

OPERATING PROCEDURES TABLE OF CONTENTS

	PAGE
OPERATING PROCEDURES - GENERAL	3-3/3-4
Warning/Caution/Advisory Light System	3-3/3-4
EMERGENCY PROCEDURES	3-5/3-6
ABNORMAL PROCEDURES	3-31
NORMAL PROCEDURES	3-81

OPERATING PROCEDURES TABLE OF CONTENTS

1001	General Information
1002	Operating Procedures
1003	Operating Procedures
1004	Operating Procedures
1005	Operating Procedures
1006	Operating Procedures
1007	Operating Procedures
1008	Operating Procedures
1009	Operating Procedures
1010	Operating Procedures
1011	Operating Procedures
1012	Operating Procedures
1013	Operating Procedures
1014	Operating Procedures
1015	Operating Procedures
1016	Operating Procedures
1017	Operating Procedures
1018	Operating Procedures
1019	Operating Procedures
1020	Operating Procedures
1021	Operating Procedures
1022	Operating Procedures
1023	Operating Procedures
1024	Operating Procedures
1025	Operating Procedures
1026	Operating Procedures
1027	Operating Procedures
1028	Operating Procedures
1029	Operating Procedures
1030	Operating Procedures
1031	Operating Procedures
1032	Operating Procedures
1033	Operating Procedures
1034	Operating Procedures
1035	Operating Procedures
1036	Operating Procedures
1037	Operating Procedures
1038	Operating Procedures
1039	Operating Procedures
1040	Operating Procedures
1041	Operating Procedures
1042	Operating Procedures
1043	Operating Procedures
1044	Operating Procedures
1045	Operating Procedures
1046	Operating Procedures
1047	Operating Procedures
1048	Operating Procedures
1049	Operating Procedures
1050	Operating Procedures

TEMPORARY FAA APPROVED AIRPLANE FLIGHT MANUAL CHANGE

Publication Affected: Model 525A CJ2, Serial 525A-0001 thru -0299 basic FAA Approved Airplane Flight Manual, Revision 6, dated 15 April 2005.

Airplane Serial Numbers Affected: Airplanes 525A-0001 thru -0299.

Description of Change: SECTION III, Operating Procedures, General, revise a paragraph.

Filing Instructions: Insert this temporary change in the Model 525A CJ2 basic FAA Approved Airplane Flight Manual, adjacent to page 3-3/3-4.

Removal Instructions: This temporary change must be removed and discarded once Revision 7 has been collated into the basic FAA Approved Airplane Flight Manual.

In Section III, Operating Procedures, General, on page 3-3/3-4, revise the last paragraph to read as follows:

The airplane may be equipped with either a verbal or tone audio warning system. The verbal system will provide the following warnings: "Beep-Beep" tone for any red light including engine fire; "Left" or "Right"; "Engine Fire"; "Battery Overtemp" (faster interval for > 160); "Cabin Altitude"; "Left" or "Right"; "Engine Oil Pressure"; "Generator Fail" (both alternators failed); "Autopilot"; "Altitude"; "Minimums"; and "Landing Gear". The tone system does not give tone warnings for any annunciations but does give distinct tones for autopilot disconnect, altitude alert, minimums, and landing gear position. Both systems provide the same overspeed warning tone.

APPROVED BY

FAA APPROVED UNDER 14 CFR PART 21 SUBPART J

Cessna Aircraft Co.

Delegation Option Authorization DOA-230594-CE



Steven H. Cunniff Lead DOA Administrator

DATE OF APPROVAL 19 AUGUST 2005

OPERATING PROCEDURES - GENERAL

The operating procedures contained in this manual have been developed and recommended by Cessna Aircraft Company and are approved by the FAA for use in the operation of this airplane.

This section contains the emergency, abnormal and normal procedures for your airplane. For your convenience, definitions of these terms are listed in Section I.

Some emergency situations require immediate corrective action. These numbered steps are printed in boxes in the emergency procedures and should be accomplished without the aid of the checklist.

WARNING/CAUTION/ADVISORY LIGHT SYSTEM

Annunciator lights are classified as WARNING, CAUTION, and ADVISORY. All except those associated with the Electronic Flight Instrument System (EFIS), autopilot, avionics, TCAS and TAWS are located in the glareshield annunciator panel. The abnormal and emergency procedures in this section are keyed, where applicable, to these annunciators. WARNING lights are generally red (except failure of both generators). The WARNING lights in the annunciator panel will cause the MASTER WARNING RESET light to flash. Failure of both generators (amber annunciators) is considered a red function and triggers the MASTER WARNING. Illumination of the LH/RH ENGINE FIRE light(s) will not trigger the MASTER WARNING light.

CAUTION lights are amber. The CAUTION lights, located in the annunciator panel, will cause the MASTER CAUTION RESET light to illuminate. Some annunciators have time delays before illuminating the MASTER CAUTION.

When a red or amber annunciator illuminates, it will flash until the MASTER WARNING or MASTER CAUTION is reset by pushing the MASTER WARNING RESET/MASTER CAUTION RESET light. The annunciator will then remain illuminated steady. If a condition which caused an amber annunciator to illuminate is corrected prior to resetting the MASTER CAUTION, the annunciator and associated MASTER CAUTION will extinguish. If a condition which caused a red annunciator to illuminate is corrected prior to resetting the MASTER WARNING, the annunciator will extinguish but the MASTER WARNING will remain flashing until pressed.

ADVISORY lights are white and do not trigger a MASTER WARNING or CAUTION. When an advisory light is illuminated, pilot action may be required. If an action is required, it will be in the abnormal procedures section of the flight manual.

The airplane may be equipped with either a verbal or tone audio warning system. The Verbal system will provide the following warnings: "Beep-Beep" tone for any red light including engine fire; "Left" or "Right", "Engine Fire"; "Battery Overtemp", (faster interval for > 160); "Cabin Altitude"; "Left" or "Right", "Engine Oil Pressure"; "Generator Fail", (both generators failed); "Autopilot"; "Altitude"; "Minimums"; "Landing Gear" and "No Takeoff". The tone system does not give tone warnings for any annunciators but does give distinct tones for autopilot disconnect, altitude alert, minimums, landing gear and No Takeoff condition. Both systems provide the same overspeed warning tone.

