TEMPORARY REVISION NO. 016
To: EA500 POH and FAA-Approved Airplane Flight Manual

Firewall Valve

This Temporary Revision affects the AFM Part Number 06-122204, Revision 04, dated July 23, 2012. REMOVE this TR when Revision 05 is inserted. Record this TR insertion (or removal) in the Log of Temporary Revisions.

Insert opposite LOTR-2 .

06-122204-TR016

Signature: _____ Date: NOV 2 0 2012

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Insert opposite page 3-20.

Emergency Engine Shutdown

A/C without NG 1.5 (Pre SB 500-99-005):

1. **Affected engine FIREWALL VLV-CLOSE (ECB Page-FUEL)....RESET**

All A/C:

1. ENG FIRE Switch..... PUSH ONCE

CAUTION

Second push of ENG FIRE Switch will discharge the fire suppression agent.

Engine does not shut down:

1. ENGINE Selector..... OFF
2. Follow the "Engine shuts down:" procedure below.

Engine shuts down:

1. Land as soon as Practical.
2. LDG ALT (PRESS Page)
   (Destination Changed) ..... Set Landing Altitude
3. Seat Belts/Shoulder Harness/Inertia Reel .....Fasten
4. Windshield Defog .....As Required
5. Altimeter .....Set Current BARO
6. Landing Lights .....As Required
7. Airspeed .....V_{YSE} Minimum
8. Weight & Balance (OPS Page).....Confirm Accepted
9. 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}	--

*Use landing distance from the appropriate ICE PROT selection table.

10. V_{REF} (OPS Page) .....Enter Final Approach Speed
11. Approach Setup and Brief ..... Complete
12. GEAR ..... DOWN
13. Brakes ..... Check
14. FLAPS .....T/O
15. 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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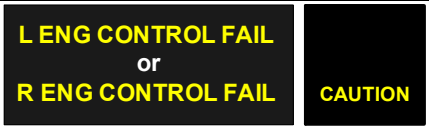
Insert opposite page 3-84

L(R) ENG CONTROL FAIL



A failure has occurred in the engine control system that may degrade engine control. The engine may fail to a fixed thrust setting.

CAUTION

Retarding throttle from MAX position may result in uncommanded reduction of thrust to idle. Thrust will be fixed at idle.

Ground:

1. DO NOT FLY.

NOTE

High wind gust or cross-wind conditions may result in momentary ENGINE CONTROL FAIL message. If the wind conditions subside, and the message clears, the aircraft is dispatchable.

Flight:

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

NOTE

When the engine fails at a fixed fuel flow, the engine may flameout or overspeed/overtemp with changes in flight conditions. If engine is operating at a fixed fuel flow condition, thrust may be too high for approach/landing. Shut engine down when flight conditions dictate.

If Necessary to Reduce Thrust For Landing:

A/C without NG 1.5 (Pre SB 500-99-005):

1. **Affected engine FIREWALL VLV-CLOSE (ECB Page-FUEL)....RESET**

All A/C:

1. ENG FIRE Switch..... PUSH ONCE

CAUTION

Second push of ENG FIRE Switch will discharge the fire suppressant agent.

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Insert opposite page 3-86

L(R) ENG EXCEEDANCE

Engine has exceeded N1, N2, or ITT limits or five minutes of takeoff thrust or ten minutes of APR thrust timer has elapsed.

1. Engine Instruments ..... Check
2. Throttle ..... Reduce

Engine Instruments Continue To Indicate Exceedance:

A/C without NG 1.5 (Pre SB 500-99-005):

1. **Affected engine FIREWALL VLV-CLOSE (ECB Page-FUEL) .... RESET**

All A/C:

1. ENG FIRE Switch ..... PUSH ONCE

Engine Does Not Shutdown:

1. ENGINE Selector ..... OFF

CAUTION

Second push of ENG FIRE Switch will discharge the fire suppression agent.

2. Go to *"Engine Shuts Down:" procedure below.*

Engine Shuts Down:

1. LAND AS SOON AS POSSIBLE.
2. LDG ALT (PRESS Page)
   (Destination Changed) ..... Set Landing Altitude
3. Seat Belts/Shoulder Harness/Inertia Reel ..... Fasten
4. Windshield Defog ..... As Required
5. Altimeter ..... Set Current BARO
6. Landing Lights ..... As Required
7. Airspeed ..... V_{YSE}
8. Weight & Balance (OPS Page) ..... Confirm Accepted
9. 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}	--

*Use landing distance from the appropriate ICE PROT selection table.

10. V_{REF} (OPS Page) ..... Enter Final Approach Speed
11. Approach Setup and Brief ..... Complete

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Fire

L(R) ENG FIRE

Fire detected in engine compartment. "Left Engine Fire" or "Right Engine Fire" voice aural will sound.

NOTE

If an L(R) FIRE DETECTOR FAULT Advisory message is displayed following illumination of the L(R) FIRE annunciator, the fire should be considered to still be burning.

