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TEMPORARY FAA APPROVED AIRPLANE FLIGHT MANUAL CHANGE

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

Description of Change: Section III, Operating Procedures, Abnormal Procedures, Table of Contents, revise a line.

Filing Instructions: Insert this temporary change in the Model 525A CJ2 basic FAA Approved Airplane Flight Manual, adjacent to page 3-34.

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In Section III, Operating Procedures, Abnormal Procedures, Table of Contents, on page 3-34, under the Subheading MISCELLANEOUS, change the first line to read as follows:

DOOR NOT LOCKED (Cabin, Nose, or Aft Baggage Door Not Locked)..... 3-78

**APPROVED BY**

FAA APPROVED UNDER 14 CFR PART 21 SUBPART J

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*Steven J. Connel*

Lead DOA Administrator

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1. The first part of the document discusses the importance of maintaining accurate records of all transactions.

2. It then goes on to describe the various methods used to collect and analyze data, including surveys, interviews, and focus groups.

3. The next section details the results of the data collection process, highlighting key findings and trends.

4. Finally, the document concludes with a series of recommendations for future research and implementation.

5. The author also includes a list of references and a bibliography to provide further context and support for the findings.

6. This document is intended to provide a comprehensive overview of the research process and findings.

7. It is hoped that this information will be helpful to anyone interested in the field of research.

8. The author would like to thank the following individuals for their assistance and support:

9. Dr. John Doe, Department of Psychology, University of California, Berkeley.

10. Ms. Jane Smith, Research Assistant, Department of Psychology, University of California, Berkeley.

11. Mr. Robert Johnson, Director of the Center for Applied Behavior Analysis, University of California, Berkeley.

12. The author would also like to thank the following organizations for their support:

13. National Institute of Mental Health, Department of Health and Human Services, Washington, D.C.

14. The author would like to thank the following organizations for their support:

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## ABNORMAL PROCEDURES

### ■ FALSE ENGINE START (ENGINE DOES NOT LIGHT)

1. Throttle - OFF.
2. START DISG Button - PRESS 15 seconds after throttle OFF.

Procedure completed

### ■ ENGINE START BUTTON ILLUMINATED AFTER ENGINE START (ENGINE STARTER WILL NOT DISENGAGE)

1. START DISG Button - PRESS.

#### ● IF STARTER DOES NOT DISENGAGE AND ENGINE START BUTTON REMAINS ILLUMINATED (Start Relay Stuck)

2. GEN Switches - OFF.
3. BATTERY Disconnect Switch - LIFT GUARD AND DISCONNECT.
4. Throttle(s) - OFF.
5. Battery (Located In Tailcone) - DISCONNECT.

Procedure completed

#### ● IF STARTER DISENGAGES

Procedure completed

### ■ HIGH SUSTAINED ITT DURING GROUND SHUTDOWN

1. Throttle - CHECK OFF.
2. Engine Start Button - PRESS momentarily.
3. START DISG Button - PRESS after 15 seconds.

Procedure completed

### ■ FUEL LOW PRESS L OR R (LOW FUEL PRESSURE)

1. FUEL BOOST Switches - ON.
2. L or R BOOST Circuit Breaker (L Panel) - RESET.
3. Fuel Quantity - CHECK.
4. FUEL TRANSFER Knob - AS REQUIRED.

Procedure completed

## ■ FUEL LOW LEVEL L OR R (LOW FUEL QUANTITY)

Indicates that the remaining fuel in the respective tank is 200 ±10 pounds (90 ±4.5 kilograms) or less.

1. FUEL BOOST Switches - ON.
2. Land as soon as possible.

Procedure completed

## ■ FUEL BOOST ON L OR R (FUEL BOOST PUMP ON)

Indicates that the respective fuel boost pump was either automatically or manually turned on.

### ● IF FUEL BOOST PUMP WAS NOT MANUALLY SELECTED TO ON

1. FUEL BOOST Switch (Affected Engine) - ON then NORM (check for FUEL LOW PRESS light to illuminate and extinguish. MASTER CAUTION may flash).

### CAUTION

IF FUEL BOOST ON LIGHT REMAINS ILLUMINATED AND/OR FUEL LOW PRESS LIGHT AND MASTER CAUTION FLASH, LEAVE THE FUEL BOOST SWITCH IN NORM WITH PUMP RUNNING. IF LOW FUEL PRESSURE HAS CAUSED THE BOOST PUMP TO TRIP ON, TURNING THE BOOST PUMP OFF COULD POSSIBLY RESULT IN ENGINE FLAMEOUT.

Procedure completed

### ● IF FUEL BOOST PUMP WAS MANUALLY SELECTED TO ON

Procedure completed

## ■ FUEL FLTR BYPASS L OR R (FUEL FILTER BYPASS)

Indicates fuel filter bypass or impending bypass.

1. Land as soon as practical. Consider possibility of partial or total loss of engine thrust.

### NOTE

The fuel in the wing tank on the side with FUEL FLTR BYPASS illuminated may be contaminated. Use of transfer may allow contaminated fuel in one tank to enter the other.

2. Inspect filter after landing.

Procedure completed



**■ FUEL GAUGE L OR R (FUEL GAGING SYSTEM FAULT)**

Indicates that a fault has been detected in the respective fuel gaging system. Monitor the respective fuel gage for proper indication. Check fuel quantity after landing.

**NOTE**

The fuel gaging B.I.T.E. control box indications should be checked prior to battery switch OFF. Record fuel quantity in each tank at time of fault to assist in maintenance trouble shooting.

Procedure completed

**■ FUEL TEMP (AMBER INDICATION)**

Indicates fuel temperature is close to, or has exceeded, fuel temperature limits. Refer to Section II, FUEL LIMITATIONS.

**● ON THE GROUND**

1. Determine if the actual fuel temperature limit is exceeded for the fuel currently in use (Refer to Section II).
2. If fuel temperature is outside published limits, correct prior to flight.

Procedure completed

**● IN FLIGHT****□ IF FUEL TEMPERATURE IS BELOW MINIMUM LIMIT**

1. Engine Instruments - CONTINUE TO MONITOR fuel and oil temperatures.
2. Land as soon as practical.

**NOTE**

- May indicate a failure of the fuel-oil heat exchanger (engine oil is not being cooled by the fuel).
- Higher than normal oil temperatures on affected side may occur.

Procedure completed

**□ IF FUEL TEMPERATURE IS ABOVE MAXIMUM LIMIT**

1. Throttle (Affected Engine) - REDUCE, if practical.
2. Engine Instruments - CONTINUE TO MONITOR fuel and oil temperatures.

**NOTE**

Hot fuel may be the result of abnormally high engine temperatures on affected side.

(Continued Next Page)

**FUEL TEMP (AMBER INDICATION)** (Continued)

3. Land as soon as practical.

**NOTE**

- If fuel temperature is high, consider possible engine flameout due to vaporization.
- Expect fuel temperatures to increase as fuel quantity decreases.

Procedure completed

**■ FUEL TRANSFER (FUEL TRANSFER VALVE OPEN)**

Indicates normal operation of the fuel transfer system. The supply tank FUEL BOOST ON annunciator will also be illuminated during normal operation.

**● IF FUEL TRANSFER ILLUMINATES WHEN TRANSFER IS NOT SELECTED**

1. FUEL BOOST Switches - BOTH ON or BOTH OFF.
2. Fuel Balance - MONITOR (200 pounds (90 kilograms) maximum imbalance).
3. Land as soon as practical.

Procedure completed

**● IF FUEL TRANSFER ILLUMINATES WHEN TRANSFER IS SELECTED**

1. Fuel Balance - MONITOR (200 pounds (90 kilograms) maximum imbalance).

Procedure completed

**■ F/W SHUTOFF L OR R (FIREWALL SHUTOFF VALVE(S) CLOSED)**

Indicates applicable ENGINE FIRE switch has been activated. All electrical, fuel and hydraulic systems are closed at applicable firewall.

Procedure completed

**■ GROUND IDLE (GROUND IDLE ADVISORY LIGHT ON)****● ON THE GROUND**

1. Indicates normal operation with GND IDLE switch in NORMAL.

Procedure completed

**● IN FLIGHT**

Indicates the engines may reduce to ground idle speed if the throttle is retarded to the IDLE stop. Engine acceleration time to go-around thrust may be increased in this condition.

1. GND IDLE Switch - HIGH.
2. ENGINE SYNC Knob - OFF.

**AFTER LANDING**

3. GND IDLE Switch - NORMAL.

Procedure completed

■ **N1, N2 FLAG (AMBER DASHES IN DIGITAL READOUT)**

Indicates data from the FADEC is not available to the EIS.

1. DCU PRI, DCU SEC, and EDC Circuit Breakers (Affected Side Panel) - CHECK.
2. Refer to standby N<sub>1</sub> indicator as required.

Procedure completed

■ **ITT FAILURE (NO POINTER AND FAIL DISPLAYED ON ITT TAPE)**

1. DCU PRI, DCU SEC, and EDC Circuit Breakers (Affected Side Panel) - CHECK.

Procedure completed

■ **LOSS OF OIL PRESSURE INDICATION (NO POINTERS DISPLAYED)**

1. DCU PRI and DCU SEC Circuit Breakers (Affected Side Panel) - RESET.
2. Throttle (Affected Engine) - REDUCE THRUST as desired.

● **IF OIL PRESS WARN L OR R LIGHT ILLUMINATED AND MASTER WARNING**

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

Procedure completed

● **IF OIL PRESS WARN L OR R LIGHT EXTINGUISHED**

Procedure completed

■ **LOSS OF OIL TEMPERATURE INDICATION (NO POINTERS DISPLAYED)**

1. DCU PRI and DCU SEC Circuit Breakers (Affected Side Panel) - RESET.

Procedure completed

■ **LOSS OF FUEL QUANTITY INDICATION (NO POINTER AND AMBER DASHES DISPLAYED IN DIGITAL READOUT)**

1. DCU PRI, DCU SEC and FUEL QTY Circuit Breakers (Affected Side Panel) - RESET.

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, Operating Procedures, Abnormal Procedures, page 3-40, N1, N2 FLAG (AMBER DASHES IN DIGITAL READOUT), delete a sentence.

