

TEMPORARY REVISION NO. 016
To: EA500 Quick Reference Handbook
FIREWALL VALVE

This Temporary Revision affects the QRH Part Number 06-122205, Revision 04, dated July 23, 2012 DO NOT remove until directed to do so by a superceding Temporary or Regular revision, a Transmittal Letter, or a Service Bulletin. Record this TR insertion (or removal) on the Log of Temporary Revisions.

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06-122205-TR016

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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 in AFM Section 2.

- 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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3.13 AFTER LANDING

CAUTION

Do Not retract the flaps to UP if the flaps were extended while in icing conditions.

1. FLAPS..... UP
2. External Lights As Required
3. AIR SOURCE Switch As Required

NOTE

If OAT is warmer than 75°F/24°C the Air Source Switch may be set to OFF before and during taxi to reduce air conditioning workload.

4. ICE PROT OFF or As Required

1.14 SHUTDOWN

1. Throttles Stabilize One Minute at Idle
2. PARKING BRAKE As Required
3. ●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:

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

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Emergency Engine Shutdown

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

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

All A/C:

- ENG FIRE Switch PUSH ONCE

CAUTION

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

Engine does not shut down:

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

Engine shuts down:

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

- V_{REF} (OPS Page) Enter
- Approach Setup and Brief Complete
- GEAR DOWN
- Brakes Check
- FLAPS T/O
- 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.

- FLAPS LDG
- Airspeed V_{REF}

L(R) ENG CONTROL FAIL	
<div style="background-color: black; color: yellow; padding: 5px; display: inline-block;"> L ENG CONTROL FAIL or R ENG CONTROL FAIL </div>	<div style="background-color: black; color: yellow; padding: 5px; display: inline-block;"> CAUTION </div>
<p>A failure has occurred in the engine control system that may degrade engine control. The engine may fail to a fixed thrust setting.</p>	
<div style="border: 1px dashed black; padding: 5px; display: inline-block;"> CAUTION </div> <p>Retarding throttle from MAX position may result in uncommanded reduction of thrust to idle. Thrust will be fixed at idle.</p>	
<p>Ground:</p> <ol style="list-style-type: none"> 1. DO NOT FLY. 	
<p>NOTE</p>	
<p>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.</p>	
<p>Flight:</p> <ol style="list-style-type: none"> 1. Throttle Verify Engine Response to Throttle Movement 2. Engine Instruments Monitor 	
<p>NOTE</p>	
<p>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.</p>	
<p>If Necessary to Reduce Thrust For Landing:</p>	
<p>A/C without NG 1.5 (Pre SB 500-99-005):</p> <ol style="list-style-type: none"> 1. Affected engine FIREWALL VLV-CLOSE (ECB Page-FUEL)RESET 	
<p>All A/C:</p> <p>ENG FIRE Switch PUSH ONCE</p> <ol style="list-style-type: none"> 1. ENG FIRE Switch PUSH ONCE 	
<div style="border: 1px dashed black; padding: 5px; display: inline-block;"> CAUTION </div> <p>Second push of ENG FIRE Switch will discharge the fire suppressant agent.</p>	

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L(R) ENG EXCEEDANCE										
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="background-color: black; color: red; padding: 5px; text-align: center; width: 150px;"> L ENG EXCEEDANCE or R ENG EXCEEDANCE </div> <div style="background-color: black; color: red; padding: 5px; text-align: center; width: 60px;"> WARN </div> </div>										
<p>Engine has exceeded N1, N2, or ITT limits or five minutes of takeoff thrust or ten minutes of APR thrust timer has elapsed.</p>										
<ol style="list-style-type: none"> 1. Engine Instruments Check 2. Throttle Reduce 										
<p>Engine Instruments Continue To Indicate Exceedance:</p> <p>A/C without NG 1.5 (Pre SB 500-99-005):</p> <ol style="list-style-type: none"> 1. Affected engine FIREWALL VLV-CLOSE (ECB Page-FUEL)RESET 										
<p>All A/C:</p> <ol style="list-style-type: none"> 1. ENG FIRE Switch PUSH ONCE 										
<p>Engine Does Not Shutdown:</p> <ol style="list-style-type: none"> 1. ENGINE Selector OFF 										
<div style="border: 1px dashed black; padding: 5px; display: inline-block;"> <p>CAUTION</p> </div>										
<p>Second push of ENG FIRE Switch will discharge the fire suppression agent.</p> <ol style="list-style-type: none"> 2. Go to <i>"Engine Shuts Down:"</i> procedure below. 										
<p>Engine Shuts Down:</p> <ol style="list-style-type: none"> 1. LAND AS SOON AS POSSIBLE. 2. LDG ALT (PRESS Page) (Destination Changed) Set Landing Altitude 3. Seat Belts/Shoulder Harness/Inertia ReelFasten 4. Windshield DefogAs Required 5. Altimeter Set Current BARO 6. Landing LightsAs Required 7. Airspeed V_{YSE} 8. Weight & Balance (OPS Page) Confirm Accepted 9. Landing Data: Final Approach Speed and Distance Determine 										
<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="padding: 2px;">Flap Position</th> <th style="padding: 2px;">Final Approach Speed - KEAS</th> <th style="padding: 2px;">*ADD (%) to LDG Dist</th> </tr> </thead> <tbody> <tr> <td style="padding: 2px;">T/O</td> <td style="padding: 2px;">V_{YSE}</td> <td style="padding: 2px;">30%</td> </tr> <tr> <td style="padding: 2px;">LDG</td> <td style="padding: 2px;">V_{REF}</td> <td style="padding: 2px;">--</td> </tr> </tbody> </table> <p style="font-size: small; margin-top: 2px;">*Use landing distance from the appropriate ICE PROT selection table.</p>		Flap Position	Final Approach Speed - KEAS	*ADD (%) to LDG Dist	T/O	V _{YSE}	30%	LDG	V _{REF}	--
Flap Position	Final Approach Speed - KEAS	*ADD (%) to LDG Dist								
T/O	V _{YSE}	30%								
LDG	V _{REF}	--								
<ol style="list-style-type: none"> 10. V_{REF} (OPS Page)Enter Final Approach Speed 11. Approach Setup and Brief Complete 										

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FIRE/SMOKE OR FUMES

L(R) ENG FIRE ◀		
L ENG FIRE or R ENG FIRE	WARN	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---		

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 SelectorOFF
3. LAND AS SOON AS POSSIBLE.
4. LDG ALT (PRESS Page)
(Destination Changed) Set Landing Altitude
5. Seat Belts/Shoulder Harness/Inertia ReelFasten
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. FLAPST/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}

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