EC-120 Safety Emergency Procedures Panel

SELECT BUTTON FOR PROCEDURE

BACK TO MAIN PANEL

FUEL

Fuel quantity
< 30 kg
(66 lb)

LAND AS SOON AS POSSIBLE

NOTE

15 mn of flight time remain at MCP

WARNING

AVOID LARGE ATTITUDE CHANGES

BACK TO MAIN PANEL

GENE

DC Generator Offline

[GENE] . . . . . CHECK ON

YES

[ELECT RST] . . . . . ACTUATE

GENE

Unnecessary equipments . . . .OFF

LAND AS SOON AS PRACTICABLE

NO

[GENE] . . . . . ON

GENE

CONTINUE FLIGHT

CAUTION

If the battery fails, the VEMD will go out and only analog NR information will remain.
Before battery failure, NR audio alarm will come on (U < 18V).

Pitot heating not operative

PITOT . . . . . ON

YES

Monitor airspeed indicator

NO

[PITOT] . . . . . ON

BACK TO MAIN PANEL

MGB TEMP

Main Gear Box Oil Overheating

IAS . . . . . SET TO Vy

MGB TEMP

LAND AS SOON AS PRACTICABLE

MGB TEMP

LAND AS SOON AS POSSIBLE

BACK TO MAIN PANEL

ENG CHIP

Metal Particles in Engine Oil Circuit.

LAND AS SOON AS POSSIBLE

Execute a minimum power approach landing and be prepared in case of an engine flame-out.

BACK TO MAIN PANEL

Engine Oil Pressure

< 1.7 bar

Oil pressure . . . . . .CHECK

LOW OR NIL

- Autorotation procedure . . . . . .APPLY

LAND IMMEDIATELY

NORMAL

LAND AS SOON AS PRACTICABLE

Fire in Engine Bay

- **At start-up:**

1. **Twist grip . . . . . SHUT-OFF detent**
2. **Emergency fuel shut-off handle. . AFT**
3. **[FUEL P] . . . . . OFF**
4. **[CRANK]** . . . . . DEPRESS (10 s)
5. **[BAT/EPU]** . . . . . SHUT OFF
6. Rotor brake . . . . . APPLY (≤ 150 rpm)
7. Evacuate aircraft and fight fire from outside.

- **Hover, Takeoff, Final:**

LAND IMMEDIATELY

Carry out a no hover powered landing then, after landing apply same procedure as above.

- **In Flight:**

LAND IMMEDIATELY

1. **Collective pitch . . . . . REDUCE**
2. **IAS . . . . . Vy**
3. **Twist grip . . . . . SHUT-OFF detent**
4. **Emergency fuel shut-off handle. . AFT**
5. Autorotation procedure . . . . . APPLY

- **When on ground:**

6. **[BAT/EPU]** . . . . . OFF
7. Rotor brake . . . . . APPLY (≤ 150 rpm)
8. Evacuate aircraft and fight fire from outside.

BACK TO MAIN PANEL

Low Fuel Pressure

- **At engine start up:**

[FUEL P] . . . . . ON

- **In flight:**

1. Collective . . . . . REDUCE POWER
2. [FUEL P] . . . . . .ON

Be prepared in case of an engine flame-out.

