisories
4	PITOT HEAT	As required (≤ 5 °C and visible moisture)
5	IPS (if installed)	As desired
6	CAB HEAT	As desired (OFF above 28 °C OAT)
7	Hover area and takeoff path	CLEAR
8	Hover power	Note torque
9	Takeoff	Up to 10 % above hover power

2.6 Checks & Briefings

Departure briefing

1	Power	within HOGE limits
2	Wind	CHECKED
3	Obstructions	CHECKED
4	Departure route	as required
5	Emergency escape	DECISION

Checks before Take-off

1	Doors and Windows	CLOSED
2	CAB HEAT	as required
3	Power	SET
4	NR / NP	within green
5	Engine instruments (IIDS)	within LIMITS
6	Fuel quantity and endurance	CHECKED and CALCULATE
7	Power (TQ / EGT / NG)	within LIMITS
8	Warning lights / IIDS advisories	all OUT
9	Area left, center and right	CLEAR
10	Landing light	ON
11	Check before take-off completed	next HOVER CHECK

Hover check

1	NR / NP	within green
2	Power (TQ)	VALUE / remaining % to limit
3	Warning lights / IIDS advisories	all OUT
4	Wind	check DIRECTION
5	Departure sector	NEXT OBSTACLES
6	Hover check completed	next CLIMB CHECK

Climb check

1	Power (TQ)	VALUE / remaining % to limit
2	Airspeed	RISING
3	Vertical speed	POSITIVE
4	Airspace	look out / CLEAR

Cruise check

1	Power (TQ)	VALUE / remaining % to limit
2	Airspeed	as required
3	Altimeter	QNH or FL (1013)
4	Fuel quantity and endurance	CHECKED and CALCULATE
5	Landing light	as required

Approach briefing

1	Performance HIGE / HOGE	CHECKED
2	RECO (Wind, Anflug, Hindern., Beleuchtung, Umw.)	WAHiBelU
3	Kind of approach	steep, flat
4	Emergency escape	DEFINED
5	Voice	set, transmit

Mountain approach briefing

1	Wind	direction, speed during approach
2	Approach path	DEFINED
3	Obstacles	DESCRIBED
4	Visibility, references	DESCRIBED
5	Natural environment	DESCRIBED
6	Elevation	Landing point + initial approach altitude
7	Power margin	CALCULATED
8	Whiteout danger	YES / NO?
9	Escape	Escape path and window: DEFINED
10	Hot spot	DEFINED

Approach check

1	CAB HEAT	as required
2	Power	SET
3	NR / NP	within green
4	Engine instruments (IIDS)	within LIMITS
5	Fuel quantity and endurance	CHECKED and CALCULATE
6	Power (TQ)	VALUE / remaining % to limit
7	Warning lights / IIDS advisories	all OUT
8	Landing light	as required, ON
9	Voice	set, transmit
10	Approach check completed	next FINAL CHECK

Final check

1	Safety windows	PASSED
2	Indicated airspeed	< 40 kt
3	Sink rate	< 400 ft/min
4	Power versus speed	CHECKED
5	Decision	LAND or GO AROUND
6	At decision land	next HOVER CHECK

2.7 Engine Shut Down

1	**Collective**	**Down**
2	Cyclic Center	Trimmed
3	L + R Engine	Set Idle 1 min
4	Cyclic Center	Trim
5	L Boost R	Off
6	Avionics	Off
7	L Generator R	Off
8	Position Lights	Off
9	Pitot Heat	Off
10	EFIS	Off
11	AP system	Off
12	L + R Engine	Off
13	IIDS	Observe
14	**POWER BATT**	**Off**

CAUTION: Collective full down, friction ON. Do not use collective pitch to slow the rotor. Abnormal vibration as NR passes 40–35 %: advise maintenance before further flight. Boost pumps must be OFF (fuel nozzle coking).

NOTE: Rotor brake (if required): apply below 70 % NR with both engines shut down; release during the last revolution unless conditions dictate otherwise. POWER OFF at 0 % NG. Post-shutdown high EGT: dry run (twistgrip OFF, engine control switch IDLE observing starter limits, then OFF) – complete as dry engine motoring run (EEC RESET, twistgrip NORMAL, EEC MAN check OFF).

NOTE: G500H TXi (Supplement HAU 02): after battery OFF, BATTERY POWER WARNING on GI 275 STBY ADI → Power OFF.

2.8 Post Flight

1	IIDS Time Summary (only at NG = 0 %)	LST FLT TIME / TOT FLT HR noted
2	Engine cycles (end of day, L + R)	IMPELLER / CMPSR TURB / POWER TURB noted
3	Aircraft – any suspected damage	CHECK
4	Rotor blades	Blade retention bolts CHECK (SL900-056)
5	Fuel and oil leaks	CHECK
6	Engine and transmission oil levels	CHECK (engine within 10 min)
7	Logbook / flight book entries	COMPLETE
8	Flight manual and equipment	STOWED
9	Tiedowns, covers	As required

NOTE: Enter the IIDS "Time Summary" menu only after NG has reached 0 %, otherwise time records may be incorrect.

3 Emergency Checklist

RPPAA = Rotor-RPM, Power, Performance, Analysis, Action

3.1 General

In an emergency or malfunction the pilot's primary consideration is control of the aircraft. Then identify the problem and perform the appropriate procedure. These procedures do not limit the pilot from taking additional actions if the situation warrants.

LAND IMMEDIATELY	Execute a power-on approach and landing without delay.
LAND AS SOON AS POSSIBLE	Power-on approach and landing to the nearest safe landing area that does not further jeopardize aircraft or occupants.
LAND AS SOON AS PRACTICAL	Extended flight not recommended; completing the planned flight is at the discretion of the PIC.

3.2 Caution and Warning Annunciators and Audio Tones

Red / yellow annunciator	Warning / caution on IIDS. Check digital display and annunciator agree; if not, cross-check other parameters.
Flashing warnings	ENG OUT, FIRE, CAB HEAT, LOW FUEL tick marks (OFF only when the condition disappears)
Warning tone (high-low twice)	FIRE, CAB HEAT, BAT HOT, EEC FAIL
Low rotor tone (sweep)	NR < 95 % with either engine operating, or NR < 88 % with both engines failed; one cycle at engine failure. Disabled on ground.

3.3 Engine Emergencies

ENG OUT Single Engine Failure

Indications: *ENG OUT annunciator, low rotor tone for one cycle. Affected engine TQ, NP and NG decreasing to zero.*

► AT A HOVER – IGE

1. Land

► AT A HOVER – OGE

1. Collective pitch..... **ADJUST TO MAINTAIN OEI LIMITS**

NOTE: Decision to land or fly away depends on ambient conditions and gross weight (Section V: best rate of climb speed, OEI climb/descent, HV envelope).

► IN FLIGHT

1. Operating engine..... **MAINTAIN WITHIN OEI LIMITS**
2. Airspeed..... **100 KIAS OR LESS**

CAUTION: Identify the affected (failed) engine by cross-checking TQ, NP and NG before the following steps.

3. Engine control switch..... **OFF – AFFECTED ENGINE**
4. Fuel boost pump..... **OFF – AFFECTED ENGINE**
5. Fuel shutoff valve..... **OFF – AFFECTED ENGINE**

NOTE: Fuel shutoff valve OFF arms the fire extinguishing system. If attempting a restart, leave fuel shutoff valve ON; no restart if a malfunction is suspected. Fuel tick mark on the affected side may illuminate first.

LAND AS SOON AS PRACTICAL

NOTE: Cabin heat / air-conditioning is switched OFF automatically. If needed after recovering to safe OEI flight: CAB HEAT OVRD. Before the OEI landing ensure CAB HEAT OFF.

► AIR START

1. Failed engine control switch..... **OFF, THEN FLY**
2. IIDS..... **MONITOR**

Second Engine Failure

Indications: *Low rotor RPM, low rotor tone below 88 % NR, possible left yaw. TQ, NP and NG decreasing to zero.*

1. Collective..... **LOWER, maintain NR within limits**
2. Autorotation..... **PERFORM to suitable landing area**

LOW NR Low Rotor RPM Warning

IIDS values **TONE** **NR < 95 % with either engine operating · NR < 88 % with both engines failed**

Indications: *Sweep tone: NR < 95 % with either engine operating, or NR < 88 % with both engines failed (tones disabled on ground).*

1. Collective..... **ADJUST to control NR**

WARNING: Respond immediately to the ENGINE OUT / low rotor RPM warning by adjusting collective to maintain NR within limits, then check engine instruments and other indications to confirm engine trouble.

3.4 Emergency Landing Procedures

Water Landing – Dual Engine Failure

1. Collective..... **ADJUST to establish autorotation**
2. Cabin doors..... **May be opened at ≤ 60 KIAS**
3. Autorotative approach..... **Flare to minimize forward speed**
4. Aircraft level..... **Increase collective as contact is made**
5. When aircraft begins to roll..... **Collective FULL DOWN**
6. Evacuate..... **After blades have stopped**

WARNING: Do not inflate personal flotation gear until clear of the aircraft – safe exit will be restricted.

Water Landing – OEI / AEO

► AVAILABLE POWER ALLOWS HOVERING

NOTE: Gross weight determines whether an OEI approach can be terminated at a hover or a run-on landing must be performed.