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 3-40.

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.

---

In Section III, Operating Procedures, Abnormal Procedures, page 3-40, N1, N2 FLAG (AMBER DASHES IN DIGITAL READOUT), delete the following sentence:

Indicates data from the FADEC is not available to the EIS.

### APPROVED BY

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

*Harold J. Conrad* Lead DOA Administrator

*JMS*  
DATE OF APPROVAL 5 July 2005



**■ LOSS OF FUEL FLOW INDICATION (AMBER DASHES DISPLAYED IN DIGITAL READOUT)**

1. DCU PRI, DCU SEC, and FUEL FLOW Circuit Breakers (Affected Side Panel) - RESET.

Procedure completed

**■ ENGINE COMPARATOR MONITOR (AMBER ITT, N<sub>1</sub>, OR N<sub>2</sub> DISPLAYED ON INDICATOR)**

1. Engine Instruments - MONITOR.
2. Standby N<sub>1</sub> Indicator - Utilize as required.

**NOTE**

- The arrow indicates the side causing the miscompare.
- The Standby N<sub>1</sub> Indicator utilizes the direct output from the N<sub>1</sub> monopole.

Procedure completed

**■ LOSS OF ENGINE COMPARATOR MONITOR (WHITE ENG1, ENG2 DISPLAYED ON PFD)**

Indicates that all sources of engine information may not be available and the comparator monitor is inoperative.

1. Engine Instruments - MONITOR.

Procedure completed

**■ GEN OFF L OR R (GENERATOR INOPERATIVE - SINGLE)**

1. Electrical Load - REDUCE as required; 300 amperes maximum.
2. AIR CONDITIONING Switch - OFF or FAN.
3. Failed Generator - CHECK SWITCHES; RESET AS REQUIRED.

**● IF UNABLE TO RESET**

4. Failed Generator - OFF.

Procedure completed

**● IF ABLE TO RESET**

Procedure completed

## ■ AFT J-BOX CB (OPEN AFT J-BOX START CONTROL CIRCUIT BREAKER)

Indicates an open start control circuit breaker in the Aft junction box.

### ● ON THE GROUND

1. Correct prior to flight. Respective engine cannot be started.

Procedure completed

### ● IN FLIGHT

1. Respective engine can be started only using a windmilling airstart.

Procedure completed

## ■ AFT J-BOX LMT (OPEN AFT J-BOX 250 AMP CURRENT LIMITER)

Indicates an open 250 amp current limiter in the Aft junction box. Normal generated power is available to the respective busses, but the cross-tie bus will not supply power to the respective bus from the battery or from the opposite generator in the event of a generator failure.

1. Be prepared for loss of left or right extension and associated busses in the event of a generator failure.

Procedure completed



**■ BLD AIR O'HEAT L OR R (BLEED AIR OVERHEAT)**

Indicates that a malfunction has caused the bleed air leaving the respective precooler to exceed allowable temperature. This would likely occur if engine, wing and/or windshield anti-ice is on and engine power is high.

1. Throttle (Affected Engine) - REDUCE IF PRACTICAL (Maintain >75% N<sub>2</sub> if WING/ENG ANTI-ICE is selected ON).
2. ENGINE SYNC Knob - OFF.

**NOTE**

- When the overheat occurs, the wing anti-ice valve on the side of the overheat, if wing anti-ice is on, will automatically shutoff and cycle.
- If overheat occurs during single-engine operation when throttle reduction is not practical, and all anti-ice systems are on, the copilot's WINDSHIELD BLEED AIR manual valve should be closed to reduce the amount of bleed air required.
- If the annunciator will not extinguish when engine RPM is reduced, the problem is likely to be a faulty temperature sensor. Bleed temperature at lower RPM is not hot enough to trip the sensor.

Procedure completed

**■ FRESH AIR (FRESH AIR SELECTED)**

Indicates the AIR SOURCE SELECT knob is set to the FRESH AIR position.

**NOTE**

The airplane will not pressurize in the fresh air mode.

Procedure completed

**■ AIR DUCT O'HEAT (ENVIRONMENTAL SYSTEM AIR DUCT OVERHEAT)**

1. AIR CONDITIONING Switch - FAN or AUTO.
2. TEMP Circuit Breaker (L Panel) - RESET.
3. TEMPERATURE SELECT Knob - SELECT LOWER TEMPERATURE.

**● IF LIGHT REMAINS ILLUMINATED (30 SECONDS MAXIMUM)**

4. TEMPERATURE SELECT Knob - MANUAL.
5. TEMPERATURE SELECT MANUAL Switch - COLD; hold for approximately 30 seconds for MAX COLD.

**□ IF LIGHT REMAINS ILLUMINATED**

6. AIR SOURCE SELECT Knob - L or R, control temperature with throttle on selected side.

(Continued Next Page)

## ■ AIR DUCT O'HEAT (ENVIRONMENTAL SYSTEM AIR DUCT OVERHEAT) (Continued)

7. ENGINE SYNC Knob - OFF.

Procedure completed

### □ IF LIGHT EXTINGUISHES

Procedure completed

### ● IF LIGHT EXTINGUISHES

4. TEMPERATURE SELECT Knob - AUTO (adjust as required).

#### NOTE

If the AIR DUCT O'HEAT light illuminates again, select MANUAL on TEMPERATURE SELECT Knob, and control temperature with the TEMPERATURE SELECT MANUAL Switch.

Procedure completed

## ■ CABIN PRESSURIZATION CONTROLLER FAILURE

### ● IF CABIN DOES NOT PRESSURIZE AFTER TAKEOFF

1. Thrust Attenuator Switch - STOW.

#### NOTE

Failure of the cabin to pressurize after takeoff indicates possible failure of a squat switch in the ground mode which could result in thrust attenuators being deployed in flight.

Procedure completed

### ● IF CABIN ALTITUDE IS NOT BEING MAINTAINED

1. PRESS SYSTEM SELECT Switch - MANUAL. Control cabin altitude with the PRESS SYSTEM SELECT MANUAL Lever.

Procedure completed

### ● IF CABIN PRESSURE IS MAINTAINED, BUT AMBER FAIL ANNUNCIATOR IN PRESSURE CONTROLLER IS ILLUMINATED (Probable loss of air data computer input, auto-schedule inoperative)

1. Pressurization Controller - SELECT CA (cabin altitude) or FL (flight level).
2. Pressurization SET ALT Knob - AS DESIRED (FL or CA)
3. Prior to Descent - SET ALT Knob - CA, DESTINATION ELEVATION +200 FEET.

Procedure completed

**■ DOOR SEAL (CABIN DOOR PRESSURE SEAL FAILURE)**

Indicates cabin door primary seal pressure is too low to maintain door seal integrity. Secondary seal should maintain pressurization.

1. Altitude - Descend to 31,000 feet (or lower).
2. Oxygen Masks - DON and NORMAL (if above 24,000 feet).
3. Passenger Advisory Switch - PASS SAFETY.
4. Altitude - Descend to 15,000 feet MSL as soon as practical or Minimum Safe Altitude, whichever is higher.
5. Cabin Pressure - MONITOR.
6. Land as soon as practical.

Procedure completed

**■ EMER PRESS ON (EMERGENCY PRESSURIZATION ON)**

Indicates the emergency pressurization system has been turned on at the AIR SOURCE SELECT knob or automatically activated due to high cabin altitude.

**● IF CABIN ALT LIGHT ILLUMINATED**

1. Refer to Emergency Procedures, CABIN ALT.

Procedure completed

**● IF CABIN ALT LIGHT DID NOT ILLUMINATE**

1. EMER PRESS Circuit Breaker - PULL.
2. Altitude - DESCEND TO 41,000 feet or lower.

Procedure completed

**■ ENVIRONMENTAL SYSTEM CABIN OVERHEAT**

1. TEMP Circuit Breaker (L Panel) - RESET.
2. TEMPERATURE SELECT Knob - MANUAL.
3. TEMPERATURE SELECT MANUAL Switch - COLD; hold for approximately 30 seconds for max cold.

**● IF NO CHANGE IN TEMPERATURE OCCURS**

4. AIR SOURCE SELECT Knob - L or R, control temperature with throttle on selected engine.
5. ENGINE SYNC Knob - OFF.

**□ IF STILL NO CHANGE IN TEMPERATURE**

6. WINDSHIELD BLEED AIR Manual Valves - OFF or MINIMUM for clear vision.
7. AIR SOURCE SELECT Knob - EMER.

**NOTE**

Pressurization air will enter the cabin through the cockpit air distribution system (foot warmers, side panels, defog). EMER Pressurization will be controlled at approximately 49°C (120°F).

(Continued Next Page)

■ **ENVIRONMENTAL SYSTEM CABIN OVERHEAT** (Continued)

○ **IF STILL NO CHANGE IN TEMPERATURE**

8. Altitude - DESCEND as soon as practical.
9. AIR SOURCE SELECT Knob - FRESH AIR if necessary (cabin will depressurize).

Procedure completed

○ **IF TEMPERATURE RETURNS TO NORMAL**

Procedure completed

□ **IF TEMPERATURE RETURNS TO NORMAL**

Procedure completed

● **IF TEMPERATURE RETURNS TO NORMAL**

Procedure completed

■ **USE OF SUPPLEMENTAL OXYGEN (UNPRESSURIZED)**

1. Oxygen Masks - EMER for FIRE, SMOKE, or ODOR.
  - 100% at or above 25,000 feet cabin altitude.
  - NORMAL below 25,000 feet cabin altitude.
  - Make sure crew and passengers are receiving oxygen.
2. Cabin Altitude - MAX 25,000 FEET with passengers.
  - MAX 40,000 FEET crew only.
3. Oxygen - CHECK ENDURANCE (Refer to Figure 3-4).
4. Range - COMPUTE (based on oxygen endurance and revised fuel flow and ground speed).