LAND AS SOON AS POSSIBLE

Perform a minimum power approach and landing

BACK TO MAIN PANEL

BATT

Battery off line

[BAT/EPU] . . . . . .CHECK ON

NO

[BAT/EPU] . . . . . ON

BATT

CONTINUE FLIGHT

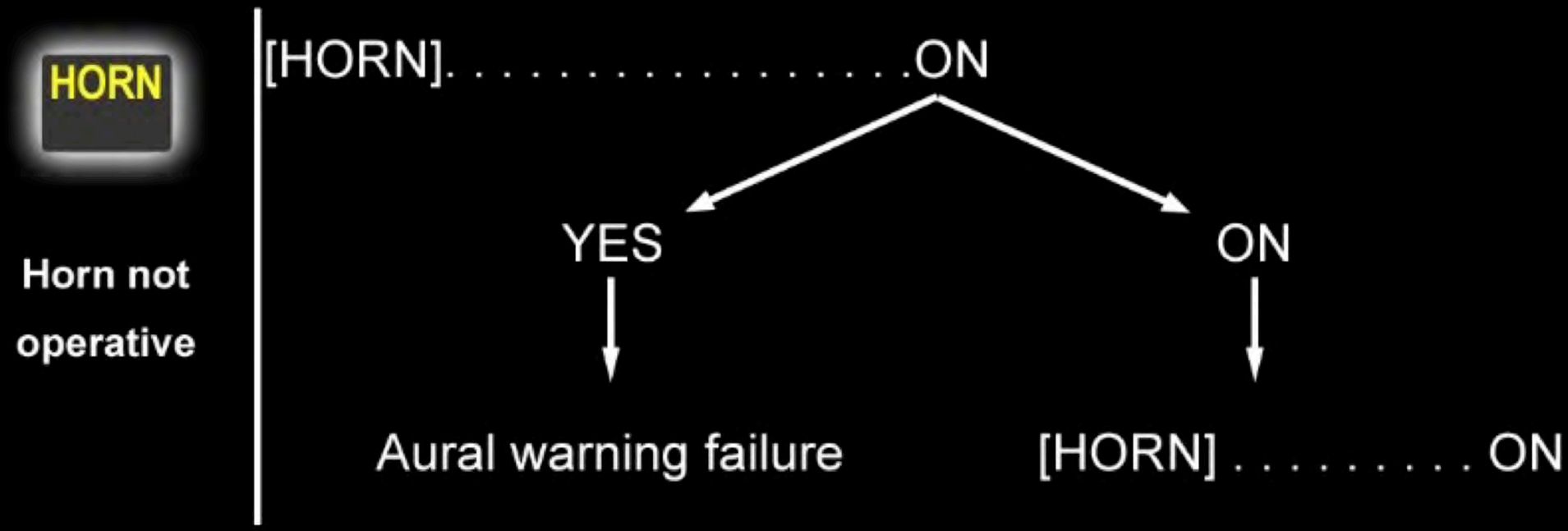
YES

[ELECT RST] . . . .ACTUATE

BATT

LAND AS SOON AS PRACTICABLE

Battery(ies) connections . . . . . CHECK


HORN
[HORN]. . . . . .ON
Horn not operative
YES
ON
Aural warning failure
[HORN] . . . . . ON

BACK TO MAIN PANEL

GB CHIP

Metal particles in MGB or TGB oil circuit.

LAND AS SOON AS POSSIBLE

Main Gear
Box Low
Oil Pressure

Tq. . . . . Set <45%

LAND AS SOON AS POSSIBLE

WARNING

AT LOW POWER (Tq < 45%) MAXIMUM 30 MN OF FLIGHT TIME REMAINS

DC Generator Offline

Battery temperature and DC voltage . . . .CHECK

If overheating confirmed:

1. [BAT/EPU] . . . . . OFF
2. Generator Voltage . . . . . CHECK

NORMAL

Battery temp . . . .CHECK

DECREASES

CONTINUE FLIGHT

When Bat temp < 65° C:

[BAT/EPU] . . . . . ON

STEADY

ABOVE U max (32V)

1. [BAT/EPU] . . . . . ON
2. [GENE] . . . . . OFF
3. Unnecessary equipment . . . . . OFF

LAND AS SOON AS PRACTICABLE

Fuel filter clogged

WARNING

FUEL FILTER BY-PASS OPENING DRIVES POLLUTION INTO THE FUEL LINE, AND THE GOVERNOR, INTRODUCING OSCILLATIONS, LIMITED POWER OR EVENTUALLY FLAME-OUT.

Collective pitch . . . . . .REDUCE POWER

Continue flight at reduced power.

LAND AS SOON AS PRACTICABLE

LAND AS SOON AS POSSIBLE

MONITOR Ng

If Ng oscillations occur:

Twist grip . . . . . MANUAL GOVERNING

LAND IMMEDIATELY

If Ng oscillations persist:

Autorotation procedure . . . . . APPLY

BACK TO MAIN PANEL

BACK TO MAIN PANEL

BATT FUSE

Battery fuse has blown. Battery is off line.

LAND AS SOON AS PRACTICABLE

Twist Grip
Outside
FLIGHT
Position

Twist grip . . . . . INCREASE to
FLIGHT detent

Hydraulic Pressure < 20 bar

NOTE

Pressure in accumulator allows enough time to secure the flight and to apply the following procedures.

• On ground:

1. Collective . . . . . LOCK
2. HYD switch (on collective lever) . . OFF

CAUTION

If not locked, the collective pitch will pull up when HYD switch is in "OFF" position.

• In flight:

Simultaneously and smoothly:
1. Collective. . . . . REDUCE
2. Cyclic . . . . . SET IAS to Vy
3. HYD switch (on collective lever) . . OFF

To counter control loads :

4. Cyclic . . . . . PUSH FORWARD
5. Collective . . . . . ADJUST

CAUTION

If HYD switch is not switched off on the collective lever, collective pitch may increase.

NOTE

Control loads increase with speed.

- perform a shallow approach then normal landing.

• In hover:
Landing possible :
LAND AS SOON AS POSSIBLE
Normal landing.

WARNING

WHEN ON THE GROUND SHUT DOWN THE ENGINE, THEN LOCK THE COLLECTIVE PITCH.