1. Normal approach..... **To intended landing point**
2. Cabin doors..... **May be opened at ≤ 60 KIAS**
3. 100 ft above touchdown..... **approx. 40 KIAS**
4. At approx. 50 ft..... **Decelerate, increase power**
5. Hover over water..... **Passengers and copilot exit**
6. **Fly a safe distance away from personnel in the water**
7. ENGINE CONTROL switch(es)..... **OFF, hovering autorotation**
8. Settle level..... **Full collective**
9. When aircraft begins to roll..... **Collective FULL DOWN**
10. Harness release, exit..... **After blades have stopped**

► AVAILABLE POWER DOES NOT ALLOW HOVERING

1. Normal approach..... **To intended landing point**
2. Cabin doors..... **May be opened at ≤ 60 KIAS**
3. 100 ft above touchdown..... **approx. 40 KIAS**
4. At approx. 50 ft..... **Decelerate, increase power**
5. At water contact..... **Shut down engine, hold level, min. speed and ROD**
6. When aircraft begins to roll..... **Collective FULL DOWN**
7. Harness release, exit..... **After blades have stopped**

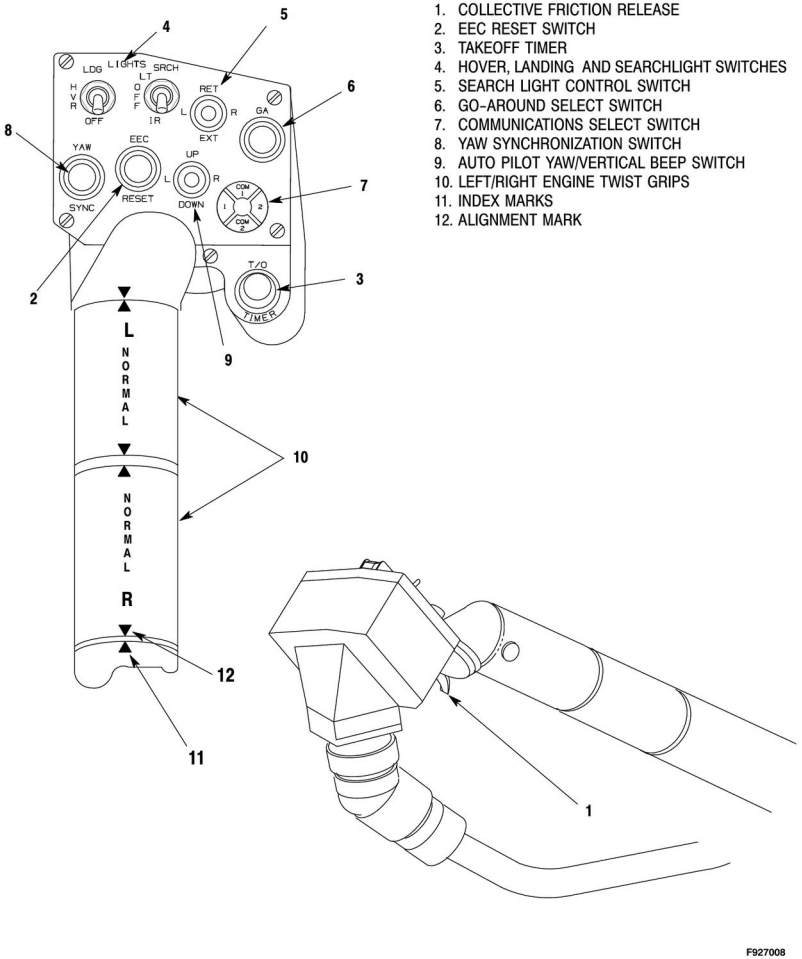
WARNING: Do not inflate personal flotation gear until clear of the aircraft – safe exit will be restricted.

3.5 EEC Malfunctions

Engine Controls – Where to Find

Normal operation: engine control switches only, both twistgrips remain in the NORMAL detent. Backup (manual) control after an EEC failure: twistgrips on the collective – the EEC fails fixed, power stays at the last setting (RFM 7-10).

► COLLECTIVE STICK

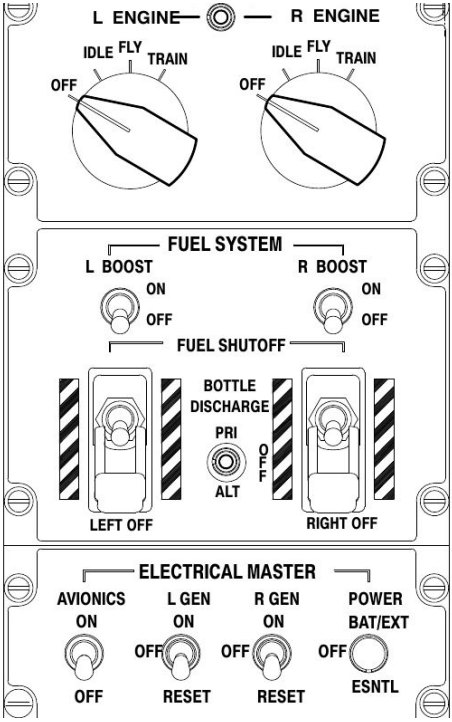


RFM Fig. 4-6: 2 = EEC RESET switch, 10 = L / R engine twistgrips, 11 = index marks, 12 = alignment mark

1. EEC RESET button..... **Collective head (item 2)**
2. Twistgrips..... **L = upper grip, R = lower grip (item 10)**

3. NORMAL detent.....	**Index mark (11) aligned with alignment mark (12)**
4. Idle point.....	**Not marked – additional force approx. 30–40 lb (13–18 kg) toward OFF**

► CENTER CONSOLE



RFM Fig. 4-4: engine control, fuel system and electrical master panels

1. L / R ENGINE switches.....	**Engine control panel: OFF – IDLE (gated, lift knob) – FLY – TRAIN**
2. L / R BOOST, FUEL SHUTOFF, BOTTLE DISCHARGE.....	**Fuel system panel**
3. L / R GEN, POWER.....	**Electrical master panel**

► ELECTRICAL LOAD CENTER

1. Engine manual start buttons.....	**Back corners of the electrical load center (RFM 3-6, Fig. 7-21)**

See also: Engine starting – manual · Engine / aircraft shutdown – manual

EEC FAIL EEC Critical Fault

Indications: *EEC with FAIL warning annunciator ON (beside the lower TORQUE scale) and warning tone for two cycles. Fuel flow of the affected engine remains fixed; the serviceable EEC maintains NP/NR.*

► EEC RESET (TWO ATTEMPTS MAY BE REQUIRED)

1. Twistgrip affected engine..... **SLIGHTLY OUT OF NORMAL DETENT**
   → *Collective: L = upper grip, R = lower grip*
2. EEC RESET button..... **PRESS**
   → *Collective head (control module at the end of the collective stick)*
3. Twistgrip..... **RETURN TO NORMAL**

Indication clears: transient EEC fault. Indication remains ON: fault still present – continue with the procedure below.

► EEC FAIL REMAINS ON

1. Affected engine twistgrip..... **Out of NORMAL when necessary (manual FMU control)**
2. Power of affected engine..... **SET as desired**
3. IIDS primary display..... **MONITOR**

CONTINUE FLIGHT

CAUTION: In manual mode (EEC MAN), power reductions that bring the TQ of the automatic engine towards 0 % can raise NP of the manual engine into the transient overspeed range (> 104.5 %, 20 s limit).

CAUTION: No NR governing after EEC failure on both engines: control NR and power with collective and twistgrips.

EEC EEC Non-Critical Fault

Indications: *EEC caution annunciator ON.*

► EEC RESET (TWO ATTEMPTS MAY BE REQUIRED)

1. Twistgrip affected engine..... **SLIGHTLY OUT OF NORMAL DETENT**
   → *Collective: L = upper grip, R = lower grip*
2. EEC RESET button..... **PRESS**
   → *Collective head (control module at the end of the collective stick)*
3. Twistgrip..... **RETURN TO NORMAL**

Indication clears: transient EEC fault. Indication remains ON: fault still present – continue with the procedure below.

► ENGINE TORQUE MATCHING DEGRADED (IN FLIGHT)

1. Advise maintenance

CONTINUE FLIGHT

► EGT INDICATION BLANKS – IN FLIGHT

1. Advise maintenance

CONTINUE FLIGHT

► EGT INDICATION BLANKS – ON GROUND BEFORE START

1. Start..... **DO NOT ATTEMPT / ABORT**

2. Advise maintenance

► ENGINE MODE CANNOT BE CHANGED WITH ENGINE CONTROL SWITCH – IN FLIGHT

CONTINUE FLIGHT – after landing: manual shutdown (below)

► ENGINE MODE CANNOT BE CHANGED – AFTER LANDING / ON GROUND: MANUAL SHUTDOWN

1. Collective..... **FULL DOWN**
2. Cyclic..... **TRIM TO NEUTRAL**
   → *Neutral: centering strap extended touches the centering decal (RFM Fig. 4-9)*
3. Pedals..... **NEUTRAL**
4. Twistgrip(s)..... **IDLE DETENT**
   → *Collective: L = upper grip, R = lower grip. Idle is not marked – point where further rotation toward OFF needs additional force (approx. 30–40 lb)*
5. Unnecessary bleed air and electrical equipment..... **OFF**
   → *Utility panel*
6. L / R BOOST..... **OFF**
   → *Fuel system panel (center console)*
7. L / R GEN..... **OFF**
   → *Electrical master panel (center console)*
8. NP slows to idle..... **CHECK**
   → *IIDS primary display*

9. EEC MAN indication..... **CHECK**
   → *IIDS primary display, beside the lower TORQUE scale*
10. L or R ENGINE..... **OFF**
    → *Engine control panel – lift the knob to pass the gate between IDLE and OFF*
11. Twistgrip(s)..... **SNAP TO CUTOFF**
    → *Through the idle point (additional force) to OFF*
12. IIDS..... **Normal shutdown indications**

► WHEN NG IS AT 0 % (RFM VIII, MANUAL ENGINE SHUTDOWN CHECK)

1. EEC RESET button..... **PRESS**
   → *Collective head*
2. Twistgrip(s)..... **NORMAL DETENT**

CAUTION: Do not return the twistgrip to the NORMAL detent until NG is at zero and the EEC RESET button is pressed. Failure to follow this procedure may cause a re-light with a subsequent EGT exceedance.

