

# EMERGENCY PROCEDURES TABLE OF CONTENTS

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**EMERGENCY PROCEDURES****■ ENGINE FAILURE OR FIRE OR MASTER WARNING DURING TAKEOFF****● SPEED BELOW  $V_1$  - TAKEOFF REJECTED**

1. Brakes - AS REQUIRED.
2. Throttles - IDLE.
3. Speed Brakes - EXTEND.

**NOTE**

- To obtain maximum braking performance from the antiskid system, the pilot must apply continuous maximum effort (no modulation) to the brake pedals.
- The Takeoff Field Lengths assume that the pilot has maximum effort applied to the brakes at the scheduled  $V_1$  speed during the aborted takeoff.

**□ IF ENGINE FIRE**

4. Refer to Emergency Procedures, ENG FIRE LH or RH (Engine Fire Warning Light Illuminated).

Procedure completed

**□ IF ENGINE FAILURE**

4. Refer to Emergency Procedures, ENGINE FAILURE/PRECAUTIONARY SHUTDOWN.

Procedure completed

**● SPEED ABOVE  $V_1$  - TAKEOFF CONTINUED**

1. Maintain directional control.
2. Accelerate to  $V_R$ .
3. Rotate at  $V_R$ , climb at  $V_2$ .
4. Landing Gear - UP (after positive rate-of-climb).
5. WING/ENGINE XFLOW Switch - WING XFLOW (if WING/ENGINE ANTI-ICE Switches are in WING/ENG).
6. At 1500 feet AGL, retract flaps at  $V_2 + 10$  and accelerate to  $V_{ENR}$  ( $V_T$ ).

**□ IF ENGINE FIRE**

7. Refer to Emergency Procedures, ENG FIRE LH or RH (Engine Fire Warning Light Illuminated).

Procedure completed

**□ IF ENGINE FAILURE**

7. Refer to Emergency Procedures, EMERGENCY RESTART - ONE ENGINE or ENGINE FAILURE/ PRECAUTIONARY SHUTDOWN.

Procedure completed

## ■ ENGINE FAILURE/PRECAUTIONARY SHUTDOWN

1. Throttle (Affected Engine) - OFF.
2. IGNITION Switch (Affected Engine) - NORM.
3. ENGINE SYNC Knob - OFF.
4. GEN Switch (Affected Engine) - OFF.
5. Electrical Load - REDUCE as required; 300 amperes maximum.
6. FUEL TRANSFER Knob - AS REQUIRED.
7. ENGINE FIRE Switch (Affected Engine) - LIFT COVER and PUSH (If severe engine failure or fire occurred).

### NOTE

If no fire hazard or engine damage exists, leave firewall shutoff OPEN and turn Fuel Boost Pump ON to prevent damage to engine fuel pump. If engine windmills with firewall shutoff CLOSED or with no indication of oil pressure, after landing refer to Engine Maintenance Manual.

8. Fuel Boost Pump (Affected Engine) - ON (if firewall shutoff not closed).
9. Land as Soon as Possible. Refer to Abnormal Procedures, SINGLE-ENGINE APPROACH AND LANDING.

## ● IF ICING CONDITIONS EXIST

10. Affected Engine Anti-ice - WING/ENG.
11. WING/ENGINE Xflow Switch - WING XFLOW.

### NOTE

- The ENG ANTI-ICE annunciator on the affected engine side will be ON continuously after the engine inlet temperature sensor cools to 50°F or below. L and R WING ANTI-ICE annunciators will function normally.
  - At high altitude, throttle may need to be increased to maintain pressurization.
12. WING/ENGINE Anti-Ice Switch (Operating Engine) - ENG ON or WING/ENG as required.
  13. WINDSHIELD ANTI-ICE and TAIL DEICE Switches - AS REQUIRED.
  14. Leave icing environment as soon as possible.

Procedure completed

## ● IF ICING CONDITIONS DO NOT EXIST

Procedure completed



**ENGINE FAILURE DURING FINAL APPROACH**

1. Thrust (Operating Engine) - INCREASE as required.
  2. Airspeed -  $V_{APP}$ .
  3. Flaps - TAKEOFF AND APPROACH.
4. Rudder Trim - TRIM toward operating engine as desired.
  5. Throttle (Affected Engine) - OFF.
  6. Landing Gear - DOWN and LOCKED.
  7. Flaps - LAND (when landing assured).
  8. Pressurization - CHECK ZERO DIFFERENTIAL.
  9. Autopilot and Yaw Damper - OFF (at or above minimums).
  10. Airspeed -  $V_{REF}$ .
  11. Speed Brakes - RETRACTED PRIOR TO 50 FEET AGL.

Procedure completed

**ENG FIRE LH or RH (ENGINE FIRE WARNING LIGHT ILLUMINATED)**

1. Throttle (Affected Engine) - IDLE.

**● IF LIGHT REMAINS ILLUMINATED**

2. ENGINE FIRE Button (Affected Engine) - LIFT COVER and PUSH.
  3. Either Illuminated BOTTLE ARMED Button - PUSH.
4. IGNITION Switch (Affected Engine) - NORM.
  5. Throttle (Affected Engine) - OFF.
  6. Electrical Load - REDUCE AS REQUIRED; 300 amperes maximum.
  7. FUEL BOOST Switch (Affected Engine) - OFF then NORM.
  8. Land as soon as possible.