Procedure completed

■ **ELECTRIC ELEVATOR TRIM INOPERATIVE**

1. PITCH TRIM Circuit Breaker (L Panel) - RESET.

● **IF STILL INOPERATIVE**

2. Manual Elevator Trim - AS REQUIRED.

**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

● **IF OPERATIVE**

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, Abnormal Procedures, Jammed Elevator Trim Tab, Cruise, Item 3, the airspeed in parenthesis is reduced to 200 KIAS.

Filing Instructions: Insert this temporary change in the Model 525A Citation CJ2 (525A-0001 thru -0299) basic FAA Approved Airplane Flight Manual adjacent to page 3-47.

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

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In Section III, Operating Procedures, Abnormal Procedures, Jammed Elevator Trim Tab, Cruise, Item 3, change the airspeed in parenthesis as follows:

3. Landing Gear – DOWN AND LOCKED (Below 200 KIAS).

FAA APPROVED UNDER 14 CFR PART 21 SUBPART .  
Cessna Aircraft Co.  
Delegation Option Authorization DOA-230504-CE

APPROVED BY *Jim Haskett* DOA Administrator  
*KAB*

DATE OF APPROVAL 10 JULY 2006

**JAMMED ELEVATOR TRIM TAB****● CRUISE****NOTE**

The procedure required will vary with the airspeed at the time the jammed condition occurs. It is best to maintain the trimmed speed as long as possible without exceeding 275 KIAS or approximately 10 pounds elevator force. When nearing the airport or when more than 10 pounds of force is required, regardless of altitude, initiate the following procedures:

1. Throttles - IDLE.
2. Speed Brakes - DEPLOY.
3. Landing Gear - DOWN AND LOCKED (Below 250 KIAS).
4. Airspeed - REDUCE (elevator force will reduce as airspeed is reduced).

**NOTE**

Expect elevator force to initially increase significantly; however, as airspeed is reduced, elevator force will peak then begin to decrease.

5. Wing Flaps - TAKEOFF AND APPROACH (Below 200 KIAS).
6. Speed Brakes - RETRACT (Below 140 KIAS speed brakes may be used as desired. Elevator force will increase slightly).
7. Airspeed - 140 KIAS.
8. Flaps - LAND (elevator force will increase slightly when flaps LAND is selected).

**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

**● TAKEOFF OR GO-AROUND**

1. Pitch and Thrust - As required to maintain 140 KIAS or less.
2. Flaps - Place in position that jam occurred.
3. Airspeed - Flaps UP (0°) or Unknown,  $V_{REF} + 18$  KIAS.  
Flaps TAKEOFF and APPROACH (15°),  $V_{REF} + 8$  KIAS.  
Flaps LAND (35°),  $V_{REF}$ .
4. Landing Gear - Do not retract.
5. Land as soon as practical.

Procedure completed

## ■ RUDDER BIAS (RUDDER BIAS SYSTEM VALVE CLOSED)

### ● ON THE GROUND

1. RUDDER BIAS Circuit Breaker (L Panel) - PULL.
2. Correct prior to flight.

Procedure completed

### ● IN FLIGHT

1. RUDDER BIAS Circuit Breaker (L Panel) - PULL.
2. Flight may be continued in a normal manner.

#### NOTE

With the rudder bias system inoperative, rudder pedal force and/or directional trim required for single engine operation will be significantly increased.

Procedure completed

## ■ RUDDER BIAS UNCOMMANDED MOTION (L OR R RUDDER PEDAL MOVED FORWARD)

### ● UNCOMMANDED MOTION DURING GROUND OPERATION

1. Rudder Pedal Deflection - OVERPOWER as required to maintain directional control.
2. RUDDER BIAS Circuit Breaker (L Panel) - PULL.
3. Correct prior to flight.

Procedure completed

### ● UNCOMMANDED MOTION DURING TAKEOFF OR IN FLIGHT

1. Rudder Pedal Deflection - OVERPOWER AS REQUIRED to maintain directional control.
2. Climb to and/or maintain a safe altitude.
3. RUDDER BIAS Circuit Breaker (L Panel) - PULL.
4. Flight may be continued in a normal manner.

#### NOTE

With the rudder bias system inoperative, rudder pedal force and/or directional trim required for single engine operation will be significantly increased.

Procedure completed



**■ ENG ANTI-ICE L OR R (ENGINE ANTI-ICE FAILURE)**

Indicates engine inlet or wing leading edge temperature is below safe level for satisfactory ice protection. This is normal when WING/ENGINE anti-ice is first actuated, until normal temperature is achieved, and if engine speed is reduced below approximately 75% N<sub>2</sub>.

1. Throttle - INCREASE THRUST (Above 75% N<sub>2</sub>).
2. Affected ENGINE Anti-Ice Circuit Breakers (L Panel) - RESET.

**● IF ENG ANTI-ICE LIGHTS REMAIN ON (AFTER TWO MINUTES)**

3. ENGINE Anti-Ice Circuit Breaker (L Panel) - PULL.

**NOTE**

Respective ENG and WING ANTI-ICE annunciators will be inoperative and the wing/engine anti-ice valves will be open.

4. Monitor engine inlet and wing leading edge. If ice is accumulating, leave icing environment as soon as possible.
5. Affected ENGINE Anti-Ice Circuit Breaker (L Panel) - RESET (after leaving icing environment).

**● IF ENG ANTI-ICE LIGHTS EXTINGUISH**

Procedure completed

## ■ WING ANTI-ICE L OR R (WING ANTI-ICE UNDERHEAT OR OVERHEAT)

Indicates wing leading edge temperature is below safe level for satisfactory ice protection. This is normal when wing anti-ice is first actuated, until normal temperature is achieved, and if engine speed is reduced below approximately 75% N<sub>2</sub>. The WING ANTI-ICE L or R annunciator may also indicate wing overtemperature. In this case the wing anti-ice will automatically shut off and cycle back on when the overtemperature condition has cleared. This condition should not occur except on the ground at high power settings with engine and wing anti-ice on.

### ● IF WING ANTI-ICE ANNUNCIATION IS STEADY

1. Throttle - INCREASE POWER (above 75% N<sub>2</sub>).
2. ENGINE Anti-Ice Circuit Breakers (Left Panel) - CHECK.

### □ IF WING ANTI-ICE LIGHT REMAINS ON (AFTER TWO MINUTES)

3. WING/ENGINE XFLOW Switch - WING XFLOW.
4. Monitor wing leading edge for ice accumulation.

### ○ IF ICE ACCUMULATING ON ONLY ONE WING

5. Both Wing/Engine Anti-Ice Switches - ENG ON.
6. Leave icing environment as soon as possible.
7. After leaving the icing environment, select ANTI-ICE Switches OFF.

### ○ IF NO ICE IS ACCUMULATING

Procedure completed

### □ IF WING ANTI-ICE EXTINGUISHES

Procedure completed

### ● IF WING ANTI-ICE LIGHT ANNUNCIATION IS FLASHING OR CYCLING

1. WING/ENGINE XFLOW Switch - WING XFLOW.
2. Respective Engine - Reduce thrust as much as practical.
3. Land as soon as practical.

Procedure completed

■ **WINDSHIELD BLEED AIR FAILURE**

● **LOSS OF HOT AIR SUPPLY (VALVE WILL NOT OPEN OR POSSIBLE LINE FAILURE)**

1. WINDSHIELD Bleed Switch and WINDSHIELD BLEED AIR Manual Valves - OFF.
2. WINDSHIELD Alcohol Switch - AS REQUIRED.
3. Leave icing environment as soon as possible.

**NOTE**

Ten minutes of alcohol is available to the pilot's windshield only.

Procedure completed

● **HOT AIR SUPPLY NORMAL**

Procedure completed

■ **W/S AIR O'HEAT (WINDSHIELD AIR OVERHEAT)**

● **WINDSHIELD BLEED SWITCH LOW OR HIGH**

□ **AIR FLOW CYCLES OFF AND ON**

1. WINDSHIELD Bleed Switch - SELECT LOW.

**NOTE**

If the controller has detected an overtemperature and has shut off the windshield bleed air, the system will cycle back on when the air temperature cools. Increasing airspeed and selecting warmer cabin may improve controller efficiency and eliminate the overtemperature condition. Satisfactory anti-ice will be provided under most icing conditions while the system cycles.

○ **IF SATISFACTORY ANTI-ICE IS NOT MAINTAINED**

2. WINDSHIELD Bleed Switch - SELECT HI.
3. WINDSHIELD BLEED AIR Manual Valves - ADJUST TO MINIMUM FLOW.

**CAUTION**

MONITOR WINDSHIELD FOR EVIDENCE OF HEAT DAMAGE AND CLOSE WINDSHIELD BLEED AIR MANUAL VALVES IF EVIDENCE OCCURS.

4. WINDSHIELD Alcohol Switch - AS REQUIRED.

**NOTE**

Ten minutes of alcohol is available to the pilot's windshield only.

5. Leave icing environment as soon as possible.

Procedure completed

○ **IF SATISFACTORY ANTI-ICE IS MAINTAINED**

Procedure completed

□ **AIR FLOW NOT CYCLING (PROBABLE CONTROLLER FAILURE)**

1. WINDSHIELD BLEED AIR Manual Valves - OFF or REDUCE (maintain adequate visibility).

(Continued Next Page)

■ **W/S AIR O'HEAT (WINDSHIELD AIR OVERHEAT)** (Continued)

**CAUTION**

MONITOR WINDSHIELD FOR EVIDENCE OF HEAT DAMAGE AND CLOSE WINDSHIELD BLEED AIR MANUAL VALVES IF EVIDENCE OCCURS.