3. EEC MAN indication..... **CHECK OFF**
   → *IIDS primary display, beside the lower TORQUE scale*
4. **Continue with normal shutdown**

► NP AND NR SPLIT – IN FLIGHT

1. Avoid maneuvers increasing NR..... **High ROD, quick stops**

CONTINUE FLIGHT

► NP AND NR SPLIT – ON GROUND

1. Takeoff..... **DO NOT TAKE OFF**
2. **Advise maintenance**

EEC MAN EEC Manual Control

► EEC AND MAN ANNUNCIATOR ON

1. EEC RESET button..... **PRESS**
   → *Collective head*
2. Twistgrips..... **CHECK IN NORMAL DETENT**

► EEC ANNUNCIATOR FLASHING (EEC IN AUTO, A TWISTGRIP NOT IN NORMAL)

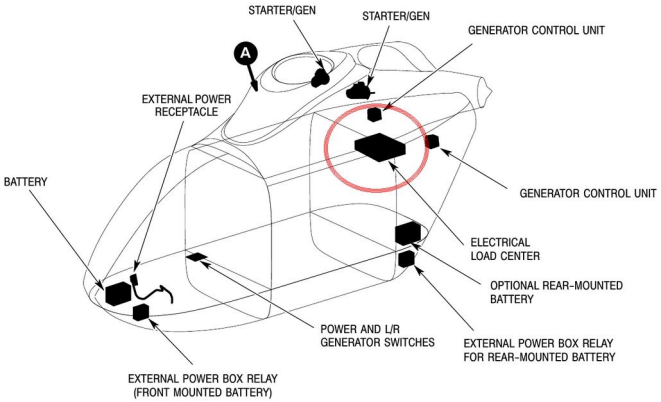
1. Twistgrip..... **RETURN TO NORMAL**

3.6 Engine Starting – Manual

NOTE: Only after an EEC FAIL warning that precludes a normal automatic start. Abnormal procedure – only to leave a hazardous environment or to return to a maintenance base. Be familiar with RFM 3-5 to 3-7 before attempting.

▸ PREPARATION

1. Engine prestart cockpit check..... **COMPLETE**
2. Engine manual start button (if required) **2ND CREW MEMBER: PUSH AND HOLD**
   → *To enable the starter it may be necessary for a second crew member to push and hold the button of the selected engine. Location: back corners of the electrical load center (RFM 3-6, figure below).*



Electrical load center (red circle, RFM Fig. 7-21). Engine manual start buttons: on its back corners (RFM 3-6).

▸ PLA RESET – NOT REQUIRED AFTER A MANUAL SHUTDOWN (TWISTGRIP ALREADY OFF)

– Twistgrip selected engine..... **ROTATE TO FULL OPEN**
→ *Past the NORMAL detent – this resets the PLA*

– Twistgrip selected engine..... **ROTATE TO OFF**
→ *Through the idle point – additional force approx. 30–40 lb (13–18 kg)*

▸ START

1. Generator selected engine..... **OFF**
   → *Electrical master panel*
2. L or R BOOST..... **ON, check IIDS**
   → *Fuel system panel*
3. L or R ENGINE..... **IDLE**
   → *Engine control panel – lift the knob to pass the gate*

CAUTION: Monitor EGT, NG and starter limits during start. Abort the start if EGT rises rapidly through 700 °C.

4. NG passing 8 %: twistgrip..... **ROTATE TOWARDS NORMAL**
   → *Until lightoff – observe immediate EGT rise*
5. Twistgrip..... **ONLY AS NEEDED**
   → *To keep NG accelerating toward idle; monitor EGT and NG*
6. NP / NR..... **MANUALLY TO 65 %**

CAUTION: No lightoff (EGT and NG rise) within 10 s: twistgrip OFF, engine control switch OFF. After a 30 s fuel drain perform a 30 s dry motoring run before the next start (observe limitations).

► ABORT START

– Twistgrip selected engine..... **OFF**

– Engine control switch..... **OFF when EGT below 150 °C**

► AFTER START

1. Engine oil pressure..... **CHECK**
2. Generator..... **ON**
   → *Electrical master panel*
3. IIDS..... **CHECK**
4. GPU start only..... **Generators ON, GPU DISCONNECT**

See also: Engine controls – where to find · EGT start limits

3.7 Engine / Aircraft Shutdown – Manual

NOTE: If a normal shutdown cannot be accomplished on one or both engines.

1. Collective..... **FULL DOWN**
2. Cyclic..... **TRIM TO NEUTRAL**
   → *Neutral: centering strap extended touches the centering decal (RFM Fig. 4-9)*
3. Pedals..... **NEUTRAL**
4. Twistgrip(s)..... **IDLE DETENT**
   → *Collective: L = upper grip, R = lower grip. Idle is not marked – point where further rotation toward OFF needs additional force (approx. 30–40 lb)*
5. Unnecessary bleed air and electrical equipment..... **OFF**
   → *Utility panel*
6. L / R BOOST..... **OFF**
   → *Fuel system panel (center console)*
7. L / R GEN..... **OFF**
   → *Electrical master panel (center console)*
8. NP slows to idle..... **CHECK**
   → *IIDS primary display*
9. EEC MAN indication..... **CHECK**
   → *IIDS primary display, beside the lower TORQUE scale*
10. L or R ENGINE..... **OFF**
    → *Engine control panel – lift the knob to pass the gate between IDLE and OFF*
11. Twistgrip(s)..... **SNAP TO CUTOFF**
    → *Through the idle point (additional force) to OFF*
12. IIDS..... **Normal shutdown indications**

► WHEN NG IS AT 0 % (RFM VIII, MANUAL ENGINE SHUTDOWN CHECK)

1. EEC RESET button..... **PRESS**
   → *Collective head*
2. Twistgrip(s)..... **NORMAL DETENT**

CAUTION: Do not return the twistgrip to the NORMAL detent until NG is at zero and the EEC RESET button is pressed. Failure to follow this procedure may cause a re-light with a subsequent EGT exceedance.

3. EEC MAN indication..... **CHECK OFF**
   → *IIDS primary display, beside the lower TORQUE scale*
4. **Continue with normal shutdown**

See also: Engine controls – where to find

3.8 Fire Emergencies

Cabin Fire / Smoke

Indications: *Smoke and fume accumulation in the cabin.*

► ON GROUND

1. Engine control switches..... **OFF**
2. Passengers / crew..... **EVACUATE**
3. Rotor brake (if installed)..... **APPLY**
4. POWER switch..... **OFF**

► IN FLIGHT

1. Cabin heat..... **OFF (if source is cabin heat duct)**
2. Fresh air vents..... **OPEN**
3. AC / VENT switch..... **VENT LOW or VENT HIGH**

NOTE: If crew station and/or passenger gaspers appear to be the source, AC/VENT remains or returns to OFF.

4. Cockpit door vents..... **OPEN**

LAND IMMEDIATELY

► AFTER LANDING

– Engine control switches..... **OFF**
– Rotor brake (if installed)..... **APPLY**
– POWER switch..... **OFF**
– Passengers / crew..... **EVACUATE**

Electrical Fire

Indications: *Smoke and fume accumulation in the cabin.*

▸ ON GROUND

1. Engine control switches..... **OFF**
2. Passengers / crew..... **EVACUATE**
3. Rotor brake (if installed)..... **APPLY**
4. POWER switch..... **OFF**

▸ IN FLIGHT

1. Cabin heat..... **OFF**
2. Fresh air vents..... **OPEN**
3. Generator switches..... **OFF**
4. If smoke / fire persists: POWER switch **ESNTL**

LAND AS SOON AS POSSIBLE

▸ AFTER LANDING

– Engine control switches..... **OFF**
– Rotor brake (if installed)..... **APPLY**
– POWER switch..... **OFF**
– Passengers / crew..... **EVACUATE**

FIRE Engine Fire – On Ground

Indications: *Engine FIRE warning annunciator, warning tone for two cycles.*

1. Engine control switches..... **OFF – BOTH ENGINES**
2. Rotor brake (if installed)..... **APPLY**
3. Fuel shutoff valve..... **OFF – AFFECTED ENGINE**
4. Fuel boost pumps..... **OFF**
5. **Attempt to confirm existence of fire**
6. Fire bottle switch..... **PRI (ALT IF NECESSARY)**

NOTE: Fire bottle will not discharge with fuel valve ON.

7. POWER switch..... **OFF**
8. Passengers / crew..... **EVACUATE**

FIRE Engine Fire – During Flight

Indications: *Engine FIRE warning annunciator, warning tone for two cycles.*

1. Airspeed..... **REDUCE TO OEI VNE OR LESS**
2. **Attempt to confirm existence of fire**

NOTE: If the FIRE annunciator goes OUT and no other indications of fire are present: land as soon as practical. If it remains ON, continue with the next steps.

3. Engine control switch..... **OFF – AFFECTED ENGINE**
4. Fuel boost pump..... **OFF – AFFECTED ENGINE**
5. Fuel shutoff valve..... **OFF – AFFECTED ENGINE**
6. Fire bottle discharge switch..... **PRI (ALT IF NECESSARY)**

NOTE: The fire bottle will not discharge with the fuel valve ON.