**□ IF FIRE WARNING LIGHT REMAINS ILLUMINATED AFTER 30 SECONDS**

9. Remaining Illuminated BOTTLE ARMED Button - PUSH.
10. Land as soon as possible.

(Continued Next Page)

■ **ENG FIRE LH or RH (ENGINE FIRE WARNING LIGHT ILLUMINATED)**

(Continued)

○ **IF ICING CONDITIONS EXIST**

11. Engine Anti-Ice (Affected Engine) - WING/ENG.
12. WING/ENGINE Xflow Switch - WING XFLOW.

**NOTE**

- The ENG ANTI-ICE annunciator on the affected engine side will be ON continuously after the engine inlet temperature sensor cools to 50°F or below. L and R WING ANTI-ICE annunciators will function normally.
- At high altitude, throttle may need to be increased to maintain pressurization.

13. WING/ENGINE ANTI-ICE Switch (Operating Engine) - ENG ON or WING/ENG as required.
14. WINDSHIELD ANTI-ICE and TAIL DE-ICE Switches - AS REQUIRED.
15. Leave icing environment as soon as possible.

Procedure completed

○ **IF NO ICING CONDITIONS EXIST**

Procedure completed

□ **IF FIRE WARNING LIGHT EXTINGUISHES**

Procedure completed

● **IF LIGHT EXTINGUISHES AND SECONDARY INDICATIONS ARE NOT PRESENT**

2. Land as soon as practical.

Procedure completed



## TEMPORARY FAA APPROVED AIRPLANE FLIGHT MANUAL CHANGE

Publication Affected:	Model 525A CJ2 FAA Approved U.S. Airplane Flight Manual, Airplanes 525A-0001 thru -0299, Revision 6, Dated 15 April 2005.
Airplane Serial Numbers Affected:	Airplanes 525A-0001 thru -0299.
Description of Change:	Section III, Emergency Procedures, p. 3-11, Emergency Restart - One Engine, replace a procedure.
Filing Instructions:	Insert this temporary change in the Model 525A CJ2 FAA Approved U.S. Airplane Flight Manual, Airplanes 525A-0001 thru -0299, adjacent to page 3-11.
Removal Instructions:	This temporary change must be removed and discarded when Revision 7 has been collated into the FAA Approved U.S. Airplane Flight Manual.

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Section III, Emergency Procedures, p. 3-11, Emergency Restart - One Engine, replace the following procedure:

### ● FOLLOWING SHUTDOWN - WITH STARTER ASSIST

1. Throttle (Affected Engine) - OFF.
2. GEN Switch (Affected Engine) - GEN.
3. WING/ENGINE ANTI-ICE Switch (Affected Engine) and AIR CONDITIONING Switch -OFF.
4. Firewall Shutoff (Affected Engine) - CHECK OPEN.
5. FUEL BOOST Switch (Affected Engine) - NORM.
6. Ignition Switch (Affected Engine) - ON.
7. Engine Start Button (Affected Engine) - PRESS momentarily.
8. Throttle (Affected Engine) - IDLE at 8%  $N_2$  (minimum), and indication of  $N_1$  rotation.
9. Engine Instruments - MONITOR.

### □ IF START OCCURS

10. Ignition Switch (Affected Engine) - NORM.
11. WING/ENGINE ANTI-ICE Switch and AIR CONDITIONING Switch - AS DESIRED.

Procedure completed

### □ IF START DOES NOT OCCUR

10. START DISG Button - PRESS.
11. Refer to Emergency Procedures, ENGINE FAILURE/PRECAUTIONARY SHUTDOWN.

Procedure completed



TEMPORARY FAA APPROVED AIRPLANE FLIGHT MANUAL CHANGE

**APPROVED BY**

FAA APPROVED UNDER 14 CFR PART 21 SUBPART J  
Cessna Aircraft Co.  
Delegation Option Authorization DOA-230594-CE

*Harold J. Linnell* Lead DOA Administrator

*JAS*  
**DATE OF APPROVAL** 5 July 2005



**EMERGENCY RESTART - ONE ENGINE** (Refer to Figure 3-1 for Airstart Envelope)**FOLLOWING SHUTDOWN - WITH STARTER ASSIST**

1. Throttle (Affected Engine) - OFF.
2. GEN Switch (Affected Engine) - GEN.
3. WING/ENGINE ANTI-ICE Switch (Affected Engine) and AIR CONDITIONING Switch - OFF.
4. Firewall Shutoff (Affected Engine) - CHECK OPEN.
5. FUEL BOOST Switch (Affected Engine) - NORM.
6. Engine Start Button (Affected Engine) - PRESS momentarily.
7. Throttle (Affected Engine) - IDLE at 8% N<sub>2</sub> (minimum), and indication of N<sub>1</sub> rotation.
8. Engine Instruments - MONITOR.

**IF START OCCURS**

9. WING/ENGINE ANTI-ICE Switch and AIR CONDITIONING Switch - AS DESIRED.

Procedure completed

**IF START DOES NOT OCCUR**

9. START DISG Button - PRESS.
10. Refer to Emergency Procedures, ENGINE FAILURE/PRECAUTIONARY SHUTDOWN.

Procedure completed

**FOLLOWING SHUTDOWN - WINDMILLING WITH AIRSPEED ABOVE 200 KIAS**

1. Throttle (Affected Engine) - OFF.
2. GEN Switch (Affected Engine) - OFF.
3. WING/ENGINE ANTI-ICE Switch (Affected Engine) and AIR CONDITIONING Switch - OFF.
4. Firewall Shutoff (Affected Engine) - CHECK OPEN.
5. FUEL BOOST Switch (Affected Engine) - ON.
6. Ignition Switch (Affected Engine) - ON.
7. Throttle (Affected Engine) - IDLE at 8% N<sub>2</sub> (minimum), and indication of N<sub>1</sub> rotation.
8. Engine Instruments - MONITOR.

