NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C.

Empire QRH Excerpt

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0 GENERAL

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COMMENTS ABOUT CHAPTERS 1 & 2

Layout

- ▪ highlights a precondition to apply an action
- ● indicates the moment when an action is to be applied

PROCEDURES INITIATION

1. No actions will be taken (apart from depressing MC / MW pb):

    - ● Until flight path is stabilized
    - ● Under 400 ft above runway, except propeller feathering after engine failure during approach at reduced power if go around is considered, or engine failure during takeoff when autofeather does not function and aircraft control or climb is in doubt.

2. Before performing a procedure, the crew must assess the situation as a whole, taking into consideration the failures, when fully identified, and the flight constraints imposed.

3. At flight crew discretion and after consulting the QRH procedure for the identified failure, one reset of a system failure associated with an amber caution may be performed by selecting the related push button OFF then ON. If the failure alert disappears, continue normal operation. If not, apply the associated failure procedure.

TASK SHARING

For all procedures, the general task sharing stated below is applicable. The pilot flying remains pilot flying throughout the procedure.

PF — Pilot flying responsible for:

- ● PL
- ● Flight path and airspeed control
- ● Aircraft configuration
- ● Navigation

PNF — Pilot non flying responsible for:

- ● Checklist reading
- ● Execution of required actions
- ● Actions on OVHD panel
- ● CL
- ● Communications

The AFCS is always coupled to the PF side (CPL selection)

ANALYSIS OF CONSEQUENCES OF A FAILURE ON THE FLIGHT

Basic airmanship calls for a management review of the remaining aircraft capabilities under the responsibility of CM1.