2. WINDSHIELD Alcohol Switch - AS REQUIRED.

**NOTE**

Ten minutes of alcohol is available to the pilot's windshield only.

3. Leave icing environment as soon as possible.
4. Visually Inspect windshield for damage after landing.

Procedure completed

● **WINDSHIELD BLEED SWITCH OFF**

1. WINDSHIELD BLEED AIR Manual Valves - OPEN.

**NOTE**

This should release trapped air that may be triggering the pressure switch.

□ **IF W/S AIR O'HEAT CAUTION LIGHT REMAINS ILLUMINATED**

**NOTE**

Indicates a possible failure of the windshield bleed air valve to an open position.

2. WINDSHIELD BLEED AIR Manual Valves - OFF or REDUCE (maintain adequate visibility).

**CAUTION**

MONITOR WINDSHIELD FOR EVIDENCE OF HEAT DAMAGE AND CLOSE WINDSHIELD BLEED AIR MANUAL VALVES IF EVIDENCE OCCURS.

3. Visually Inspect windshield for damage after landing.

Procedure completed

□ **IF W/S AIR O'HEAT CAUTION LIGHT EXTINGUISHES**

2. WINDSHIELD BLEED AIR Manual Valves - AS REQUIRED.

Procedure completed

**■ P/S HTR OFF L OR R (PITOT-STATIC HEATER FAILURE)**

1. Pitot-Static Switch - CHECK ON.
2. L PITOT STATIC or R PITOT STATIC Circuit Breakers (L Panel) - RESET.

**NOTE**

The altitude hold, altitude select, vertical speed hold, and indicated airspeed hold functions may be inoperative if the pilot's or copilot's pitot-static system fails. The autopilot can reference the pilot's or copilot's pitot-static system. Therefore, use the operative side for the autopilot reference.

3. Leave icing environment as soon as practical (if affected heater remains failed).

Procedure completed

**■ AOA HTR FAIL (ANGLE-OF-ATTACK HEATER FAILURE)**

1. Pitot-Static Switch - CHECK ON.
2. AOA HEATER Circuit Breaker (L Panel) - RESET.
3. Leave icing environment as soon as practical (if AOA heater remains failed).

**WARNING**

**DO NOT REDUCE AIRSPEED BELOW  $V_{REF}$  (FLAPS LAND),  $V_{REF} + 8$  KIAS (FLAPS TAKEOFF AND APPROACH) OR  $V_{REF} + 18$  KIAS (FLAPS UP). IF THE AOA PROBE BECOMES ICED, THE AOA DATA WILL BE INVALID. THE STICK SHAKER MAY ACTIVATE ABOVE OR BELOW NORMAL AIRSPEEDS. IF THE STICK SHAKER FAILS TO FUNCTION, THE AUTOPILOT WILL NOT DISCONNECT WHEN THE AIRPLANE BECOMES EXCESSIVELY SLOW.**

Procedure completed

**■ TAIL DEICE PRESS L OR R (TAIL DEICE TIMER FAILURE, TAIL DEICE PRESS FAILS TO ILLUMINATE OR CYCLES CONTINUOUSLY)**

Normal operation is indicated by illumination cycles of 6 seconds L, 6 seconds off, 6 seconds R, then off, repeating approximately every 3 minutes.

**● IF ADVISORY LIGHT(S) FAILS TO ILLUMINATE**

1. TAIL DEICE Switch - CHECK POSITION.
2. TAIL DEICE Circuit Breaker (L Panel) - RESET.
3. TAIL DEICE Switch - MANUAL (Repeat at 3 to 5 minute intervals).

**□ IF TAIL DEICE BOOTS FAIL TO INFLATE**

4. Throttles - INCREASE THRUST (as required above 75%  $N_2$ ).
5. TAIL DEICE Switch - OFF, then AUTO or MANUAL.

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■ **TAIL DEICE PRESS L OR R (TAIL DEICE TIMER FAILURE, TAIL DEICE PRESS FAILS TO ILLUMINATE OR CYCLES CONTINUOUSLY)**

(Continued)

○ **IF TAIL DEICE BOOTS STILL FAIL TO INFLATE**

6. Leave icing environment as soon as possible.

Procedure completed

○ **IF TAIL DEICE BOOTS INFLATE**

6. Leave icing environment as soon as practical.

Procedure completed

□ **IF TAIL DEICE BOOTS INFLATE**

4. Leave icing environment as soon as practical.

Procedure completed

● **IF TAIL DEICE PRESS ADVISORY LIGHT CYCLES CONTINUOUSLY OR REMAINS ILLUMINATED WITH TAIL DEICE SWITCH IN OFF POSITION**

1. TAIL DEICE Circuit Breaker (L Panel) - PULL.
2. Reset TAIL DEICE Circuit Breaker as needed to actuate the system. (Repeat at 3 to 5 minute intervals).
3. Leave icing environment as soon as practical.

Procedure completed

**■ TAIL DEICE FAIL (TAIL DEICE FAILURE)**

1. Throttles - INCREASE THRUST (as required above 75% N<sub>2</sub>).
2. TAIL DEICE Switch - OFF, then AUTO or MANUAL.

**● IF TAIL DEICE FAIL LIGHT REMAINS ILLUMINATED**

3. Leave icing environment as soon as possible.

**□ IF IT CANNOT BE VERIFIED THERE IS NO ICE ON THE HORIZONTAL STABILIZER**

4. Do not exceed 15° Flaps - Refer to Abnormal Procedure FLAPS INOPERATIVE APPROACH AND LANDING.

Procedure completed

**□ IF IT IS VERIFIED THERE IS NO ICE**

Procedure completed

**● IF TAIL DEICE FAIL LIGHT EXTINGUISHES**

Procedure completed

**■ INADVERTENT ICING ENCOUNTER**

1. WING/ENGINE ANTI-ICE Switches - ENG ON or WING/ENG.
2. Windshield Anti-ice and Tail Deice - AS REQUIRED.

Procedure completed

**■ SEVERE ICING ENCOUNTER**

Severe icing may be encountered at temperatures as cold as -18°C (0°F). Increased vigilance is required at temperatures around 0°C (+32°F) ambient air temperature with visible moisture present.

**NOTE**

The following weather conditions may be conducive to severe in-flight icing:

- Visible rain at temperatures colder than 0°C (+32°F) ambient air temperature.
- Droplets that splash or splatter at temperatures colder than 0°C ambient air temperature.

(Continued Next Page)

## ■ SEVERE ICING ENCOUNTER (Continued)

### NOTE (Continued)

- Unusually extensive ice accumulations on the airframe and windshield in areas not normally observed to collect ice.
  - Accumulation of ice on the upper surface of the wing that extends more than 12 to 18 inches aft of the heated leading edge.
1. Immediately request priority handling from Air Traffic Control to facilitate exiting the severe icing conditions.
  2. Flaps - LEAVE IN CURRENT POSITION (Do not extend or retract).
  3. Autopilot - DISENGAGE.

### NOTE

Be prepared for larger than normal control wheel forces.

4. Avoid abrupt and excessive maneuvering that may aggravate control problems.
5. If unusual or uncommanded roll is encountered - REDUCE ANGLE OF ATTACK.

Procedure completed

## ■ BLANK PILOT PFD (PILOT PFD FAILURE)

1. Display Reversion - Select REV TO MFD.

Procedure completed

## ■ BLANK COPILOT PFD (COPILOT PFD FAILURE)

1. Continue flight referring to pilot PFD and standby flight display.
2. AP XFR - PUSH to select pilot's side, if required.
3. PFD2 PRI and HTR Circuit Breakers (R Panel) - RESET.

Procedure completed

## ■ BLANK MFD (MFD FAILURE)

1. Display Reversion - Select REV TO PFD.
2. Engine Instruments - MONITOR PFDs and/or standby N<sub>1</sub> indicator.

Procedure completed

## ■ BLANK PFDs/MFD (DUAL PFD AND MFD FAILURE)

1. Continue flight referring to standby flight display.
2. Engine Instruments - MONITOR standby N<sub>1</sub> indicator.
3. Land as soon as practical.

Procedure completed



**■ AMBER BOXED "E ↑, ↓" OR "A ←, →" DISPLAYED ON PFDs  
(AUTOPILOT OUT OF TRIM)****NOTE**

Do not manually overpower the autopilot. Overpowering the autopilot does not cancel the autotrim. The autotrim will trim against flight crew inputs to the column/wheel. This could lead to a severe out-of-trim condition. If manual control of the airplane is required, disengage the autopilot with the autopilot/trim disengage button.

**● MOMENTARY ILLUMINATION**

Indication of an elevator (Amber Boxed E) or aileron (Amber boxed A) mistrim condition.

1. AP/TRIM DISC Button - PRESS AND RELEASE (if elevator trim not in motion).

**NOTE**

Be prepared for larger than normal control wheel forces.

2. Elevator or Aileron Trim - ADJUST as required.
3. Autopilot - ENGAGE as desired.

Procedure completed

**● CONTINUOUS ILLUMINATION**

1. Control Wheel - GRIP WITH BOTH HANDS.

**NOTE**

Be prepared for larger than normal control wheel forces.

2. AP/TRIM DISC Button - PRESS AND RELEASE.
3. Elevator or Aileron Trim - ADJUST as required.
4. Autopilot - ENGAGE as desired.

Procedure completed

## ■ AMBER FLC OVRSPD MODE (AUTOPILOT OVERSPEED RECOVERY)

1. Throttles - REDUCE.
2. Speed Brakes - EXTEND (as desired).
3. Autopilot - RESELECT Vertical Mode after FLC OVRSPD extinguishes.