► FIRE WARNING GOES OFF

LAND AS SOON AS PRACTICAL

► FIRE WARNING REMAINS ON

LAND IMMEDIATELY

► AFTER LANDING

– Engine control switch..... **OFF – OPERATING ENGINE**
– Rotor brake (if installed)..... **APPLY**
– POWER switch..... **OFF**
– Passengers / crew..... **EVACUATE**

FIRE Transmission Area Fire

Indications: *Transmission FIRE warning annunciator (center), warning tone for two cycles.*

LAND IMMEDIATELY

► AFTER LANDING

– Engine control switches..... **OFF**
– Rotor brake (if installed)..... **APPLY**
– POWER switch..... **OFF**
– Passengers / crew..... **EVACUATE**
– Fire extinguisher..... **USE AS APPROPRIATE**

3.9 Flight Control Malfunctions

Anti-Torque Failure – General

Causes: jammed / broken thruster cone control cable (fixed rotating cone), jammed fan linkage (fixed fan thrust), or total failure of the NOTAR fan (complete loss of thrust).

1. Evaluate..... **Pedal inputs; reduce airspeed, note yaw direction**
2. Fixed rotating cone..... **Pedals NEUTRAL (approx. 1 in / 25 mm right pedal)**

NOTE: Neutral pedal = NOTAR fan at minimum pitch. Pedal input against the yaw with a fixed cone produces an unfavorable thrust vector and increases the yaw.

Collective up: nose right; collective down: nose left. VSCS counteracts within its authority if airspeed is sufficient.

3. VSCS (both)..... **OFF only on final and below 100 kt**

Use wind: headwind reduces ground speed and power at touchdown; left crosswind helps weathervane against the yaw.

4. Twistgrips (NR reduction)..... **Only just prior to / at touchdown**

NOTE: Twistgrip use places both engines in manual mode.

Anti-Torque Failure – Complete Loss of Thrust

Indications: *Inability to trim with pedals; possibly noise or vibration. Directional control depends on airspeed and power.*

► IN HOVERING FLIGHT	
1. If altitude permits.....	**Positive collective reduction**
2. Right turn arrested.....	**Fly away, gain airspeed**
3. Then.....	**Continue with IN FORWARD FLIGHT steps below**
4. Unable to gain airspeed / no altitude....	**Reduce power and altitude with collective**
5. Close to ground.....	**Both twistgrips IDLE, autorotation**

► IN FORWARD FLIGHT	
1. Airspeed and power.....	**Level flight 80–100 KIAS**

CAUTION: Do not attempt an autorotation from forward flight unless an actual dual engine failure occurs.

2. Approach direction.....	**Left quartering headwind**
3. Shallow approach (hard surface).....	**Min. 80 kt**
4. Collective friction.....	**SET 5 lb**
5. VSCS.....	**OFF**
6. Aggressive power reduction (quick stop).....	**Yaws aircraft left**
7. Near ground.....	**Level, align with collective, cushion**
8. Landing speed.....	**As slow as possible, max. 30 kt**
9. If necessary at touchdown.....	**Both twistgrips toward IDLE**

NOTE: Twistgrip use places both engines in manual mode.

Anti-Torque Failure – Fixed Thruster Setting

► RIGHT PEDAL APPLIED (THRUSTER OPEN RIGHT, YAW RIGHT)

1. Airspeed and power..... **Level flight 80–100 KIAS**

CAUTION: Do not attempt an autorotation from forward flight unless an actual dual engine failure occurs.

2. Pedals (if able)..... **NEUTRAL (approx. 1 in / 25 mm right)**
3. Approach direction..... **Left quartering headwind**
4. Shallow approach (hard surface)..... **Min. 80 kt**
5. Collective friction..... **SET 5 lb**
6. VSCS..... **OFF**
7. Aggressive power reduction (quick stop)..... **Yaws aircraft left**
8. Near ground..... **Level, align with collective, cushion**
9. Landing speed..... **As slow as possible, max. 30 kt**
10. If necessary at touchdown..... **Both twistgrips toward IDLE**

► LEFT PEDAL APPLIED (THRUSTER OPEN LEFT, YAW LEFT)

1. Airspeed and power..... **Level flight 80–100 KIAS**

CAUTION: Do not attempt an autorotation from forward flight unless an actual dual engine failure occurs.

2. Pedals (if able)..... **NEUTRAL (approx. 1 in / 25 mm right)**
3. Collective friction..... **SET 5 lb**
4. VSCS..... **OFF**
5. Approach..... **Shallow to normal, into wind or left quartering headwind**
6. Directional control..... **Small collective adjustments**
7. Touchdown..... **Little or no forward speed**

VSCS FAIL VSCS Failure

Indications: *VSCS FAIL message on IIDS alphanumeric display; VSCS indicator no movement or continuous full-scale deflection; possible uncommanded sideslip.*

1. Aircraft..... **TRIM WITH PEDALS**
2. VSCS..... **OFF – AFFECTED SYSTEM(S)**
3. Airspeed..... **BELOW 100 KIAS**
4. **Continue to next point of intended landing**

1 HYD 2 Hydraulic System Failure

Indications: *1HYD or HYD2: single system; 1HYD2: dual system. Pressure / TEMPERATURE shown on alphanumeric display. Stiff pedals with failure of system 2.*

► SINGLE SYSTEM – LOSS OF PRESSURE

1. Airspeed..... **BELOW 100 KIAS**
2. **Continue to next point of intended landing**
3. Landing..... **Shallow approach to hover, land vertically**

► DUAL SYSTEM – LOSS OF PRESSURE

1. Airspeed..... **BELOW 100 KIAS**
2. **Continue to next point of intended landing**
3. Landing..... **Running landing**

► HIGH HYDRAULIC FLUID TEMPERATURE

LAND AS SOON AS PRACTICAL

Cyclic Trim Failure

Indications: *Cyclic forces cannot be reduced with trim switch; approx. 15 lb (6.8 kg) may be needed for full control movement.*

CONTINUE FLIGHT

Collective Friction Failure

► FRICTION RELEASE FAILURE – 25 LB (11.34 KG) NEEDED TO MOVE COLLECTIVE

1. Collective friction release switch..... **5 lb POSITION**
2. **Advise maintenance**

CONTINUE FLIGHT

► FRICTION FAILS TO ENGAGE – ONLY 5 LB (2.27 KG) NEEDED

1. **Advise maintenance**

CONTINUE FLIGHT

3.10 Pitot / Static System Malfunction: Single or Dual Pitot Tube Installation

Static System Malfunction

Indications: *Altimeter and IVSI show no change during climb / descent (primary static source clogged).*

1. Alternate static source toggle valve (affected side)..... **PULL UP**

NOTE: Altimeter indicates 60 ft less during climb. Push handle down to return to primary source.

PITOT Pitot Heat Failure

Indications: *Yellow PITOT caution light L / R (if installed), conditions requiring pitot heat.*

▸ **LEFT OR RIGHT PITOT HEAT FAILURE**

CONTINUE FLIGHT

▸ **LEFT AND RIGHT PITOT HEAT FAILURE**

LAND AS SOON AS PRACTICAL

3.11 Engine and Generator Malfunction Indications

NOTE: Certain malfunctions may require an engine shutdown; the pilot must assess the problem and decide whether the affected engine remains operational.

ENG °C Engine High Oil Temperature

IIDS values **HIGH WARNING > 125 °C**
HIGH CAUTION > 120 °C

Indications: *Upper yellow caution at 120 °C and/or red warning at 125 °C. Continuous operation certified up to 125 °C.*

1. Power affected engine..... **REDUCE**
2. Oil pressure and temperature..... **MONITOR**

NOTE: Temperature remains above limits (red ON) and/or abnormal oil pressure: shut down affected engine.

3. Indications normal..... **Power as desired**

LAND AS SOON AS PRACTICAL

ENG °C Engine Low Oil Temperature

IIDS values **LOW CAUTION < 10 °C with NG > 50 % · < −45 °C with NG ≤ 50 %**

Indications: *Lower yellow caution at +10 °C and below with NG > 50 %.*

1. Engine control..... **FLY only when oil temp in normal range**

ENG %PSI Engine High Oil Pressure

IIDS values **HIGH CAUTION > 100 % PSI for > 5 min**

Indications: *Upper yellow caution if oil pressure > 100 % PSI for more than 5 min (red high annunciator only in lamp test).*

1. Oil pressure..... **MONITOR**
2. **Advise maintenance**

CONTINUE FLIGHT

ENG %PSI Engine Low Oil Pressure

IIDS values	LOW WARNING	< 80 % PSI for > 5 s
	LOW CAUTION	< 80 % PSI for > 2 s

Indications: *Lower yellow caution or lower red warning annunciator ON.*

1. If single engine power is sufficient..... **SHUT DOWN AFFECTED ENGINE**

LAND AS SOON AS PRACTICAL

CHIPS Engine Chips

► ON GROUND

1. Engine..... **SHUT DOWN**

► IN FLIGHT

LAND AS SOON AS PRACTICAL

NG NG High / NG Low

IIDS values	HIGH WARNING	> 103.0 % NG
	HIGH CAUTION	> 99.8 % NG
	LOW WARNING	< 50 % NG

► NG HIGH – RED WARNING OR YELLOW CAUTION

1. Power..... **REDUCE TO NORMAL RANGE**
2. Engine TQ and EGT..... **CHECK**

► NG LOW – RED WARNING

1. Affected engine IIDS (primary)..... **CHECK for engine failure**

► ENGINE FAILURE CONFIRMED – IN FLIGHT

1. Operating engine..... **MAINTAIN WITHIN OEI LIMITS**
2. Airspeed..... **100 KIAS OR LESS**

CAUTION: Identify the affected (failed) engine by cross-checking TQ, NP and NG before the following steps.