(Continued Next Page)

■ **EMERGENCY RESTART - ONE ENGINE** (Refer to Figure 3-1 for Airstart Envelope) (Continued)

□ **IF START OCCURS**

9. FUEL BOOST Switch (Affected Engine) - NORM (after engine stabilizes).
10. Ignition (Affected Engine) - NORM.
11. GEN Switch (Affected Engine) - GEN.
12. WING/ENGINE ANTI-ICE Switches and AIR CONDITIONING Switch - AS DESIRED.

Procedure completed

□ **IF START DOES NOT OCCUR**

9. Refer to Emergency Procedures, ENGINE FAILURE/PRECAUTIONARY SHUTDOWN.

Procedure completed

■ **EMERGENCY RESTART - TWO ENGINES** (Refer to Figure 3-1 for Airstart Envelope)

- |   |
|---|
| <ol style="list-style-type: none"><li>1. Ignition Switches - BOTH ON.</li><li>2. L/R FUEL BOOST Switches - BOTH ON.</li><li>3. Throttles - IDLE.</li><li>4. If Altitude Allows - INCREASE AIRSPEED TO 200 KIAS.</li></ol> |
|---|

5. Firewall Shutoff - CHECK BOTH OPEN.
6. WING/ENGINE ANTI-ICE Switches and AIR CONDITIONER Switch - OFF.

● **IF START DOES NOT OCCUR**

7. Either Engine Start Button - PRESS momentarily.

□ **IF NEITHER ENGINE STARTS**

8. START DISG Button - PRESS.
9. Refer to Emergency Procedures, MAXIMUM GLIDE - EMERGENCY LANDING.

Procedure completed

□ **IF EITHER OR BOTH ENGINES START**

8. START DISG Button - PRESS (if required).
9. FUEL BOOST Switches - NORM (after engine(s) stabilize).
10. GEN Switch(es) - GEN.
11. Ignition Switches - NORM.
12. WING/ENGINE ANTI-ICE Switches and AIR CONDITIONING Switch - AS DESIRED.

(Continued Next Page)



**EMERGENCY RESTART - TWO ENGINES** (Refer to Figure 3-1 for Airstart Envelope) (Continued) **IF ONLY ONE ENGINE STARTS**

13. Refer to Emergency Procedures, **EMERGENCY RESTART - ONE ENGINE** or **ENGINE FAILURE/PRECAUTIONARY SHUTDOWN**.

Procedure completed

 **IF BOTH ENGINES START**

Procedure completed

 **IF START OCCURS**

7. After Engine(s) Stabilize - **FUEL BOOST Switches - NORM.**  
8. **GEN Switch(es) - GEN.**  
9. **Ignition Switches - NORM.**  
10. **WING/ENGINE ANTI-ICE Switch(es) and AIR CONDITIONING Switch - AS DESIRED.**

 **IF ONLY ONE ENGINE STARTS**

11. Refer to Emergency Procedures, **EMERGENCY RESTART - ONE ENGINE** or **ENGINE FAILURE/PRECAUTIONARY SHUTDOWN**.

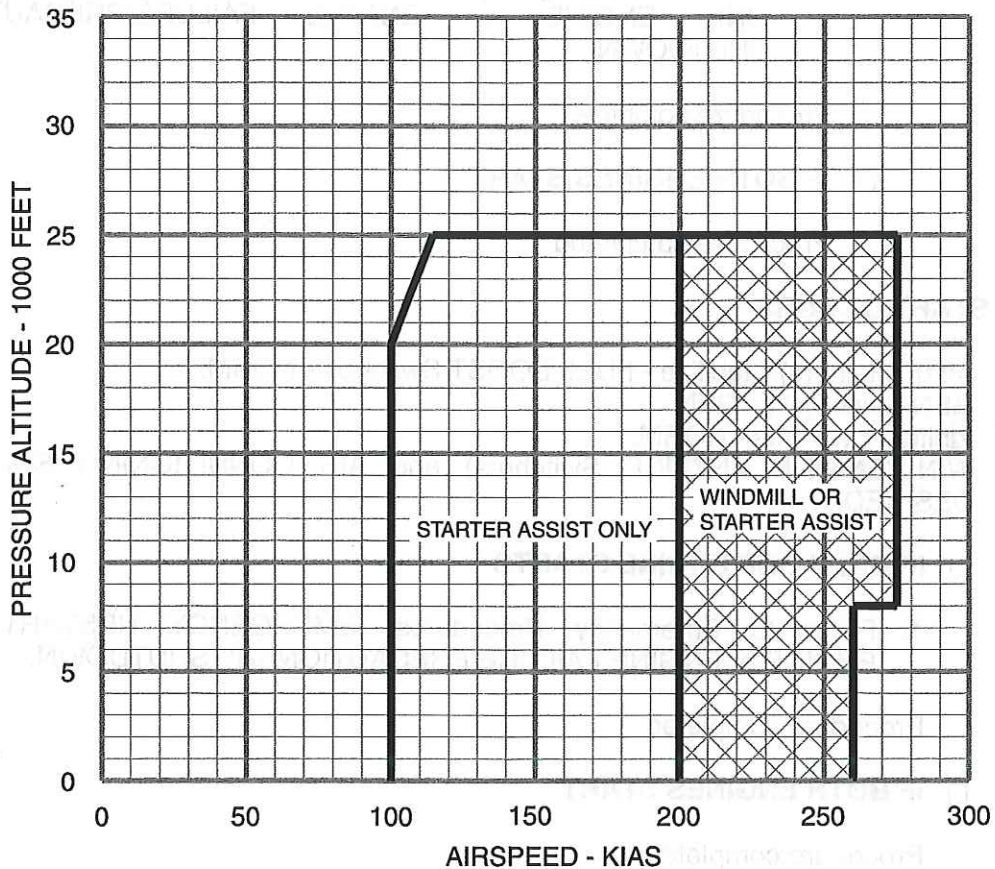
Procedure completed

 **IF BOTH ENGINES START**

Procedure completed

# AIRSTART ENVELOPE

A10165



6384T1013

Figure 3-1

### NOTE

If the engine is to be shut down for intentional airstarts, it should be allowed to cool at idle for three minutes prior to shutdown and then allowed to cool five minutes while shutdown prior to restarting.

