TEMPORARY REVISION NO. 006
To EA500 Quick Reference Handbook
L & R ENG CONTROL FAIL

This Temporary Revision affects the QRH Part Number 06-121655, Revision 01, dated January 28, 2008. 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, ENG Tab.

Insert Before Section 5, page 5-1.

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)

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
10. Approach Setup and Brief..... Complete
11. GEAR ..... DOWN

L ENG CONTROL FAIL & R ENG CONTROL FAIL

12. Brakes ..... Check
13. FLAPS ..... T/O
14. Autopilot and Yaw Damper ..... Off

(CONTINUED)

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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