3. Engine control switch..... **OFF – AFFECTED ENGINE**
4. Fuel boost pump..... **OFF – AFFECTED ENGINE**
5. Fuel shutoff valve..... **OFF – AFFECTED ENGINE**

NOTE: Fuel shutoff valve OFF arms the fire extinguishing system. If attempting a restart, leave fuel shutoff valve ON; no restart if a malfunction is suspected.

LAND AS SOON AS PRACTICAL

NOTE: Cabin heat / air-conditioning is switched OFF automatically. Before the OEI landing ensure CAB HEAT OFF.

See also: Single engine failure (hover IGE / OGE, air start)

GEN Generator High Load / Generator

IIDS values CAUTION **100 % LOAD**

► GENERATOR HIGH LOAD – UPPER YELLOW ANNUNCIATOR

1. Unnecessary electrical equipment..... **OFF**

CAUTION: Failure to turn off unnecessary equipment may cause the generator(s) to go off line.

► GENERATOR – YELLOW GEN ANNUNCIATOR, %LOAD 0

1. L GEN / R GEN (both if dual failure)..... **RESET**
2. GEN annunciator still ON..... **OFF – AFFECTED GENERATOR(S)**

CONTINUE FLIGHT

► BOTH GENERATORS FAILED

– POWER switch..... **ESNTL (unless flight conditions dictate otherwise)**

LAND AS SOON AS PRACTICAL

NOTE: Both generators failed, POWER in ESNTL: a fully charged battery supplies power for at least 30 minutes. Only essential bus equipment operates.

3.12 Transmission Malfunction Indications

XMSN °C Transmission Oil Temperature High / Low

IIDS values HIGH WARNING **> 110 °C**
HIGH CAUTION **> 93 °C**
LOW CAUTION **< –18 °C**

► HIGH – UPPER YELLOW CAUTION OR RED WARNING

1. Power..... **REDUCE**
2. Transmission oil pressure..... **CHECK**
3. Air-conditioner (if installed)..... **OFF**

► TEMPERATURE REMAINS HIGH

LAND AS SOON AS POSSIBLE

► LOW – LOWER YELLOW CAUTION

CONTINUE FLIGHT

1. Takeoff with low temperature annunciator ON..... **NOT PERMITTED**

XMSN %PSI Transmission Oil Pressure Low / High

IIDS values
LOW WARNING **< 65 % PSI in flight · < 50 % PSI at idle**
LOW CAUTION **< 75 % PSI in flight · none at idle**
HIGH WARNING **> 104 % PSI**
HIGH CAUTION **> 100 % PSI**

▸ LOW – LOWER RED WARNING (LOSS OF OIL PRESSURE)

1. Power..... **56 % TQ OR LESS ASAP**

LAND AS SOON AS POSSIBLE

NOTE: Operation without oil demonstrated for 30 minutes at 56 % power.

▸ LOW – LOWER YELLOW CAUTION

LAND AS SOON AS PRACTICAL

▸ HIGH – UPPER YELLOW CAUTION OR RED WARNING

1. Transmission oil pressure..... **MONITOR**

LAND AS SOON AS PRACTICAL

CHIPS Transmission Chips

Indications: *Yellow CHIPS annunciator (center) ON.*

1. Airspeed..... **100 KIAS**
2. XMSN oil temperature and pressure..... **MONITOR**

▸ TEMPERATURE / PRESSURE NORMAL

LAND AS SOON AS PRACTICAL

▸ TEMPERATURE / PRESSURE NOT NORMAL

LAND AS SOON AS POSSIBLE

TQ SPLIT EXCEED Transmission Input Torque Split

IIDS values **MESSAGE** **transmission input torque mismatch ≥ 18 %**

Indications: *TQ SPLIT EXCEED message (torque mismatch ≥ 18 %), possible EEC caution. Displayed only with both engines in FLY, none out or in manual, aircraft airborne.*

1. Advise maintenance

CONTINUE FLIGHT

3.13 Fuel System Display Advisories

FUEL Fuel Low

IIDS values	CAUTION 300 lb
	WARNING 150 lb
	TICK MARKS 127 – 97 lb

Indications: *Yellow caution bars at 300 lb, red warning bar at 150 lb. Low fuel warning tick mark(s) at 127 to 97 lb in cruise.*

NOTE: Tick mark(s) ON with both engines at MCP: approx. 10 minutes of fuel remain. With one tank side leaking, the tick mark shows approx. 10 minutes (65 lb) on that side at max. OEI consumption.

1. Low fuel tick mark(s) ON..... **MAX. 140 KIAS, avoid uncoordinated turns / maneuvers**

► EARLY TICK MARKS (ABOVE 220 LB IN HOVER, 160 LB IN CRUISE) – FUEL TRANSFER MALFUNCTION

1. L BOOST and R BOOST..... **OFF**

NOTE: Expect engine flameout on the side with the early tick mark.

See also: Fuel consumption table (OM-B)

FUEL PRESS Fuel Boost Pump Failure

Indications: *Alternating white and yellow offset segments (low fuel pressure).*

► SINGLE FAILURE

1. L BOOST and R BOOST..... **OFF**

CONTINUE FLIGHT

NOTE: Secondary fuels: continue, avoid high-G maneuvers. Supplemental fuel system: see Section X. With low fuel (tick marks ON) an engine may flame out with up to 50 lb indicated; this fuel is available for OEI flight on the remaining engine.

FUEL QTY Single / Dual Fuel Probe Failure

► SINGLE – DIGITAL QUANTITY BLANK, SEGMENTS SHOW APPROX. HALF THE REMAINING FUEL

1. Continue using consumption and time calculations

► DUAL – DIGITAL QUANTITY AND SEGMENTS BLANK

1. Continue using consumption and time calculations

NOTE: Low fuel tick marks remain operational with a dual probe failure. Fuel flow (L / R ENG WF … PPH) is available as IIDS top level menu item.

FUEL FILTER Impending Fuel Filter Bypass

Indications: *Inverted "U" above the affected fuel flow line.*

CONTINUE FLIGHT

► **OTHER BYPASS INDICATOR ALSO DISPLAYED**

LAND AS SOON AS POSSIBLE

FUEL VALVE Fuel Shutoff Valve Malfunction

Indications: *Two yellow bar segments flashing above and below the fuel flow line (valve not fully open / closed).*

► **IN FLIGHT**

1. **Be prepared for flameout of the affected engine**

CONTINUE FLIGHT

► **PRE START**

1. Fuel shutoff switch..... **CYCLE OFF TO ON**
2. No change in indication..... **DO NOT ATTEMPT START**

3.14 Caution and Warning Advisories

CAB HEAT Cabin Heat

Indications: *Red CAB HEAT annunciator, warning tone (bleed air leak).*

1. CAB HEAT switch..... **OFF**

BAT HOT Battery Hot

IIDS values **WARNING** **71 °C battery internal temperature**

NOTE: Battery configuration OE-XCC – lead-acid battery (RFM Supplement HAU 17): BAT HOT warning disabled, hot battery emergency procedure not applicable. Lithium battery installed: battery monitored on a separate BAT display – observe the applicable supplement. Procedure below for aircraft with the basic NiCd battery.

Indications: *Red BAT HOT annunciator (battery internal temperature 71 °C), warning tone for two cycles.*

► **ON GROUND**

1. Aircraft..... **SHUT DOWN**
2. Battery..... **Service / replace before next flight**

WARNING: Overheated battery can cause burns, secondary fire or rupture (electrolyte burns). Use protective clothing and tools, keep extinguisher ready. Do not use the fire extinguisher to cool the battery.

► **IN FLIGHT**

1. POWER switch..... **OFF**

LAND AS SOON AS POSSIBLE

BAT WRM Battery Warm

IIDS values **CAUTION** **57 °C battery internal temperature**

Indications: *Yellow BAT WRM annunciator (battery internal temperature 57 °C).*

NOTE: Battery configuration OE-XCC – lead-acid battery (RFM Supplement HAU 17): battery temperature sensor connection capped and stowed, BAT HOT disabled; the supplement does not address BAT WRM. Lithium battery installed: battery monitored on a separate BAT display – observe the applicable supplement.

► ON GROUND

CAUTION: Do not attempt an engine start on battery power with BAT WRM ON. The battery is disconnected once a generator is on line; generator power alone cannot start an engine.

1. Engine start..... **WITH GPU**
2. POWER switch..... **OFF after both generators on line**
3. BAT WRM ON for more than 5 min..... **SHUT DOWN**
4. Otherwise..... **Continue flight**
5. Battery..... **Service / replace before next flight**

► IN FLIGHT

1. POWER switch..... **OFF**
2. Battery..... **Service / replace before next flight**

CONTINUE FLIGHT

ROTOR BRAKE Rotor Brake

1. Rotor brake handle..... **CHECK STOWED**

► ANNUNCIATOR REMAINS ON

LAND AS SOON AS POSSIBLE

CABIN DOOR Cabin Door

► ON GROUND

1. Door..... **CLOSE AND SAFE LOCK**

► IN THE AIR

1. Airspeed..... **60 KIAS**

LAND AS SOON AS PRACTICAL – then close and safe lock the door

BAGGAGE DOOR Baggage Door

► ON GROUND

1. Door..... **CLOSE AND SAFE LOCK**

► IN THE AIR

LAND AS SOON AS PRACTICAL – then close and safe lock the door

IIDS IIDS Caution

Indications: *Yellow IIDS annunciator (IIDS fault).*

CONTINUE FLIGHT

1. After landing..... **Check fault log, advise maintenance**

3.15 Other Malfunction / Advisories

IIDS Failure

Indications: *IIDS displays blank (loss of electrical power to IIDS).*

► ON GROUND

1. Aircraft..... **SHUT DOWN**

► IN FLIGHT

1. Airspeed..... **100 KIAS OR LESS**
2. Electrical load..... **REDUCE**

LAND AS SOON AS PRACTICAL

BATT DISCHARGE Battery Discharge

IIDS values **MESSAGE** **battery bus < 26 V for > 5 s or < 22 V for > 0.5 s**

Indications: *BATT DISCHARGE message: battery bus < 26 V for > 5 s or < 22 V for > 0.5 s.*

1. BATT DISCHARGE message..... **DO NOT CLEAR**

NOTE: Clearing the message (CLR) removes any further indication of electrical system health unless the condition corrects itself and occurs again.