**■ MAXIMUM GLIDE - EMERGENCY LANDING**

1. Airspeed - 150 KIAS.

**NOTE**

Maximum glide airspeed is 130 KIAS at 12,000 pounds, decreasing approximately 4 KIAS per 500 pound decrease in weight. However, the turbines may not windmill to provide hydraulic pressure below 150 KIAS. Maintain 150 KIAS or above if possible until landing gear and flaps are extended and speed brakes are retracted.

2. Speed Brakes - RETRACT.
3. Transponder - EMERGENCY.
4. ATC - ADVISE.
5. Crew Briefing - COMPLETE.
6. Passenger Advisory Switch - PASS SAFETY.
7. Seats, Seat Belts and Shoulder Harnesses - SECURE.
8. Landing Gear and Flaps - AS REQUIRED (above 150 KIAS).

**NOTE**

Landing gear, flaps and speed brakes will operate slowly above 150 KIAS and may not operate below 150 KIAS. Plan on the possibility of flaps inoperative landing and use of emergency gear extension procedures.

Procedure completed

■ **LOW OIL PRESSURE INDICATION (RED POINTER AND DIGITS, OIL PRESS WARNING LIGHT)**

1. Throttle (Affected Engine) - REDUCE THRUST (below 80% N<sub>2</sub>).

● **IF POINTER AND DIGITS CHANGE TO AMBER OR GREEN**

2. Throttle (Affected Engine) - MAINTAIN below 80% N<sub>2</sub>.
3. Land as soon as practical.

**NOTE**

Engine operation with oil pressure in the amber range is permitted for up to 5 minutes, with N<sub>2</sub> less than 80%. The Engine Indicating System (EIS) monitors elapsed time and will turn the pointer and digits red if 5 minutes in the amber range is exceeded.

Procedure completed

● **IF POINTER AND DIGITS REMAIN RED OR RETURN TO RED**

2. Throttle (Affected Engine) - OFF.
3. Refer to Emergency Procedure, ENGINE FAILURE/PRECAUTIONARY SHUTDOWN.

Procedure completed

■ **OIL PRESS L OR R (LOW OIL PRESSURE WARNING)**

1. Throttle (Affected Engine) - REDUCE.

● **IF OIL PRESSURE INDICATION DOES NOT RESPOND TO THROTTLE MOVEMENT OR POINTER TURNS RED**

2. Throttle (Affected Engine) - OFF.
3. Refer to Emergency Procedure, ENGINE FAILURE/PRECAUTIONARY SHUTDOWN.

Procedure completed

● **IF OIL PRESSURE INDICATION RESPONDS TO THROTTLE MOVEMENT AND POINTER REMAINS GREEN**

2. Throttle (Affected Engine) - IDLE or AS REQUIRED.
3. Monitor EIS oil pressure indication.
4. Land as soon as practical.

Procedure completed



## ■ ELECTRICAL FIRE OR SMOKE

1. Oxygen Masks - DON and EMER.
2. Microphone Select Switches - MIC OXY MASK.

### NOTE

Headsets or hats worn by the crew may interfere with the quick donning capability of the oxygen mask.

3. Smoke Goggles - DON (if required).
4. OXYGEN CONTROL VALVE Knob - MANUAL DROP.
5. Passenger Oxygen - MAKE SURE passengers are receiving oxygen.
6. Passenger Advisory Switch - PASS SAFETY.
7. AIR SOURCE SELECT Knob - BOTH.

### ● UNKNOWN SOURCE

8. FLOOD LTS Knob - FULL BRIGHT.
9. Battery Switch - EMER.
10. L/R GEN Switches - OFF. With the battery switch in the EMER position and the generators OFF, power is supplied for at least 30 minutes to the following equipment:

COMM 1	Voltmeter
NAV 1	RH Pitot Static Heater
Overhead Floodlights	Standby Altimeter/Airspeed (Vibrator)
Pilot's and Copilot's Audio Panels	Standby HSI (Copilot's AHRS)
Standby Engine N <sub>1</sub> indicator	Standby Gyro (internal battery)
Flap Control	Landing Gear Control
Landing Gear Monitor	

### WARNING

**AUTOMATIC PRESSURIZATION CONTROL, CABIN DUMP AND SOURCE SELECTION ARE INOPERATIVE. CABIN ALTITUDE MUST BE MANUALLY CONTROLLED USING THE PRESS SYSTEM SELECT MANUAL LEVER. INJURY MAY OCCUR IF CABIN PRESSURE DIFFERENTIAL IS GREATER THAN 0 PSID WHEN CABIN DOOR IS OPENED.**

(Continued Next Page)

■ **ELECTRICAL FIRE OR SMOKE** (Continued)

**CAUTION**

THE ANTISKID/POWER BRAKE SYSTEM IS INOPERATIVE; ONLY THE EMERGENCY BRAKE SYSTEM IS AVAILABLE.

FLIGHT GUIDANCE SYSTEM, INCLUDING AUTOPILOT, IS INOPERATIVE.

EFIS DISPLAYS (PFD's AND MFD) WILL BE INOPERATIVE, REFER TO STANDBY INSTRUMENTS.

THE ENGINE, WING, AND WINDSHIELD ANTI-ICE VALVES WILL BE OPEN.

ALL EXTERNAL AND INTERNAL LIGHTS (EXCEPT OVERHEAD FLOOD LIGHTS) WILL BE INOPERATIVE.