Ground:

1. **Throttles** ..... **IDLE**

Fire Indications Persist:

A/C without NG 1.5 (Pre SB 500-99-005):

1. **Affected engine FIREWALL VLV-CLOSE (ECB Page-FUEL)** .... **RESET**

All A/C:

1. ENG FIRE Switch ..... PUSH ONCE

Fire Indications Persist:

1. ENG FIRE Switch ..... PUSH AGAIN
2. Both ENGINE Selectors ..... OFF
3. ATC (If Time Permits) ..... Notify
4. START and SYSTEM BATT Switches ..... OFF
5. Parking Brake ..... Set
6. Evacuate by safest route – cabin door or emergency exit.

--- END --

Flight:

1. **Throttle (Side with Fire Indication)** ..... **IDLE**

Fire Indication Clears:

1. Leave throttle at IDLE and operate at reduced thrust.
2. Land as soon as Practical.

--- END---

Insert facing page 3-109.

L(R) ENG FIRE

Fire Indications Persist:

A/C without NG 1.5 (Pre SB 500-99-005):

1. **Affected engine FIREWALL VLV-CLOSE (ECB Page-FUEL).... RESET**

All A/C:

1. ENG FIRE Switch ..... PUSH ONCE

Fire Indications Persist:

1. ENG FIRE Switch ..... PUSH AGAIN

CAUTION

After engine fire, assume structural integrity is in doubt. Limit speed as much as possible and avoid high maneuvering loads.

2. ENGINE Selector ..... OFF
3. LAND AS SOON AS POSSIBLE.
4. LDG ALT (PRESS Page) (Destination Changed) ..... Set Landing Altitude
5. Seat Belts/Shoulder Harness/Inertia Reel ..... Fasten
6. Windshield Defog ..... As Required
7. Altimeter ..... Set Current BARO
8. Landing Lights ..... As Required
9. Airspeed ..... V_{YSE} Minimum
10. Weight & Balance (OPS Page) ..... Confirm Accepted
11. 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}	--

*Use landing distance from the appropriate ICE PROT selection table.

12. V_{REF} (OPS Page) ..... Enter Final Approach Speed
13. Approach Setup and Brief ..... Complete
14. GEAR ..... DOWN
15. Brakes ..... Check
16. FLAPS ..... T/O
17. 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}

Insert opposite page 4-10

NOTE

If the T/O TEMP is not immediately accepted, re-enter the T/O TEMP after taxi and prior to takeoff. Takeoff performance data is NOT assured unless the T/O TEMP is properly entered.

31. LDG ALT (PRESS Page)Set Landing Altitude
32. AIR COND & Temp & FANS (ENVIR Page) ..... As Required
33. Electronic Circuit Breakers (ECB Page) ..... Check

ENGINE START

1. SYS BAT Voltages (ELEC Page) ..... Check, 23 V Minimum
2. STROBE/BEACON Switch ..... BEACON
3. Throttles ..... IDLE
4. START BATT Switch ..... ON
5. DC Voltage (ELEC Page) ..... Check 23 V Minimum for Batt Start
   25 V Minimum for GPU Start
6. R ENGINE Selector ..... ON/START

NOTES

If GPU is connected, both engines may be started with GEN Switches OFF. If starting with batteries only, the GEN Switch for the engine that is started first MUST be turned to AUTO with Generator online before the second engine start.

7. R GEN Switch ..... AUTO or OFF (As required)

CAUTION

If engine fails to start: (A/C without NG 1.5 must shut down opposite engine if running.) Dry motor the failed eng to clear trapped fuel, then allow N2 to go to 0% before second start attempt. Observe "Engine Starting Limitations" (page 2-12).

8. L ENGINE Selector ..... ON/START
9. Engine Instruments ..... Check
10. L & R GEN Switch(es) ..... AUTO
11. Ground Power Unit (If connected) ..... Disconnect

A/C without NG 1.5 (Pre SB 500-99-005):

1. L(R) FIREWALL VLV-CLOSE (ECB Page-FUEL) ..... PULL

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Insert facing page 4-15.

SHUTDOWN

1. Throttles ..... Stabilize One Minute at Idle
2. PARKING BRAKE ..... As Required
3. ❶ AIR SOURCE Switch ..... R, L, OFF

NOTE

Pause briefly after each position and check that AIR SOURCE SW FAULT message is not displayed.

A/C without NG 1.5 (Pre SB 500-99-005):

1. L(R) FIREWALL VLV-CLOSE (ECB Page-FUEL) ..... RESET

All A/C:

1. ENGINE Selectors ..... OFF
2. SYS BATT Switch ..... OFF
3. START BATT Switch ..... OFF
4. L GEN Switch ..... OFF
5. R GEN Switch ..... OFF
6. BUS TIE Switch ..... OPEN
7. OXYGEN Control ..... PUSH OFF
8. Mechanical AI (If Installed) ..... Cage
9. Control Gust Lock ..... Secured
10. Pitot, Static, & Engine Covers ..... As Required