2. Generator load indications..... **CHECK**
3. **Advise maintenance**

► CONDITION PERSISTS

LAND AS SOON AS PRACTICAL

EXTNGSHR PRESS LO Extinguisher Pressure Low

Indications: *Low pressure in Halon containers.*

1. **Advise maintenance**

IPS BYPASS IPS Bypass

Indications: *Both IPS bypass doors open.*

Advisory only.

NACA DOOR NACA Inlet Malfunction

Indications: *NACA door(s) in incorrect position. A door remaining closed above 47 KIAS shows a higher EGT on that engine.*

1. Falling or blowing snow..... **NACA INLET switch CLOSE**
2. **Advise maintenance**

NOTE: In falling or blowing snow the NACA inlet switch must be CLOSED and remain closed for the rest of the flight.

Rotor Speed Display Malfunction

Indications: *Rotor speed display blanks.*

Avoid high rates of descent and maneuvers that could overspeed the rotor (rapid decelerations, quick stops).

GPU Ground Power Unit Door Open

Indications: *Yellow GPU light (aft mounted battery only), external power door open.*

► ON GROUND

1. Door..... **CLOSE**
2. Light remains ON..... **Advise maintenance after flight**

► IN THE AIR

1. **Advise maintenance after flight**

3.16 Vibrations

CHECK ROTOR / NOTAR BAL Vibrations

► SUDDEN, UNUSUAL OR EXCESSIVE VIBRATIONS IN FLIGHT

LAND AS SOON AS POSSIBLE

No further flight until the cause has been identified and corrected.

► CHECK NOTAR BAL / CHECK ROTOR BAL MESSAGE

1. Message..... **CLEAR**

LAND AS SOON AS PRACTICAL

CAUTION: If the message reappears during the same flight: land as soon as possible.

2. **Advise maintenance**

3.17 Emergency Egress

1. Crew doors..... **Primary and emergency exits**
2. Cabin door window..... **Pull emergency exit tab, pull window inward**

3.18 Emergency Equipment

1. Fire extinguisher (Halon 1211)..... **Aft side of center console or aft RH side of bulkhead sta. 155.5**
2. First aid kit..... **RH sidewall of baggage compartment**

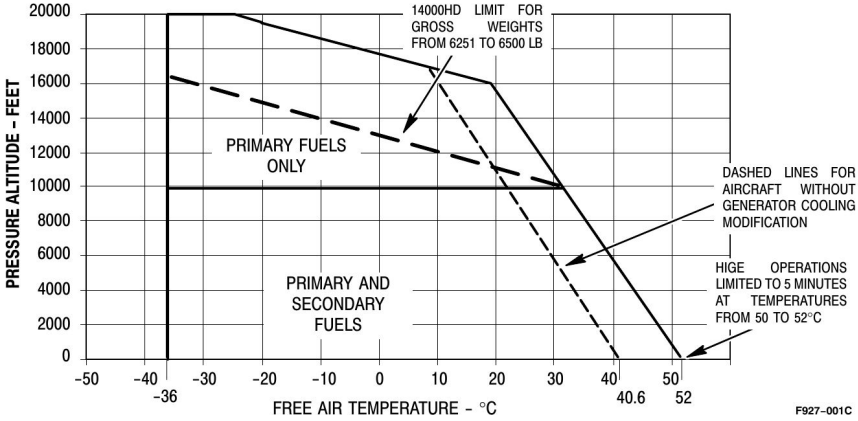
4 Limitations

Extract from RFM Section II (items marked RFM IV / SUP HAU 02 from those sources). In case of doubt the RFM applies.

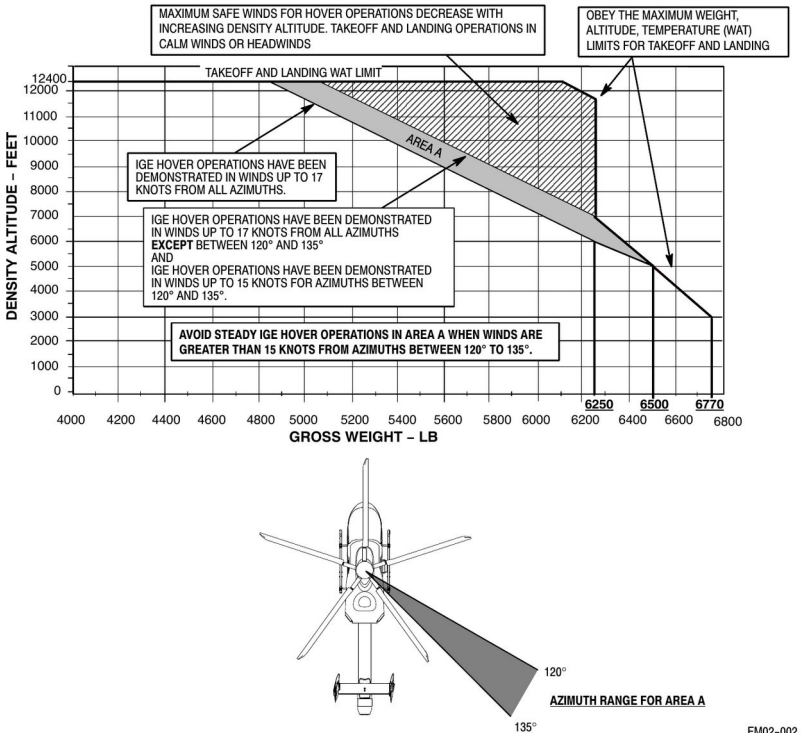
4.1 Flight Restrictions and Environment

Occupants	Max. 8 (eight-place)
Minimum crew	1 pilot, right seat
Kinds of operation	Day and night VFR
Aerobatic flight	Not permitted
Icing conditions	Flight into known icing not permitted
Max. operating altitude	
GW ≤ 6250 lb (2835 kg)	20 000 ft HD
GW 6251–6500 lb (2835–2948 kg)	14 000 ft HD
GW 6501–6770 lb (2949–3071 kg)	3000 ft HD
HIGE / takeoff / landing	WAT limit, Figure 2-2
Cabin heat	OFF above 28 °C OAT
Falling / blowing snow	VNE 100 KIAS; NACA inlet CLOSED for the rest of the flight
IIDS BIT (cold)	Commanded BIT before first start if < 0 °C for ≥ 12 h
Rotor start / stop (RFM IV)	Max. demonstrated wind 50 kt
Slope landing (RFM IV)	Demonstrated up to 12° in any direction
Running landing (RFM IV)	Max. recommended ground contact speed 30 kt (smooth hard surface)
G500H TXi flight deck (SUP HAU 02)	
Minimum cabin temperature	−20 °C (displays may need 30 min to be fully operative)
"Service Required" advisory on PFD	Flight must not be initiated
Under-seat baggage	Only when the seat is unoccupied

Ambient temperature envelope (RFM Fig. 2-1)



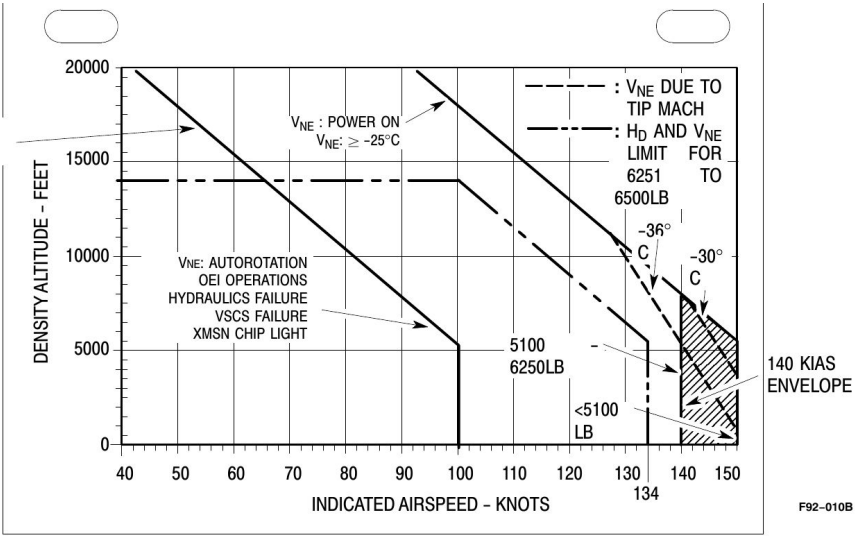
WAT limit and "Area A" azimuth (RFM Fig. 2-2)



4.2 Airspeed Limitations

VNE	Figure 2-3 / 2-4 (gross weight dependent)
VNE above 5500 ft HD	Decreases 4 kt / 1000 ft
VNE 6500 lb (2948 kg)	134 KIAS after compliance with SB900-105
VNE 6501–6770 lb (2949–3071 kg)	100 KIAS
Lateral CG > +2 in (+51 mm)	VNE 60 KIAS
Low fuel tick mark(s) ON	Max. 140 KIAS
Falling / blowing snow	VNE 100 KIAS
Doors	
Baggage door removed	140 KIAS envelope (cockpit / cabin doors closed)
Doors-off configurations	100 KIAS envelope (both cockpit, both cabin, or all four doors removed)
Cabin doors open in flight	60 KIAS (100 KIAS with modified upper door fittings); hold open device required
Opening / closing cabin doors	Up to 60 KIAS
KFC 900 autopilot (if installed), GW 6251–6500 lb	
VFR and IFR	Max. 100 KIAS and 5000 ft HD with AP engaged
IFR	Autopilot must be operational