ALL WARNING, CAUTION, AND ADVISORY LIGHTS WILL BE INOPERATIVE.

RUDDER BIAS IS INOPERATIVE. RUDDER PEDAL FORCE AND/OR DIRECTIONAL TRIM REQUIRED FOR SINGLE ENGINE OPERATION WILL BE SIGNIFICANTLY INCREASED.

RAT IS INOPERATIVE DUE TO LOSS OF DISPLAY. USE CAUTION WHEN APPLYING POWER (EXCEPT FOR GO-AROUND WHERE GROUND TEMPERATURES CAN BE USED).

**NOTE**

The standby flight display will continue to operate on its own emergency battery pack. This battery pack also provides 5-volt emergency instrument lighting for the standby flight display, standby HSI, and standby N<sub>1</sub> indicator.

11. WINDSHIELD BLEED AIR Manual Valves - OFF or MINIMUM for clear vision.
12. Fire Extinguisher - UNSTOW and REMOVE SAFETY PIN (under copilot's seat or in cabin).
13. Fire - LOCATE and EXTINGUISH (if able).
14. Land as soon as possible.

(Continued Next Page)

■ **ELECTRICAL FIRE OR SMOKE** (Continued)

**WARNING**

**WHETHER OR NOT SMOKE HAS DISSIPATED, IF IT CANNOT BE VISUALLY CONFIRMED THAT ANY FIRE HAS BEEN EXTINGUISHED FOLLOWING FIRE SUPPRESSION AND/OR SMOKE EVACUATION, LAND IMMEDIATELY AT THE NEAREST SUITABLE AIRPORT.**

□ **IF SMOKE REMOVAL IS NECESSARY**

- 15. PRESS SYSTEM SELECT MANUAL Lever - UP to obtain maximum cabin altitude.
- 16. Emergency Descent - AS REQUIRED.

**WHEN LANDING ASSURED**

- 17. Landing Gear - DOWN AND LOCKED.
- 18. Flaps - LAND.
- 19. Airspeed -  $V_{REF}$ .
- 20. Landing - Use emergency brake system. Multiply landing distance by 1.33.

Procedure completed

□ **IF SMOKE REMOVAL IS NOT NECESSARY**

**WHEN LANDING ASSURED**

- 15. Landing Gear - DOWN AND LOCKED.
- 16. Flaps - LAND.
- 17. Airspeed -  $V_{REF}$ .
- 18. Landing - Use emergency brake system. Multiply landing distance by 1.33.

Procedure completed

● **KNOWN SOURCE**

- 8. Faulty Circuit(s) - PULL CIRCUIT BREAKER(S) TO ISOLATE (if possible).
- 9. INTERIOR MASTER Switch - OFF (if cabin equipment is known fault).
- 10. Fire Extinguisher - UNSTOW and REMOVE SAFETY PIN (under copilot's seat or in cabin).
- 11. Fire - LOCATE and EXTINGUISH.
- 12. Land as soon as possible.

**WARNING**

**WHETHER OR NOT SMOKE HAS DISSIPATED, IF IT CANNOT BE VISUALLY CONFIRMED THAT ANY FIRE HAS BEEN EXTINGUISHED FOLLOWING FIRE SUPPRESSION AND/OR SMOKE EVACUATION, LAND IMMEDIATELY AT THE NEAREST SUITABLE AIRPORT.**

(Continued Next Page)



■ **ELECTRICAL FIRE OR SMOKE** (Continued)

**IF SMOKE REMOVAL IS NECESSARY**

13. CABIN DUMP Switch - DUMP (cabin altitude will not exceed approximately 15,000 feet with AIR SOURCE SELECT in L, R, or BOTH).
14. Emergency Descent - AS REQUIRED.

Procedure completed

**IF SMOKE REMOVAL IS NOT NECESSARY**

Procedure completed

■ **ENVIRONMENTAL SYSTEM SMOKE OR ODOR**

- |   |
|---|
| <ol style="list-style-type: none"><li>1. Oxygen Masks - DON and EMER.</li><li>2. Microphone Select Switches - MIC OXY MASK.</li></ol> |
|---|

**NOTE**

Headsets or hats worn by the crew may interfere with the quick donning capability of the oxygen mask.

3. Smoke Goggles - DON (if required).
4. OXYGEN CONTROL VALVE Knob - MANUAL DROP.
5. Passenger Oxygen - MAKE SURE passengers are receiving oxygen.
6. Passenger Advisory Switch - PASS SAFETY.
7. AIR CONDITIONING Switch - OFF.
8. DEFOG Fan Switch - OFF.
9. AIR SOURCE SELECT Knob - L (allow time for smoke to dissipate).

● **IF SMOKE CONTINUES**

10. AIR SOURCE SELECT Knob - R (allow time for smoke to dissipate).

**IF SMOKE STILL CONTINUES**

11. Altitude - DESCEND. Refer to Emergency Procedures, EMERGENCY DESCENT, if required.
12. AIR SOURCE SELECT Knob - FRESH AIR (cabin will depressurize).
13. If Necessary - Refer to Emergency Procedure, SMOKE REMOVAL.

Procedure completed

**IF SMOKE DISSIPATES**

Procedure completed

● **IF SMOKE DISSIPATES**

Procedure completed



**■ SMOKE REMOVAL**

1. Oxygen Masks - DON and EMER.
2. Microphone Select Switches - MIC OXY MASK.

**NOTE**

Headsets or hats worn by the crew may interfere with the quick donning capability of the oxygen mask.

3. Smoke Goggles - DON (if required).
4. OXYGEN CONTROL VALVE Knob - MANUAL DROP.
5. Passenger Oxygen - MAKE SURE passengers are receiving oxygen.
6. Passenger Advisory Switch - PASS SAFETY.
7. AIR CONDITIONING Switch - OFF.