### NOTE

- IAS or Mach reference can not be adjusted by the Pitch Wheel in FLC OVRSPD.
- The selection of any vertical mode except Altitude Hold is inhibited in FLC OVRSPD.
- FLC OVRSPD provides a pitch up command to decelerate the aircraft and maintain slightly less than  $V_{MO}/M_{MO}$ .

Procedure completed

## ■ AMBER AP, RED ATT AND WHITE XAHS DISPLAYED ON ONE PFD (ATTITUDE/AHRS FAILURE-SINGLE)

1. AHRS Reversion (Affected Side) - AHRS REV.
2. AP XFR - PUSH. Select side with operating AHRS.
3. Flight Director Mode Selectors - Select modes as desired.

### NOTE

Autopilot will not engage. Flight director will not be displayed unless side with operating AHRS is selected.

4. Land as soon as practical.

Procedure completed

## ■ AMBER AP, RED ATT AND WHITE XAHS DISPLAYED ON BOTH PFDS (ATTITUDE/AHRS FAILURE-DUAL)

1. Airplane Attitude - Control by reference to standby flight display.
2. Heading - Reference magnetic compass.
3. Land as soon as practical.

Procedure completed

**■ AMBER AP, RED HDG, AND WHITE XAHS DISPLAYED ON ONE PFD (HEADING/AHRS FAILURE-SINGLE)**

1. AHRS Reversion (Affected Side) - AHRS REV.
2. AP XFR - PUSH. Select side with operating AHRS.
3. Flight Director Mode Selectors - Select modes as desired.

**NOTE**

Autopilot will not engage. Flight director will not be displayed unless side with operating AHRS is selected.

4. Land as soon as practical.

Procedure completed

**■ AMBER AP, RED HDG, AND WHITE XAHS DISPLAYED ON BOTH PFD's (HEADING/AHRS FAILURE-DUAL)**

1. Heading - Reference magnetic compass.
2. Land as soon as practical.

Procedure completed

**■ WHITE ATT/HDG ALIGNING (INFLIGHT AHRS ALIGNING)**

1. Maintain CONSTANT airspeed with straight and level attitude.
2. Valid attitude and heading information should be available within 45 seconds.

Procedure completed

**■ RED HDG DISPLAYED ON STANDBY HSI (STANDBY HSI HEADING FAILURE)**

1. STBY HSI Circuit Breaker (R Panel) - RESET.
2. AHRS 2 AND AHRS 2 STBY PWR Circuit Breakers (R Panel) - CHECK.
3. Heading - Refer to pilot PFD and/or magnetic compass.

Procedure completed

■ **RED IAS/ALT/VS DISPLAYED ON ONE PFD (AIR DATA COMPUTER FAILURE-SINGLE)**

1. DADC REV Switch (Affected Side) - REV.
2. AP XFR Button - PUSH. Select side with operating ADC.
3. Autopilot Mode Selector - Select modes as desired.

**NOTE**

The flight director will not display and the autopilot will engage only in basic pitch and roll mode unless the side with operating ADC is selected with AP XFR.

4. Transponder Select Switch - Select XPNDR on side with operating ADC.
5. Land as soon as practical.

**CAUTION**

DEPENDING ON THE CAUSE OF THE FAILURE, THE PRESSURIZATION CONTROLLER MAY BE IN ISOBARIC MODE. STRUCTURAL DAMAGE IS POSSIBLE IF THE LANDING IS ACCOMPLISHED WITH THE CABIN PRESSURIZED.

Procedure completed

■ **RED IAS/ALT/VS DISPLAYED ON BOTH PFD's (AIR DATA COMPUTER FAILURE-DUAL)**

1. Airspeed and Altitude - MONITOR by reference to standby flight display.
2. Land as soon as practical.

**CAUTION**

DEPENDING ON THE CAUSE OF THE FAILURE, THE PRESSURIZATION CONTROLLER MAY BE IN ISOBARIC MODE. STRUCTURAL DAMAGE IS POSSIBLE IF THE LANDING IS ACCOMPLISHED WITH THE CABIN PRESSURIZED.

**NOTE**

The flight director will not display and the autopilot will engage only in basic pitch and roll mode. Transponder altitude reporting will be inoperative.

Procedure completed

**■ AMBER ROL, PIT, ATT, HDG, ALT, OR IAS (COMPARATOR MONITOR ALERT)**

Indicates that data between the appropriate systems does not agree within comparator limits.

1. Pilot and Copilot Attitude, Altitude and Airspeed - MONITOR AND COMPARE TO STANDBY (heading compare to magnetic compass).
2. ADC or AHRS Reversion (affected side) - DADC Rev or AHRS REV.
3. AP XFR Button - PUSH. Select side with operating ADC and AHRS.

Procedure completed

**■ WHITE XAHS OR XADC (LOSS OF COMPARATOR MONITOR ALERTS)**

Indicates lack of comparator monitor capability.

1. Pilot and Copilot Attitude, Altitude, and Airspeed - MONITOR.

Procedure completed

**■ RED BOXED FD DISPLAYED ON PFD (FLIGHT GUIDANCE COMPUTER FAILURE)****NOTE**

- Failure of AHRS or DADC on the coupled side during normal operation will result in Flight Guidance Computer failure.
  - Loss of glideslope information when in the APPR mode will result in Flight Guidance Computer failure.
  - Vertical/Lateral modes with an amber strike through line indicate the autopilot is in basic pitch and roll.
1. AP XFR Button - PUSH (if required); select side with operating AHRS and ADC.
  2. Flight Director Modes - RESELECT as desired.
  3. Autopilot - ENGAGE as desired (if an AHRS failure occurred, autopilot will not engage).

Procedure completed

■ **AMBER FD1 OR FD2 DISPLAYED ON PFD (FLIGHT DIRECTOR ALERT)**

Indicates lack of dual independent flight guidance during an ILS approach or go-around.

● **DURING ILS APPROACH**

1. Nav Radios - Select ILS frequency on off-side NAV.

Procedure completed

● **DURING GO-AROUND**

1. Flight Directors - Utilize flight director with GA mode annunciated.

Procedure completed

■ **AMBER XTLK DISPLAYED ON PFD (CROSSTALK BETWEEN PFD'S AND/OR MFD HAS FAILED)**

Indicates data displayed on PFDs and MFD may not be synchronized.

1. PFDs/MFD -Verify information is set as desired.

Procedure completed

■ **RED AOA1 OR AOA2 DISPLAYED ON PFD (LOW SPEED CUE (LSC) AOA FAILURE)**

Indicates AOA information is not valid.

1. Airspeed -  $V_{REF}$  (during approach).

**NOTE**

The default LSC indication is a default amber vertical line displayed on top of the ISS (Impending Stall Speed) checkerboard. The amber vertical line represents the minimum and maximum stall speeds, 71 KIAS to 102 KIAS.

Procedure completed

**■ RED DCP 1 OR DCP 2 DISPLAYED ON PFD (DISPLAY CONTROL PANEL FAILURE)****● IF DCP1 DISPLAYED**

1. AP XFR Button - PUSH (if required). Select Copilot side.
2. Copilot DCP - Utilize to control DCP functions displayed on Copilot PFD and reference speeds on both PFDs.

**NOTE**

The course heading panel (CHP) will be inoperative.

Procedure completed

**● IF DCP 2 DISPLAYED**

1. AP XFR Button - PUSH (if required). Select Pilot side.
2. Pilot DCP and CHP - Utilize to control DCP functions displayed on Pilot PFD and reference speeds on both PFDs.

**NOTE**

The copilot course knob panel (CKP) will be inoperative.

Procedure completed

**■ FAN 1 AND/OR FAN 2 AMBER LIGHT ON (PANEL AVIONICS FAN FAILURE)****● FAN 1 LIGHT ILLUMINATED (BELOW COMM 1 CONTROL KNOB)**

Indicates one or both internal cooling fans in the panel radio stack has failed. No limit applies; however, radio service life may be extended by turning off unused radios, particularly during ground operations.

**● FAN 2 LIGHT ILLUMINATED (BELOW COMM 2 CONTROL KNOB)**

Indicates primary cooling fan for panel radios has failed.

1. Unnecessary Radios - OFF.

Procedure completed

■ **LANDING GEAR WILL NOT EXTEND**

1. Airspeed - BELOW  $V_{LO}$  (250 KIAS).
2. GEAR CONTROL Circuit Breaker (L Panel) - RESET.
3. Landing Gear Handle - CHECK DOWN.

● **IF HANDLE FAILS TO MOVE (FROM UP POSITION) OR GEAR WILL NOT EXTEND**

4. GEAR CONTROL Circuit Breaker (L Panel) - PULL.
5. Auxiliary Gear Control - PULL T-HANDLE AND ROTATE TO LOCK.
6. Auxiliary Gear Control - PULL KNOB TO BLOW DOWN (for positive lock).

**CAUTION**

PRIOR TO USING THE EMERGENCY EXTENSION, THE LANDING GEAR HANDLE MUST BE DOWN AND/OR THE GEAR CONTROL CIRCUIT BREAKER PULLED, TO PREVENT POSSIBLE ENERGIZING OF THE GEAR HYDRAULIC SYSTEM TO THE RETRACT POSITION.

ONCE THE EMERGENCY GEAR EXTENSION SYSTEM HAS BEEN USED, DO NOT ATTEMPT TO RAISE THE GEAR.

**NOTE**

Pneumatic pressure should be used to assure positive locking of all three gear actuators.

□ **IF THE LANDING GEAR HANDLE REMAINS UP**

**CAUTION**

POWER BRAKES AND ANTISKID ARE INOPERATIVE.

