TEMPORARY REVISION NO. 013
To EA500 POH and FAA-Approved Airplane Flight Manual
L & R ENG CONTROL FAIL

This Temporary Revision affects the AFM Part Number 06-100106, Revision 04, dated December 13, 2007. DO NOT remove until directed to do so by a superseding Temporary or Regular revision, a Transmittal Letter, or a Service Bulletin. Record this TR insertion (or removal) on the Log of Temporary Revisions.

The following information is added to the Emergency Procedures.

Insert in Section 3, following page 32.

ENGINE

L ENG CONTROL FAIL & R ENG CONTROL FAIL

L ENG CONTROL FAIL and R ENG CONTROL FAIL	CAUTION

A dual failure has occurred in the engine control systems that may degrade engine control on both engines. The engines may fail to a fixed thrust setting.

Ground:

1. Both Throttles ..... Idle
2. Both ENGINE Selectors ..... OFF
3. DO NOT FLY

Flight:

1. Throttle ..... Verify Engine Response to Throttle Movement
2. Engine Instruments ..... Monitor

If Engines respond to throttle:

1. LAND AS SOON AS POSSIBLE

---Use Normal Procedures---

If Engines do not respond to throttle:

1. Establish a safe airspeed and altitude.

(CONTINUED)

FAA Approval: Michele M Owsley Date: June 12, 2008

L ENG CONTROL FAIL & R ENG CONTROL FAIL

2. Throttles ..... Set Both to Mid Position
3. L ENG FADEC CH A (x2)(ECB-ENGINE Page)
   .....Pull Both, then Reset

NOTE

- Opposite engine thrust may reduce to idle with the FADEC reset.
- Respective ENG CONTROL FAIL amber will change to ENG CONTROL FAIL white or extinguish if the fault clears.

4. L ENG FADEC CH B (x2)(ECB-ENGINE page)
   .....Pull Both, then Reset
5. L Throttle .....Verify Engine Response to Throttle Movement, then as required
6. R Throttle ..... Verify mid position
7. R ENG FADEC CH A (x2)(ECB-ENGINE page)
   .....Pull Both, then Reset
8. R ENG FADEC CH B (x2)(ECB-ENGINE page)
   .....Pull Both, then Reset
9. R Throttle .....Verify Engine Response to Throttle Movement

If Both Engines respond to throttle:

1. Land as soon a practical.

   --- Use Normal Procedures ---

If One Engine does not respond to throttle and thrust reduction is required for landing, when conditions permit:

1. LDG ALT (PRESS Page)(Destination Changed)
   ..... Set Landing Altitude
2. Seat Belts/Shoulder Harness/Inertia Reel .....Fasten
3. Windshield Defog.....As Required
4. Altimeter ..... Set Current BARO
5. Landing Lights.....As Required
6. Engine not responding, ENGINE Selector.....OFF
7. Airspeed .....V_{YSE}
8. Landing Data: Final Approach Speed and Distance ..... Determine

Flap Position	Final Approach Speed - KEAS	Add (%) to LDG Dist
T/O	V_{YSE}	+30%
LDG	V_{REF}	--

9. VREF (OPS Page) ..... Enter

(CONTINUED)

L ENG CONTROL FAIL & R ENG CONTROL FAIL

10. Approach Setup and Brief ..... Complete
11. GEAR ..... DOWN
12. Brakes ..... Check
13. FLAPS ..... T/O
14. Autopilot and Yaw Damper ..... Off

If Landing with FLAPS LDG (Once Landing Is Assured):

WARNING

Once FLAPS are selected to LDG, a go-around may not be possible.

1. FLAPS ..... LDG
2. Airspeed ..... V_{REF}

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