**● IF NORMAL DC POWER IS AVAILABLE**

8. CABIN DUMP Switch - DUMP (cabin altitude will not exceed approximately 15,000 feet with AIR SOURCE SELECT in L, R, or BOTH).
9. Emergency Descent - AS REQUIRED.
10. Land as soon as possible.

Procedure completed

**● IF NORMAL DC POWER IS NOT AVAILABLE**

8. PRESS SYSTEM SELECT Manual Lever - UP to obtain maximum cabin altitude.
9. Emergency Descent - AS REQUIRED.
10. Land as soon as possible.

Procedure completed

## ■ OVERPRESSURIZATION

1. PRESS SYSTEM SELECT Switch - MANUAL.
2. PRESS SYSTEM SELECT MANUAL Lever - UP (to decrease pressure and raise cabin altitude).

### ● IF STILL OVERPRESSURIZED

3. AIR SOURCE SELECT Knob - L or R. (Control cabin pressure with the throttle corresponding to the selected source).

#### IF UNABLE TO CONTROL WITH THROTTLE

4. Oxygen Masks - DON and 100% OXYGEN.

#### NOTE

Headsets or hats worn by the crew may interfere with the quick donning capability of the oxygen mask.

5. Microphone Select Switches - MIC OXY MASK.
6. OXYGEN CONTROL VALVE Knob - MANUAL DROP.
7. Passenger Oxygen - MAKE SURE passengers are receiving oxygen.
8. Passenger Advisory Switch - PASS SAFETY.
9. AIR SOURCE SELECT Knob - OFF.
10. Emergency Descent - AS REQUIRED.

#### ○ IF STILL OVERPRESSURIZED

11. CABIN DUMP Switch - DUMP.

Procedure completed

#### ○ IF CABIN PRESSURE BELOW MAXIMUM LIMIT

11. Depressurize cabin before landing; CABIN DUMP Switch - DUMP.

Procedure completed

#### IF ABLE TO CONTROL WITH THROTTLE

4. Depressurize cabin before landing; CABIN DUMP Switch - DUMP.

Procedure completed

### ● IF ABLE TO CONTROL MANUALLY

3. Depressurize cabin before landing; CABIN DUMP Switch - DUMP.

Procedure completed

**■ CABIN ALT (CABIN ALTITUDE)**

Indicates cabin altitude greater than  $9500 \pm 400$  feet with the pressurization controller in the normal mode, or cabin altitude greater than  $14,500 \pm 400$  feet with the pressurization controller in high altitude mode.

1. Oxygen Masks - DON and 100% OXYGEN.
2. Microphone Select Switches - MIC OXY MASK.
3. Emergency Descent - AS REQUIRED.
4. Passenger Oxygen - MAKE SURE passengers are receiving oxygen.

**NOTE**

Headsets or hats worn by the crew may interfere with the quick donning capability of the oxygen mask.

5. Transponder - EMERGENCY.

**● IF NOT ARRESTED BY 15,000 FEET CABIN ALTITUDE**

6. AIR SOURCE SELECT Knob - EMER.

**NOTE**

Emergency Pressurization should activate when cabin altitude reaches  $14,500 \pm 500$  and will turn off when cabin altitude is approximately 1000 feet lower unless air source has been manually selected to EMER.

7. WINDSHIELD BLEED AIR Manual Valves - OFF (AS REQUIRED in icing conditions).

**NOTE**

Use of EMER pressurization will reduce effectiveness of windshield anti-ice system.

8. Refer to Abnormal Procedures, USE OF SUPPLEMENTAL OXYGEN.

Procedure completed

**● IF ARRESTED BY 15,000 FEET CABIN ALTITUDE**

Procedure completed



## ■ EMERGENCY DESCENT

1. AP TRIM DISC Button - PRESS and RELEASE.
2. Throttles - IDLE.
3. Speed Brakes - EXTEND.
4. Airplane Pitch Attitude - APPROXIMATELY 20 DEGREES NOSE DOWN.

### CAUTION

IF STRUCTURAL DAMAGE IS SUSPECTED, LIMIT AIRSPEED TO A REASONABLE VALUE AND LIMIT MANEUVERING LOADS UNTIL DAMAGE ASSESSMENT CAN BE MADE.

5. Airspeed -  $M_{MO}/V_{MO}$ .
6. Transponder - EMERGENCY.
7. Passenger Advisory Switch - PASS SAFETY.
8. ATC - ADVISE and obtain local altimeter setting.
9. Altitude - 15,000 feet MSL or Minimum Safe Altitude, whichever is higher.
10. Passengers - BRIEF.
11. Land as soon as possible.

#### ● IF DESCENT INTO ICING CONDITIONS IS REQUIRED

12. ANTI-ICE/DE-ICE Switches- AS REQUIRED.

Procedure completed

#### ● IF DESCENT INTO ICING CONDITIONS IS NOT REQUIRED

Procedure completed

## ■ BATT O'TEMP (BATTERY OVERTEMPERATURE)

1. Volt/Amp - NOTE.
2. Battery Switch - EMER.
3. Volt/Amp - NOTE DECREASE.

### NOTE

If current decreases and battery voltage is 1 volt less than generator voltage in 30 seconds to 2 minutes, monitor battery overheat annunciator for possible change.