7. Refer to Abnormal Procedures, WHEEL BRAKE FAILURE.

Procedure completed

□ **IF THE LANDING GEAR HANDLE IS DOWN**

Procedure completed

● **IF HANDLE MOVES AND GEAR EXTENDS**

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, Abnormal Procedures, Landing Gear Will Not Extend, Item 1, the airspeed in parenthesis is reduced to 200 KIAS.

Filing Instructions: Insert this temporary change in the Model 525A Citation CJ2 (525A-0001 thru -0299) basic FAA Approved Airplane Flight Manual adjacent to page 3-64.

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

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In Section III, Operating Procedures, Abnormal Procedures, Landing Gear Will Not Extend, Item 1, change the airspeed in parenthesis as follows:

1. Airspeed – BELOW  $V_{LO}$  (200 KIAS)

FAA APPROVED UNDER 14 CFR PART 21 SUBPART .

APPROVED BY

Cessna Aircraft Co.  
Delegation Option Authorization DOA-230504-CE

*Ken Haskett*  
KHH  
DOA Administrator

DATE OF APPROVAL 10 JULY 2006



**■ LANDING GEAR WILL NOT RETRACT (GEAR UNLOCK LIGHT REMAINS ON)**

1. Airspeed - BELOW  $V_{LO}$  (200 KIAS).
2. GEAR CONTROL Circuit Breaker (L Panel) - RESET.
3. Landing Gear Handle - CHECK UP.

**● IF GEAR DOES NOT RETRACT**

4. Thrust Attenuator Switch - STOW.

**NOTE**

Landing gear free-fall may take up to 40 seconds to achieve all three downlock lights.

5. Landing Gear Handle - DOWN.
6. Downlock Lights - VERIFY ALL ILLUMINATED.
7. Land as soon as practical.

Procedure completed

**● IF GEAR RETRACTS**

4. Continue flight.

Procedure completed

**■ HYD FLOW LOW L AND/OR R (LOW HYDRAULIC FLOW)**

Indicates inoperative or cavitated hydraulic pump(s).

**NOTE**

One or both pumps may cavitate for a short time following maneuvering at near zero or less than zero G. Cavitated pumps should be inspected for damage prior to next flight.

(Continued Next Page)

■ **HYD FLOW LOW L AND/OR R (LOW HYDRAULIC FLOW)**

● **SINGLE FAILED PUMP**

1. Land as soon as practical (to preclude further pump damage).

Procedure completed

● **BOTH PUMPS FAILED (TOTAL HYDRAULIC FAILURE)**

**NOTE**

Landing gear, flaps, and speed brakes will be inoperative.

1. Land as soon as practical (to preclude pump damage).
2. Altitude - DESCEND to 41,000 feet or below.
3. Refer to Abnormal Procedures, FLAPS INOPERATIVE APPROACH AND LANDING and LANDING GEAR WILL NOT EXTEND.

**WARNING**

**IF THRUST ATTENUATOR(S) UNLOCK(S), IT WILL NOT AUTOMATICALLY RESTOW AND CANNOT BE STOWED USING THE THRUST ATTENUATOR STOW SWITCH. DO NOT REDUCE AIRSPEED BELOW STICK SHAKER SPEED. (ENGINE THRUST ABOVE IDLE IS NOT AFFECTED BY DEPLOYED ATTENUATOR(S) AS THE ATTENUATOR IS BLOWN STOWED BY ENGINE THRUST).**

Procedure completed

**■ HYD PRESS ON (HYDRAULIC PRESSURE ON, SYSTEM REMAINS PRESSURIZED AFTER CYCLE IS COMPLETED)**

Indicates that the hydraulic system is pressurized. The white HYD PRESS ON advisory light will illuminate normally when the speed brakes, landing gear, or flaps are in transit. If the HYD PRESS ON light remains illuminated after a cycle of one of these systems is complete or illuminates at any other time, action must be taken to preclude damage to the hydraulic system. If this failure occurs on the ground, dispatch is prohibited.

**NOTE**

During normal operation, thrust attenuators may occasionally creep out slightly from the stow position, resulting in a brief pressurization of the hydraulic system. No action should be taken unless the MASTER CAUTION is illuminated.

1. Last System Used - RECYCLE (speed brakes, landing gear, and/or flaps).

**● HYD PRESS ON LIGHT REMAINS ILLUMINATED**

2. SPEED BRAKE, GEAR CONTROL, FLAP CONTROL, and L and R THRUST ATTEN Circuit Breakers (L Panel) - PULL. (Note if the system depressurizes when a circuit breaker is pulled).

**□ IF HYDRAULIC SYSTEM REMAINS PRESSURIZED**

3. HYD CONTROL Circuit Breaker (L Panel) - PULL.

**○ IF HYDRAULIC SYSTEM STILL PRESSURIZED**

4. Circuit Breakers (L Panel) - RESET.
5. Land as soon as possible. Be prepared to perform procedures for HYD FLOW LOW.

**CAUTION**

WITH HIGH THRUST SETTINGS, THE HYDRAULIC SYSTEM CAN OPERATE FOR APPROXIMATELY 10 MINUTES BEFORE OVERHEATING. WITH LOW THRUST SETTINGS, THE HYDRAULIC SYSTEM MAY BE PRESSURIZED FOR UP TO 30 MINUTES WITHOUT OVERHEATING.

Procedure completed

(Continued Next Page)

■ **HYD PRESS ON (HYDRAULIC PRESSURE ON, SYSTEM REMAINS PRESSURIZED AFTER CYCLE IS COMPLETED)** (Continued)

- **IF HYDRAULIC SYSTEM DEPRESSURIZES**

**WARNING**

**IF THE THRUST ATTENUATOR CIRCUIT BREAKER(S) IS PULLED, THE THRUST ATTENUATOR MAY UNLOCK. DO NOT SLOW AIRSPEED BELOW STICK SHAKER SPEED.**

4. Altitude - DESCEND to 41,000 feet or below.
5. Land as soon as practical. Reset pulled circuit breakers prior to landing.

**CAUTION**

WITH HIGH THRUST SETTINGS, THE HYDRAULIC SYSTEM CAN OPERATE FOR APPROXIMATELY 10 MINUTES BEFORE OVERHEATING. WITH LOW THRUST SETTINGS, THE HYDRAULIC SYSTEM MAY BE PRESSURIZED FOR UP TO 30 MINUTES WITHOUT OVERHEATING.

Procedure completed

- **IF HYDRAULIC SYSTEM DEPRESSURIZES**

3. Circuit Breakers (L Panel) - RESET. (Leave circuit breaker that caused system to depressurize - PULLED).

**WARNING**

**IF THE THRUST ATTENUATOR CIRCUIT BREAKER(S) IS PULLED, THE THRUST ATTENUATOR MAY UNLOCK. DO NOT SLOW AIRSPEED BELOW STICK SHAKER SPEED.**

- **IF SPEED BRAKE CIRCUIT BREAKER REMAINED PULLED**

4. Altitude - DESCEND to 41,000 feet or below.
5. Land as soon as practical.

Procedure completed

(Continued Next Page)

**■ HYD PRESS ON (HYDRAULIC PRESSURE ON, SYSTEM REMAINS PRESSURIZED AFTER CYCLE IS COMPLETED)** (Continued)**○ IF SPEED BRAKE CIRCUIT BREAKER NOT PULLED**

4. Land as soon as practical. Reset pulled circuit breaker prior to landing.

**CAUTION**

WITH HIGH THRUST SETTINGS, THE HYDRAULIC SYSTEM CAN OPERATE FOR APPROXIMATELY 10 MINUTES BEFORE OVERHEATING. WITH LOW THRUST SETTINGS, THE HYDRAULIC SYSTEM MAY BE PRESSURIZED FOR UP TO 30 MINUTES WITHOUT OVERHEATING.

Procedure completed

**● HYDRAULIC SYSTEM RETURNS TO NORMAL**

Procedure completed

**■ ANTISKID INOP (ANTISKID SYSTEM FAILURE)**

1. ANTISKID Switch - ON.
2. SKID CONTROL and BRAKE SYSTEM Circuit Breakers (L Panel) - RESET.

**● IF LIGHT REMAINS ILLUMINATED**

3. ANTISKID Switch - OFF.
4. Landing Distance - Multiply by 1.4.

**CAUTION**

DIFFERENTIAL POWER BRAKING IS AVAILABLE. HOWEVER, SINCE THE ANTISKID IS INOPERATIVE, EXCESSIVE PRESSURE ON THE BRAKE PEDALS MAY CAUSE WHEEL BRAKES TO LOCK, RESULTING IN TIRE BLOWOUT.

5. Be prepared to use the emergency brake system.

**NOTE**

If the antiskid hydraulic pump fails after the accumulator pressure exceeds 900 psi, the POWER BRAKE LOW PRESS light may not illuminate until normal brakes are used.

Procedure completed

**● IF LIGHT EXTINGUISHES**

Procedure completed

(Continued Next Page)

■ **DISPATCH WITH ANTISKID SYSTEM INOPERATIVE (ANTISKID INOP CAUTION LIGHT ON, MASTER CAUTION AND PWR BRK LOW PRESS CAUTION LIGHT OUT)**

**CAUTION**

DIFFERENTIAL POWER BRAKING IS AVAILABLE. HOWEVER, SINCE THE ANTISKID IS INOPERATIVE, EXCESSIVE PRESSURE ON THE BRAKE PEDALS MAY CAUSE WHEEL BRAKES TO LOCK, RESULTING IN TIRE BLOWOUT.

● **TAKEOFF**

1. Multiply the flaps 15° takeoff field lengths obtained from Figures 4-23 and 4-25 by 1.6.

**NOTE**

Flaps UP takeoff with inoperative antiskid system is prohibited

2. ANTISKID Switch - OFF.
3. Throttles - SET for takeoff.
4. Engine Instruments - CHECK
5. Annunciator Panel - VERIFY only ANTISKID INOP advisory light on.
6. Brakes - RELEASE

Procedure completed

● **LANDING**

1. Multiply landing distance by 1.4.
2. Prior to landing - Accomplish Normal Procedures APPROACH, BEFORE LANDING, and LANDING.