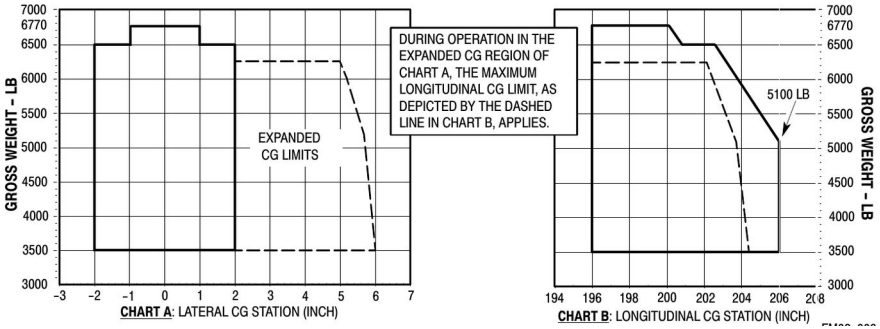
VNE chart – gross weight to 6500 lb (RFM Fig. 2-3)



4.3 Weight and Center of Gravity

Max. gross weight S/N 900-00141 and subsequent	6770 lb (3071 kg)
Max. gross weight S/N 900-00140 and prior	6500 lb (2948 kg); 6770 lb (3071 kg) if TB900-044 accomplished
OE-XCC (S/N 900-00020)	**TB900-044 status: check aircraft documents**
Minimum flying weight	RFM Figure 2-5
Cargo deck	1500 lb (680 kg), max. 115 lb/ft² (561 kg/m²)
Baggage compartment (sta. 234–257)	500 lb (227 kg), max. 115 lb/ft² (561 kg/m²)
Lateral CG for takeoff / landing	Max. +2 in
Recommended max. TOW for OEI training	6000 lb (2722 kg) below 5000 ft HD; 5200 lb (2359 kg) at or above 5000 ft HD

Center of gravity envelope (RFM Fig. 2-6)



4.4 Rotor and Transmission

NR power ON	
Continuous	99 % to 101 %
Transient	91 % to 98 % / 102 % to 108 %
NR power OFF	88 % to 108 %
Rotor brake	
Before engine start	STOWED
Application	Both engines shut down, NR ≤ 70 %
Transmission	
Oil pressure	Max. 104 % PSI; min. see Figure 2-13
Oil temperature	Max. 110 °C, min. −18 °C

4.5 Power Plant (PW207E)

Torque – normal	
Max. continuous	100 %
Takeoff (5 min)	101 % to 110 %
Transient	111 % to 124 % for 10 s
Torque – OEI	
Max. continuous	124 %
2.5 min	125 % to 135 %
Above 135 %	NOT PERMITTED
EGT – normal	
Max. continuous	850 °C
Takeoff (5 min)	851 °C to 900 °C
Transient	901 °C to 1000 °C for 20 s
EGT – OEI	
Max. continuous	900 °C
2.5 min	901 °C to 970 °C
Transient	971 °C to 1000 °C for 20 s
EGT – starting	
Overtemperature	Max. 875 °C for 2 s / 711 °C for 10 s / 650 °C for 45 s
Start	Completed within 45 s, EGT stabilized below 650 °C
NP	
Normal operating range	99 % to 101 %
Transient	> 102 % to 108 % for 20 s (not cumulative)
NG – normal	
Max. continuous	97.2 %
Takeoff (5 min)	97.3 % to 99.8 %
Transient	99.9 % to 104.1 % for 20 s
NG – OEI	
Max. continuous	99.8 %
2.5 min	99.9 % to 103.0 %
Transient	103.1 % to 104.1 % for 20 s
Engine oil	
Temperature during starting	−40 °C to 125 °C
Temperature normal range	10 °C to 120 °C
Pressure normal range	85 % to 100 % PSI
Pressure max. / min.	100 % PSI (> 5 min) / < 80 % PSI (> 5 s)
Electrical / starter	

Generator	Max. continuous 99 % each
Starter	30 s ON, 30 s OFF, 30 s ON, 30 s OFF, 30 s ON, 30 min OFF

4.6 Fuel

Primary fuels	Jet A, Jet A-1, JP-5, JP-8, RT, TS-1 (whole envelope)
Secondary fuels	Jet B, JP-4 (up to 10 000 ft)
Capacity Jet A	1097 lb (498 kg) / 611 L total; 1078 lb (489 kg) / 600 L usable
Capacity Jet B	1048 lb (476 kg) / 611 L total; 1030 lb (467 kg) / 600 L usable
OAT −10 °C or colder	Anti-icing additive required (PFA-55MB or MIL-I-27868 / MIL-I-85470, 0.06–0.15 % by volume)
Low fuel tick mark(s) ON	Max. 140 KIAS

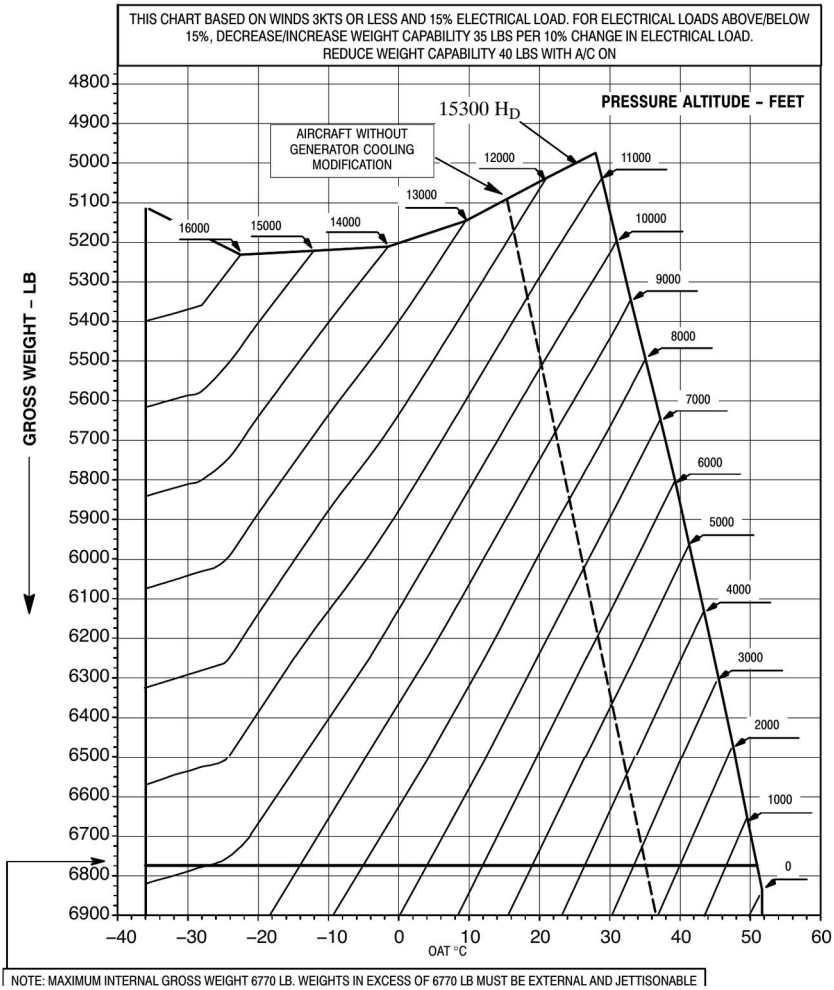
NOTE: RT and TS-1: see RFM Table 2-1 notes (anti-ice additive, TS-1 limited to 1000 h between fuel nozzle inspections).

5 Performance Data

Charts from RFM Section V for IPS installed. Standard engine inlet: use RFM Figures 5-38 to 5-41 and 5-46.

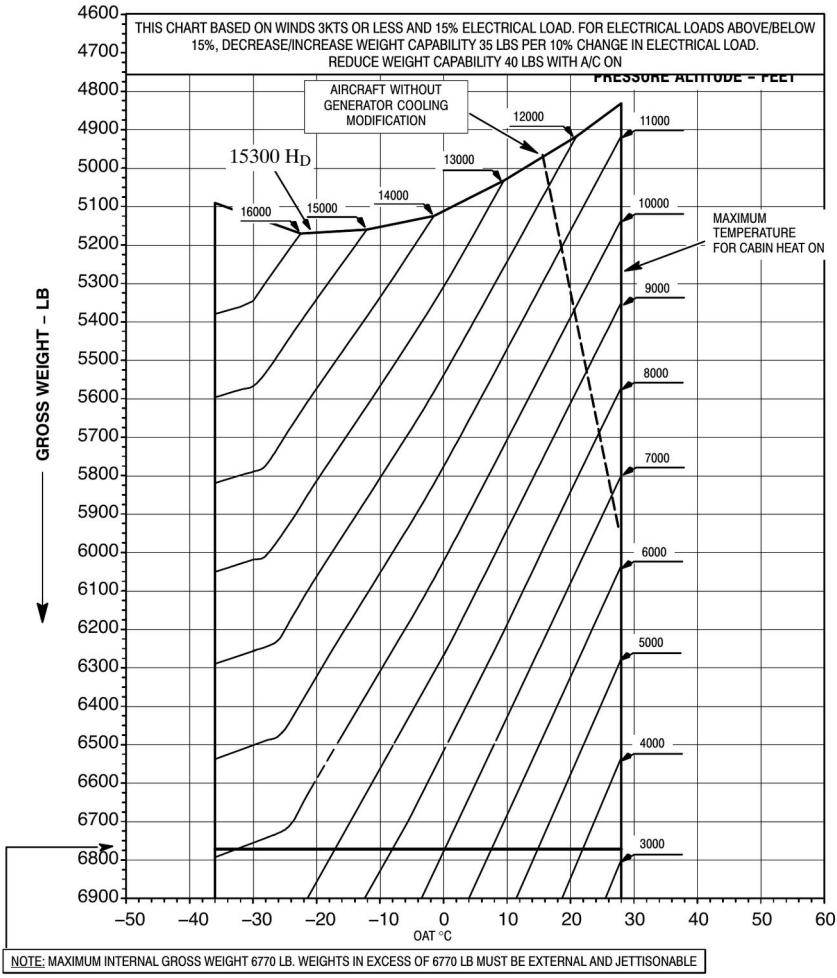
5.1 Hover Ceiling OGE – Takeoff Power, Cabin Heat Off