#### ● IF VOLT/AMP DECREASE

4. Battery Switch - OFF (voltmeter will be inoperative).

(Continued Next Page)



**■ BATT O'TEMP (BATTERY OVERTEMPERATURE) (Continued)****□ IF BATT O'TEMP LIGHT DOES NOT EXTINGUISH OR >160° WARNING LIGHT ILLUMINATES**

5. Battery Switch - LEAVE OFF.
6. Land as soon as possible.

Procedure completed

**□ IF BATT O'TEMP LIGHT EXTINGUISHES**

5. Battery Switch - BATT.

Procedure completed

**● IF NO VOLT/AMP DECREASE (BATTERY RELAY STUCK)**

4. Battery Switch - BATT.
5. BATTERY Disconnect Switch - LIFT GUARD AND DISCONNECT.

**CAUTION**

DO NOT USE THE BATTERY DISCONNECT SWITCH FOR EXTENDED PERIODS OF TIME (APPROXIMATELY 12 HOURS). THE BATTERY DISCONNECT RELAY WILL CONTINUE TO DRAW A SMALL AMOUNT OF CURRENT FROM THE BATTERY UNTIL THE BATTERY IS COMPLETELY DISCHARGED. THE BATTERY DISCONNECT RELAY WILL THEN CLOSE RESULTING IN A VERY HIGH CHARGE RATE AND PROBABLE OVERHEAT.

6. Amperage - NOTE DECREASE.

**□ IF BATT O'TEMP LIGHT DOES NOT EXTINGUISH OR >160° WARNING LIGHT ILLUMINATES**

7. Land as soon as possible.

Procedure completed

**□ IF BATT O'TEMP LIGHT EXTINGUISHES**

7. BATTERY Disconnect Switch - CLOSE GUARD.
8. Land as soon as practical.

Procedure completed

■ **GEN OFF L AND R (GENERATORS INOPERATIVE - DUAL)**

1. AIR CONDITIONING Switch - OFF or FAN.
2. GEN Switches - RESET then GEN.

● **IF NEITHER GENERATOR COMES ON-LINE**

3. FLOOD LTS - FULL BRIGHT.
4. Battery Switch - EMER. With the battery switch in EMER position and the generators OFF, power is supplied for at least 30 minutes to the following equipment:

COMM 1	Voltmeter
NAV 1	RH Pitot Static Heater
Overhead Floodlights	Standby Altimeter/Airspeed (Vibrator)
Pilot's and Copilot's Audio Panels	Standby HSI (Copilot's AHRS)
Standby Engine N <sub>1</sub> indicator	Standby Gyro (internal battery)
Flap Control	Landing Gear Control
Landing Gear Monitor	

**WARNING**

**AUTOMATIC PRESSURIZATION CONTROL, CABIN DUMP AND SOURCE SELECTION ARE INOPERATIVE. CABIN ALTITUDE MUST BE MANUALLY CONTROLLED USING THE MANUAL TOGGLE SWITCH. INJURY MAY OCCUR IF CABIN PRESSURE DIFFERENTIAL IS GREATER THAN 0 PSID WHEN CABIN DOOR IS OPENED.**

**CAUTION**

THE ANTISKID/POWER BRAKE SYSTEM IS INOPERATIVE; ONLY THE EMERGENCY BRAKE SYSTEM IS AVAILABLE.

FLIGHT GUIDANCE SYSTEM, INCLUDING AUTOPILOT, IS INOPERATIVE.

EFIS DISPLAYS (PFDS AND MFD) WILL BE INOPERATIVE, REFER TO STANDBY INSTRUMENTS.

(Continued Next Page)

**■ GEN OFF L AND R (GENERATORS INOPERATIVE - DUAL) (Continued)****CAUTION (Continued)**

THE ENGINE, WING, AND WINDSHIELD ANTI-ICE VALVES WILL BE OPEN.

ALL EXTERNAL AND INTERNAL LIGHTS (EXCEPT OVERHEAD FLOOD LIGHTS) WILL BE INOPERATIVE.

ALL WARNING, CAUTION, AND ADVISORY LIGHTS WILL BE INOPERATIVE.

RUDDER BIAS IS INOPERATIVE. RUDDER PEDAL FORCE AND/OR DIRECTIONAL TRIM REQUIRED FOR SINGLE ENGINE OPERATION WILL BE SIGNIFICANTLY INCREASED.

RAT IS INOPERATIVE DUE TO LOSS OF DISPLAY. USE CAUTION WHEN APPLYING POWER (EXCEPT FOR GO-AROUND WHERE GROUND TEMPERATURES CAN BE USED).

**NOTE**

The standby flight display will continue to operate on its own emergency battery pack. This battery pack also provides 5-volt emergency instrument lighting for the standby flight display, standby HSI and standby  $N_1$  indicator.

5. WINDSHIELD BLEED AIR Manual Valves - OFF or MINIMUM for clear vision.
6. Land as soon as possible.

**WHEN LANDING ASSURED**

7. Landing Gear - DOWN AND LOCKED.
8. Flaps - LAND.
9. Airspeed -  $V_{REF}$ .
10. Landing - Use emergency brake system. Multiply landing distance by 1.33.

Procedure completed

**● IF ONLY ONE GENERATOR COMES ON-LINE**

3. Electrical Load - REDUCE as required; 300 amperes maximum.
4. Land as soon as practical.

Procedure completed



## ■ AUTOPILOT MALFUNCTION

1. AP TRIM DISC Button - PRESS AND RELEASE.

### NOTE

The autopilot monitors normally detect failures and automatically disengage the autopilot.

2. L/R IAPS and L/R FGC Circuit Breakers (R Panel) - PULL.

Procedure completed

## ■ ELECTRIC ELEVATOR TRIM RUNAWAY

1. AP TRIM DISC Button- PRESS AND RELEASE.
2. Throttles - AS REQUIRED.
3. Speed Brakes - AS REQUIRED.
4. Manual Elevator Trim - AS REQUIRED.
5. PITCH TRIM Circuit Breaker (L Panel) - PULL.