Procedure completed

■ **PWR BRK LOW PRESS AND ANTISKID INOP (POWER BRAKE SYSTEM FAILURE)**

1. SKID CONTROL and BRAKE SYSTEM Circuit Breakers (L Panel) - RESET.

● **IF LIGHTS REMAIN ILLUMINATED**

2. Plan to use the emergency brake system for landing.
3. Landing Distance - Multiply by 1.3.

(Continued Next Page)



**■ PWR BRK LOW PRESS AND ANTISKID INOP (POWER BRAKE SYSTEM FAILURE)** (Continued)

4. Brake Pedals - REMOVE FEET FROM BRAKE PEDALS.
5. Emergency Brake Handle - PULL AS REQUIRED.

**CAUTION**

ANTISKID SYSTEM DOES NOT FUNCTION DURING EMERGENCY BRAKING. EXCESSIVE PRESSURE ON EMERGENCY BRAKE HANDLE CAN CAUSE BOTH WHEEL BRAKES TO LOCK, RESULTING IN BLOWOUT OF BOTH TIRES.

AFTER LANDING, CLEAR THE RUNWAY AND STOP. DO NOT ATTEMPT TO TAXI ONTO RAMP USING EMERGENCY BRAKES.

**NOTE**

Best performance can be obtained using a smooth, steady, continuous pull of handle to obtain the desired deceleration rate. Multiple pulls and releases of the handle will deplete the nitrogen charge.

Procedure completed

**● IF LIGHT EXTINGUISHES**

Procedure completed

**■ WHEEL BRAKE FAILURE**

1. Brake Pedals - REMOVE FEET FROM BRAKE PEDALS.
2. Emergency Brake Handle - PULL AS REQUIRED.

**CAUTION**

ANTISKID SYSTEM DOES NOT FUNCTION DURING EMERGENCY BRAKING. EXCESSIVE PRESSURE ON EMERGENCY BRAKE HANDLE CAN CAUSE BOTH WHEEL BRAKES TO LOCK, RESULTING IN BLOWOUT OF BOTH TIRES.

AFTER LANDING, CLEAR THE RUNWAY AND STOP. DO NOT ATTEMPT TO TAXI ONTO RAMP USING EMERGENCY BRAKES.

LANDING DISTANCE WILL INCREASE BY A FACTOR OF 1.3.

**NOTE**

Best performance can be obtained using a smooth, steady, continuous pull of handle to obtain the desired deceleration rate. Multiple pulls and releases of the handle will deplete the nitrogen charge.

Procedure completed

## ■ L AND R ATTEN UNLOCK ADVISORY LIGHT ON (ATTENUATOR UNLOCKED)

Indicates that the respective thrust attenuator is not in the stowed (locked) position, normal if the attenuator switch is in AUTO and throttles are at idle on the ground.

### ● ON THE GROUND, THROTTLE NOT AT IDLE

1. Correct condition prior to flight or refer to Abnormal Procedure DISPATCH WITH ATTENUATOR STOWED.

Procedure completed

### ● IN FLIGHT

1. Thrust Attenuator Switch - STOW.

### □ IF ATTENUATOR DOES NOT STOW

2. Use caution during approach. Thrust attenuator will deploy at low thrust settings and blow back at higher thrust.
3. Accomplish Normal Procedures APPROACH and BEFORE LANDING, except Thrust Attenuator Switch remains in STOW.

### WARNING

**HANDLING CHARACTERISTICS NEAR STALL ARE DEGRADED. DO NOT REDUCE AIRSPEED BELOW STICK SHAKER SPEED IF THE THRUST ATTENUATOR(S) IS DEPLOYED.**

Procedure completed

### □ IF ATTENUATOR STOWS

Procedure completed

## ■ DISPATCH WITH ATTENUATOR STOWED (ATTN STOW SELECT ADVISORY LIGHT ON)

1. Multiply the takeoff field lengths obtained from Figures 4-19, 4-21, 4-23, and 4-25 by 1.05.
2. Throttles - IDLE.
3. Thrust Attenuator Switch - STOW.
4. ATTEN UNLOCK advisory lights - EXTINGUISHED.
5. ATTN STOW SELECT Advisory Light - ON.
6. Throttles - SET for takeoff.
7. MASTER CAUTION - PUSH to cancel.
8. Engine Instruments - CHECK

(Continued Next Page)

## 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, Abnormal Procedures, Hydraulics/Brakes, Dispatch with Attenuator Stowed (ATTN STOW SELECT Advisory Light On), replace the procedure.
Filing Instructions:	Insert this temporary change in the Model 525A CJ2 (525A-0001 thru -0299) basic FAA Approved Airplane Flight Manual adjacent to page 3-72.
Removal Instructions:	This temporary change must be removed and discarded when Revision 7 has been collated into the basic FAA Approved Airplane Flight Manual.

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In Section III, Operating Procedures, Abnormal Procedures, Hydraulics/Brakes, Dispatch with Attenuator Stowed (ATTN STOW SELECT Advisory Light On), replace the procedure in its entirety with the following:

### ■ DISPATCH WITH THRUST ATTENUATOR STOWED

#### ● TAKEOFF

##### □ IF DISABLED PER ASL525A-78-01

1. Multiply takeoff field lengths from Figures 4-19, 4-21, 4-23 and 4-25 by 1.05.
2. THRUST ATTEN Circuit Breakers (both, L panel, SYSTEMS) - ENSURE PULLED.

Procedure Completed

##### □ IF STOWED FOR ANY REASON OTHER THAN ASL525A-78-01

1. Multiply takeoff field lengths from Figures 4-19, 4-21, 4-23 and 4-25 by 1.05.
2. Throttles - IDLE.
3. Thrust Attenuator Switch - STOW.
4. ATTN UNLOCK Advisory Lights - EXTINGUISHED.
5. ATTN STOW SELECT Advisory Light - ON.
6. Throttles - SET for takeoff.
7. MASTER CAUTION - PUSH.
8. Engine Instruments - CHECK.
9. Annunciator Panel - VERIFY only ATTN STOW SELECT advisory light is on.
10. Brakes - RELEASE.

Procedure Completed

(Continued Next Page)

TEMPORARY FAA APPROVED AIRPLANE FLIGHT MANUAL CHANGE

■ DISPATCH WITH THRUST ATTENUATOR STOWED (Continued)

● LANDING

IF DISABLED PER ASL525A-78-01

1. Use the landing distance obtained from Figure 4-47.
2. Accomplish Normal Procedures APPROACH and BEFORE LANDING.

Procedure Completed

IF STOWED FOR ANY REASON OTHER THAN ASL525A-78-01

1. Use the landing distance obtained from Figure 4-47.
2. Accomplish Normal Procedures APPROACH and BEFORE LANDING except Thrust Attenuator Switch remains in STOW. ATTN STOW SELECT advisory light will be on.

Procedure Completed

APPROVED BY

FAA Approved Under 14 CFR Part 183 Subpart D  
Cessna Aircraft Company  
Organization Designation Authorization ODA-100129-CE

  
Chad M. Groene Asst. ODA Administrator

DATE OF APPROVAL 7 October 2009

## ■ DISPATCH WITH ATTENUATOR STOWED (ATTN STOW SELECT ADVISORY LIGHT ON) (Continued)

9. Annunciator Panel - VERIFY only ATTN STOW SELECT advisory light is on.
10. Brakes - RELEASE.

Procedure completed

### ● LANDING

1. Use the landing distance obtained from Figure 4-47.
2. Accomplish Normal Procedures APPROACH and BEFORE LANDING except Thrust Attenuator Switch remains in STOW. ATTN STOW SELECT advisory light will be on.

Procedure completed

## ■ ATTN STOW SELECT ADVISORY LIGHT ON AND MASTER CAUTION

1. Thrust Attenuator Switch - AUTO, unless stow was selected due to an attenuator malfunction (refer to Abnormal Procedure ATTENUATOR UNLOCKED).

Procedure completed

## ■ SPD BRK EXTEND (SPEED BRAKES EXTENDED)

Indicates that the speed brakes are in the fully extended position.

## ■ FLAPS INOPERATIVE APPROACH AND LANDING (NOT IN LANDING POSITION)

1. FLAP CONTROL Circuit Breaker (L Panel) - RESET.

### ● IF FLAPS REMAIN INOPERATIVE

2. Landing Data - CONFIRM. Reduce the maximum landing weight and multiply the FLAPS LAND landing distance by applicable amount from Figure 3-3.
3. Airspeed - Flaps UP (0°) or Unknown,  $V_{REF} + 18$  KIAS.  
 Flaps UP (0°) or Unknown,  $V_{REF} + 25$  KIAS if residual ice is on airplane.  
 Flaps TAKEOFF and APPROACH (15°),  $V_{REF} + 8$  KIAS.  
 Flaps TAKEOFF and APPROACH (15°),  $V_{REF} + 13$  KIAS if residual ice is on airplane.  
 Flaps GROUND (55°),  $V_{REF}$ .

### NOTE

If flaps are positioned between detents, use the data and airspeeds applicable to the next lesser flap deflection.

4. Seats, Seat Belts, Shoulder Harnesses, and Rudder Pedals - ADJUST and SECURE.

(Continued Next Page)

## ■ FLAPS INOPERATIVE APPROACH AND LANDING (NOT IN LANDING POSITION) (Continued)

### CAUTION

IF A FLAP SYSTEM FAILURE CAUSES THE FLAPS TO EXTEND TO THE GROUND FLAP (60°) POSITION IN FLIGHT AND THE FLAPS WILL NOT RETRACT, EXECUTE A NORMAL LANDING. USE CAUTION NOT TO REDUCE POWER EARLY, AS A HIGH SINK RATE MAY RESULT. DO NOT EXCEED 140 KIAS WITH FLAPS 60°.