RFM Figure 5-44 (IPS installed)



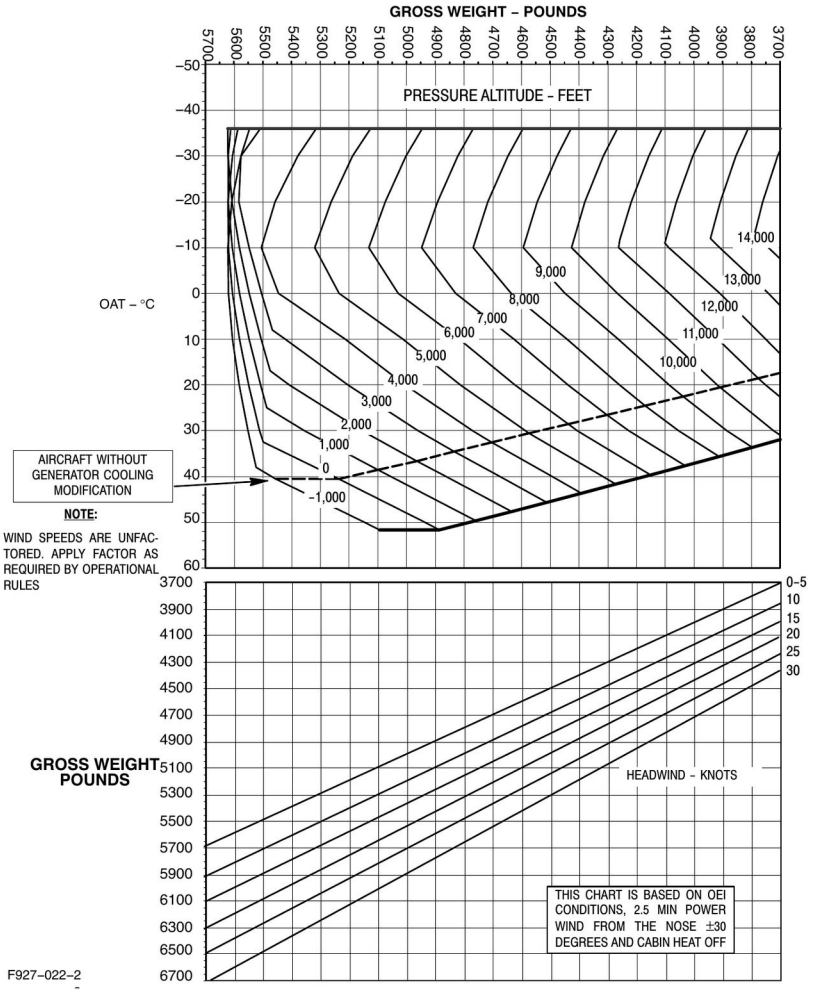
5.2 Hover Ceiling OGE – Takeoff Power, Cabin Heat On

RFM Figure 5-45 (IPS installed)



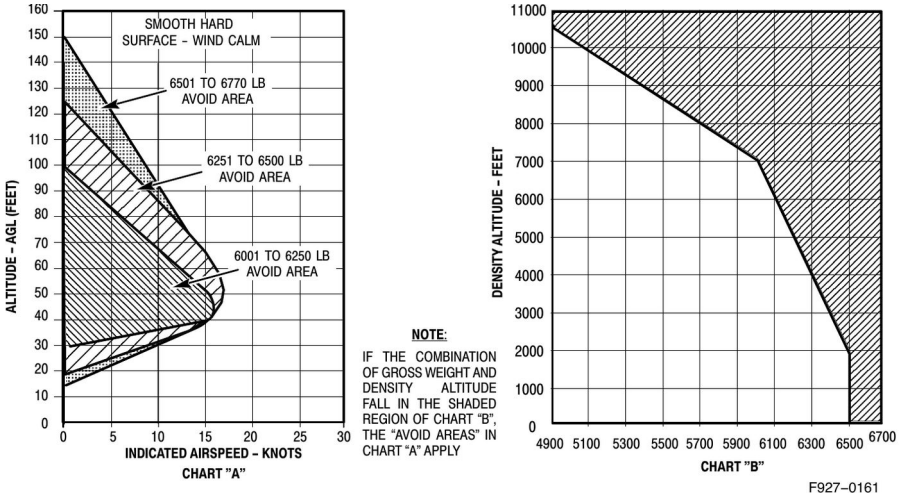
5.3 Hover Ceiling OGE – OEI 2.5 Minute Power

RFM Figure 5-47 (IPS installed)



5.4 Height-Velocity Diagram

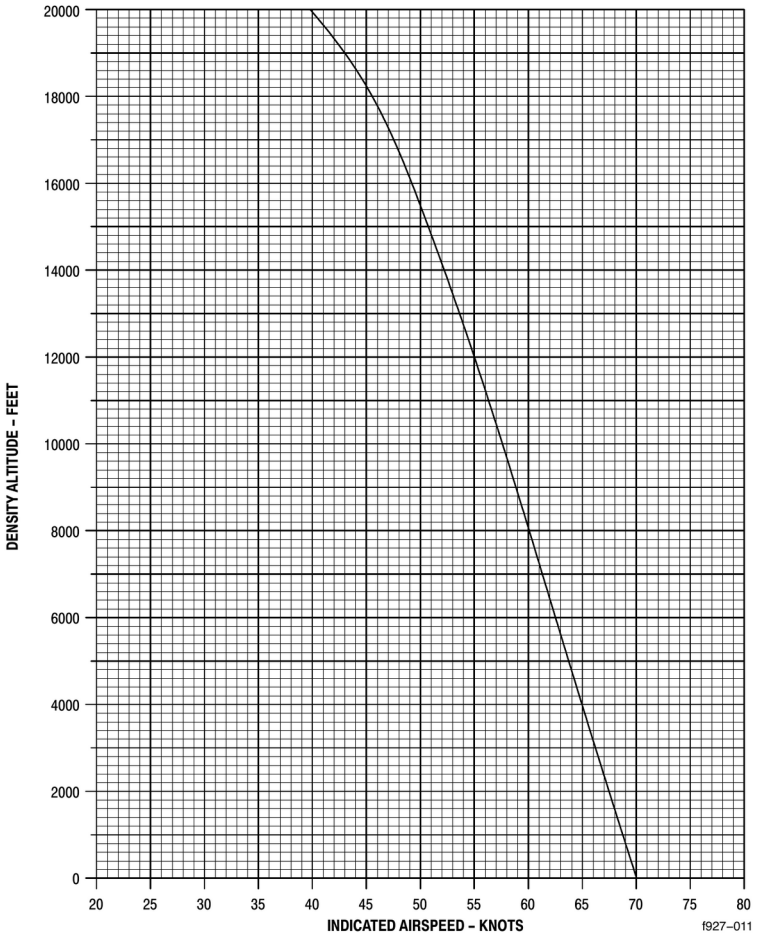
RFM Figure 5-48



NOTE: The clear area of Chart B represents density altitude / gross weight combinations for which the HV diagram does not apply. Demonstrated at 6000 lb / 7000 ft HD and 6500 lb / 2000 ft HD: safe landings after vertical descent up to 35 ft skid height, safe run-on landings up to 90 ft skid height, fly-aways down to 100 ft skid height.

5.5 Best Rate of Climb Speed (VY)

RFM Figure 5-3



5.6 Fuel Consumption (OM-B)

Fuel consumption MD902 according to Heli Austria OM-B @ 510 lbs/h (cockpit card).

FUEL CONSUMPTION MD902 – acc. OM-B @ 510 lbs/h				
LBS	**KG**	**L**	**MIN**	**IIDS**
1078	489	600	127	**GREEN SEGMENTS**
935	424	520	110	
850	386	473	100	
765	347	426	90	
680	308	378	80	
595	270	331	70	
510	231	284	60	
425	193	237	50	
340	154	189	40	
300	136	167	35	**YELLOW**
243	***110***	***135***	***30***	*min. NVFR*
170	***77***	***95***	***20***	*min. VFR*
150	*68*	*83*	*18*	***RED LINE***
127 – 97	***58 – 44***	***71 – 54***	***10***	***TICK MARKS***

KG converted with 1 lb = 0.45359 kg; L with the RFM Jet A ratio 1078 lb = 600 L (RFM 4-17). Other fuel types: litre values differ.

NOTE: IIDS fuel display (RFM Fig. 2-13): yellow caution bars at 300 lb, red warning bar at 150 lb, low fuel tick marks 127 to 97 lb in cruise – approx. 10 min with both engines at MCP. Max. 140 KIAS with tick mark(s) ON. Usable fuel Jet A 1078 lb.