### NOTE

Do not attempt to use the autopilot if the electric trim is inoperative. The autopilot will not be able to trim out servo torque, and disengaging the autopilot could result in a significant pitch upset.

Procedure completed

## ■ EMERGENCY EVACUATION

1. Parking Brake - SET.
2. Throttles - BOTH OFF.
3. LH/RH ENGINE FIRE Buttons - BOTH PRESS.
4. Illuminated BOTTLE ARMED Buttons - BOTH PRESS (if fire suspected).
5. Battery Switch - OFF.
6. Emergency Locator Transmitter (ELT) - MAKE SURE SYSTEM IS ACTIVATED (if required for search and rescue services).
7. Airplane and Immediate Area - CHECK FOR BEST ESCAPE ROUTE.

### ● IF THRU CABIN DOOR

8. Cabin Door - OPEN.
9. Move away from airplane.

Procedure completed

### ● IF THRU EMERGENCY EXIT

8. Emergency Exit Door - REMOVE and THROW EXIT DOOR OUT OF AIRPLANE.
9. Move away from airplane.

Procedure completed





## TEMPORARY FAA APPROVED AIRPLANE FLIGHT MANUAL CHANGE

Publication Affected: Model 525A Citation CJ2 (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, Emergency Procedures, add a procedure.

Filing Instructions: Insert this temporary change in the Model 525A (525A-0001 thru -0299) basic FAA Approved Airplane Flight Manual adjacent to page 3-29/3-30.

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

In Section III, Operating Procedures, Emergency Procedures, add the following procedure after the Ditching procedure:

### ■ INADVERTENT STALL (STICK SHAKER, BUFFET, AND/OR ROLL-OFF)

1. Autopilot - DISCONNECT.
2. Pitch Attitude - REDUCE.
3. Roll Attitude - LEVEL.
4. Throttles - MAXIMUM THRUST.

#### NOTE

Pitch attitude should be promptly reduced to at least 0 - 5° nose down. Prompt aileron input may be required to maintain wings level flight.

5. Airspeed - INCREASE.
6. Altitude - RETURN TO PREVIOUS ALTITUDE.
7. Throttles - AS REQUIRED.

Procedure completed

APPROVED BY

*for* *Kim Hackett*  
Vasant Gondhalekar, Lead ODA Administrator  
Cessna Aircraft Company  
Organization Designation Authorization ODA-100129-CE  
FAA Approved Under 14 CFR Part 183 Subpart D

DATE OF APPROVAL 22 JULY 2010

**■ DITCHING**

Ditching is not approved and was not conducted during certification testing of the airplane. Should ditching be required, the following procedure is recommended:

**PRELIMINARY**

1. AIR SOURCE SELECT Knob - OFF.
2. Transponder - EMERGENCY.
3. Emergency Locator Transmitter (ELT) - ON.
4. ATC - ADVISE.
5. Passenger Advisory Switch - PASS SAFETY.
6. Prepare passengers for ditching.
7. Rate-of-Descent - 200 TO 300 FEET PER MINUTE.
8. Ditching Heading - PARALLEL TO MAJOR SWELL SYSTEM.

**APPROACH**

9. Landing Gear - UP.
10. Flaps - LAND.
11. Approach Speed -  $V_{REF}$ .

**NOTE**

Plan approach to parallel any uniform swell pattern and attempt to touch down along a wave crest or just behind it. If the surface wind is very strong or the water surface rough and irregular, ditch into the wind on the back side of a wave.

**WATER CONTACT**

12. Aircraft Pitch Attitude - SLIGHTLY HIGHER THAN NORMAL LANDING ATTITUDE.
13. Reduce airspeed and rate-of-descent to a minimum, but do not stall the airplane.
14. Throttles - OFF just prior to water contact and contact water on a crest of a swell, parallel to the major swell.

**AFTER WATER CONTACT**

Under reasonable ditching conditions, the aircraft should remain afloat an adequate time to launch and board life rafts in an orderly manner.

**WARNING**

**THE MAIN CABIN DOOR SHOULD REMAIN CLOSED AND EVACUATION MADE THROUGH THE EMERGENCY EXIT.**

Procedure completed

ATTENTION

PLEASE READ THE FOLLOWING INFORMATION CAREFULLY TO AVOID ACCIDENTS AND INJURIES.

GENERAL INFORMATION

- 1. Read and understand the instructions before using the product.
- 2. Do not use the product if the instructions are not followed.
- 3. Do not use the product if the instructions are not followed.
- 4. Do not use the product if the instructions are not followed.
- 5. Do not use the product if the instructions are not followed.
- 6. Do not use the product if the instructions are not followed.
- 7. Do not use the product if the instructions are not followed.
- 8. Do not use the product if the instructions are not followed.
- 9. Do not use the product if the instructions are not followed.
- 10. Do not use the product if the instructions are not followed.

PRECAUTIONS

- 1. Do not use the product if the instructions are not followed.
- 2. Do not use the product if the instructions are not followed.
- 3. Do not use the product if the instructions are not followed.

NOTES

1. Do not use the product if the instructions are not followed.

2. Do not use the product if the instructions are not followed.

3. Do not use the product if the instructions are not followed.

WARRANTY

- 1. The manufacturer warrants that the product is free from defects in material and workmanship under normal use and service.
- 2. The manufacturer warrants that the product is free from defects in material and workmanship under normal use and service.
- 3. The manufacturer warrants that the product is free from defects in material and workmanship under normal use and service.

ATTENTION

1. Do not use the product if the instructions are not followed.

2. Do not use the product if the instructions are not followed.

3. Do not use the product if the instructions are not followed.

WARNING

THE USER SHOULD READ THE INSTRUCTIONS CAREFULLY AND FOLLOW THEM TO AVOID ACCIDENTS AND INJURIES.

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