5. Avionics and Flight Instruments - CHECK.
6. Minimums - SET.
7. Passenger Advisory Switch - PASS SAFETY.
8. Passenger Seats - CHECK FULL UPRIGHT and OUTBOARD.
9. FUEL TRANSFER Knob - OFF.
10. ENGINE SYNC Knob - OFF.
11. THRUST ATTENUATOR Switch - AUTO.
12. ANTISKID Switch - CHECK ON.
13. LANDING Light Switches - ON.
14. Annunciator Panel - CHECK.
15. Crew Briefing - COMPLETE.
16. IGNITION - ON.
17. Landing Gear - DOWN and LOCKED.

### NOTE

Refer to Abnormal Procedures; LANDING GEAR WILL NOT EXTEND if both hydraulic pumps have failed.

18. Pressurization - CHECK ZERO DIFFERENTIAL.
19. Autopilot and Yaw Damper - OFF.
20. Speed Brakes - RETRACTED PRIOR TO 50 FEET AGL.

(Continued Next Page)

**FLAPS INOPERATIVE APPROACH AND LANDING (NOT IN LANDING POSITION)** (Continued)

**FLAPS INOPERATIVE LANDING DISTANCE FACTORS**

FLAPS DEGREES	ALTITUDE - FEET							
	SL THRU 3000		3001 THRU 6000		6001 THRU 8000		8001 THRU 10000	
	Reduce Fig. 4-46 by	Multiply Fig. 4-47 by	Reduce Fig. 4-46 by	Multiply Fig. 4-47 by	Reduce Fig. 4-46 by	Multiply Fig. 4-47 by	Reduce Fig. 4-46 by	Multiply Fig. 4-47 by
0°*	0 lbs.	1.45	500 lbs.	1.45	740 lbs.	1.45	970 lbs.	1.45
15°*	0 lbs.	1.25	370 lbs.	1.25	610 lbs.	1.25	840 lbs.	1.25
60°	0 lbs.	1.0	0 lbs.	1.0	0 lbs.	1.0	0 lbs.	1.0
0° with residual ice *	0 lbs.	1.55	490 lbs.	1.55	910 lbs.	1.55	1310 lbs.	1.55
15° with residual ice *	0 lbs.	1.3	570 lbs.	1.3	580 lbs.	1.3	580 lbs.	1.3

FLAPS DEGREES	ALTITUDE - FEET			
	10001 THRU 12000		12001 THRU 14000	
	Reduce Fig. 4-46 by	Multiply Fig. 4-47 by	Reduce Fig. 4-46 by	Multiply Fig. 4-47 by
0°*	1000 lbs.	1.45	1030 lbs.	1.45
15°*	880 lbs.	1.25	890 lbs.	1.25
60°	0 lbs.	1.0	0 lbs.	1.0
0° with residual ice *	1430 lbs.	1.55	1470 lbs.	1.55
15° with residual ice *	560 lbs.	1.3	Prohibited	Prohibited

\* Downhill and/or Tailwind Landings Prohibited.

 Figure 3-3

Procedure completed

● **IF FLAPS OPERATE NORMALLY**

Procedure completed

## ■ FLAPS >35° (FLAPS GREATER THAN 35°)

The FLAPS >35° and MASTER CAUTION annunciators will illuminate if the flaps are extended beyond 35° and both throttles are advanced above 85% N<sub>2</sub>.

### ● ON THE GROUND

1. TAKEOFF PROHIBITED.
2. Flaps - SET AS APPROPRIATE.

#### NOTE

The FLAPS >35° annunciator is disabled on the ground with throttles below approximately 85% N<sub>2</sub>.

Procedure completed

### ● IN FLIGHT

1. Flap Selector Position - VERIFY.

#### IF FLAPS HAVE EXCEEDED 35°

2. Flaps - SELECT LESS THAN 35°.
3. Airspeed - 140 KIAS OR LESS.

#### IF FLAPS REMAIN BEYOND 35°

4. Land as soon as possible. Refer to Abnormal Procedures, FLAPS INOPERATIVE APPROACH AND LANDING.

Procedure completed

#### IF FLAPS RETURN TO 35° OR LESS

4. Flaps - ADJUST to 35° (Flap lever may need to be set less than 35°).
5. Land as soon as practical.

Procedure completed

#### IF FLAPS HAVE NOT EXCEEDED 35°

Procedure completed



## ■ LANDING WITH FAILED PRIMARY FLIGHT CONTROL CABLE

### ● RUDDER

1. Utilize rudder trim.
2. If possible, choose a runway with least possible crosswind.
3. After touchdown, lower the nose and deploy ground flaps as soon as possible.

Procedure completed

### ● AILERON

1. Use rudder for directional control limiting bank angle to 15° maximum. Do not use aileron trim except for gross adjustments.
2. If possible, choose a runway with least possible crosswind.
3. After touchdown, lower the nose and deploy ground flaps as soon as possible.

Procedure completed

### ● ELEVATOR

1. Use manual elevator trim wheel for primary pitch control. Do not use electric trim.
2. Make small pitch and power changes and set up landing configuration early.
3. After landing, select ground flaps and apply wheel brakes as soon as possible.

Procedure completed

## ■ SINGLE-ENGINE APPROACH AND LANDING

1. Landing Data and  $N_1$  settings - CONFIRM.
2. Seats, Seat Belts, Shoulder Harnesses, and Rudder Pedals - ADJUST and SECURE.
3. Avionics and Flight Instruments - CHECK.
4. Minimums - SET.
5. Passenger Seats - CHECK FULL UPRIGHT and OUTBOARD.
6. Passenger Advisory Switch - PASS SAFETY.
7. FUEL TRANSFER Knob - CHECK.
8. Anti-Ice/Deice Systems - AS REQUIRED.
9. Flaps - TAKEOFF AND APPROACH.
10. ENGINE SYNC Knob - OFF.
11. THRUST ATTENUATOR Switch - AUTO.
12. ANTISKID Switch - ON.
13. L/R LANDING Light Switches - ON.
14. Annunciator Panel - CHECK.
15. Pressurization - CHECK (Destination Elevation Set).
16. Crew Briefing - COMPLETE.
17. IGNITION - ON.
18. Landing Gear - DOWN and LOCKED.
19. Pressurization - CHECK ZERO DIFFERENTIAL.
20. Autopilot and Yaw Damper - OFF.
21. Airspeed -  $V_{APP}$  MINIMUM.
22. Speed Brakes - RETRACTED PRIOR TO 50 FEET AGL.
23. Flaps - LAND (when landing assured).
24. Airspeed -  $V_{REF}$ .

Procedure completed

## ■ SINGLE-ENGINE GO-AROUND

### NOTE

- The flight director go-around mode is recommended to establish the climb pitch attitude initial reference. Pressing the throttle mounted go-around button disengages the autopilot, if on, and engages both flight directors (if two are installed) to wings level, +10° pitch up go-around mode. AP SYNC can be used to synchronize the flight director to the airplane pitch attitude.
- Under extreme operating conditions, it may be possible to initially attain  $V_{APP}$  while following the flight director at 10° pitch attitude during a single engine go-around. In these cases, initial climbout (below 400 feet AGL) should be flown at  $V_{APP}$  while maintaining +7° to 10° pitch attitude.

1. Throttle (Operating Engine) - TAKEOFF THRUST.
2. Go-Around (GA) Button - PRESS.
3. Airplane Pitch Attitude - +7° INITIALLY (or as required to achieve  $V_{APP}$ /synchronize pitch command with AP SYNC).
4. Flaps - TAKEOFF AND APPROACH.

### NOTE

The landing gear warning horn cannot be silenced if the landing gear is retracted prior to the flaps reaching the TAKEOFF AND APPROACH position.

5. Climb Speed -  $V_{APP}$  MINIMUM.
6. Landing Gear - UP (when positive rate-of-climb is established).
7. Flight Director - Select FLC mode and adjust Flight Director to maintain  $V_{APP}$ .
8. Flaps (when clear of obstacles) - UP accelerating to  $V_{ENR}$  ( $V_T$ ).
9. Climb Speed -  $V_{ENR}$  ( $V_T$ ).
10. Throttle (Operating Engine) - Maximum Continuous Single Engine.

Procedure completed

## ■ CABIN DOOR (CABIN DOOR NOT LOCKED)

Indicates failure or improper position of one or more door switches and/or possible disengagement of the lower forward cabin door pin.

1. PRESS SYSTEM SELECT Switch - MANUAL.
2. PRESS SYSTEM SELECT MANUAL Lever - UP, increase cabin altitude to 9000 feet or airplane altitude, whichever is lower.
3. Airspeed - REDUCE to a safe airspeed below 200 KIAS.
4. Passenger Advisory Switch - PASS SAFETY.
5. Cabin Door - KEEP CLEAR.
6. Altitude - DESCEND to 41,000 feet or below.
7. Land as soon as practical.

Procedure completed

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, Abnormal Procedures, revise a subsection title.

Filing Instructions: Insert this temporary change in the Model 525A CJ2 basic FAA Approved Airplane Flight Manual, adjacent to page 3-78.

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

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In Section III, Operating Procedures, Abnormal Procedures, on page 3-78, change the second checklist condition title to read as follows:

■ **DOOR NOT LOCKED (CABIN, NOSE, OR AFT BAGGAGE DOOR NOT LOCKED)**

**APPROVED BY**

FAA APPROVED UNDER 14 CFR PART 21 SUBPART J

Cessna Aircraft Co.

Delegation Option Authorization DOA-230594-CE



Lead DOA Administrator

**DATE OF APPROVAL** 19 AUGUST 2005

1



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BE DOOR NOT LOCKED. ABLE NOSE OR AIT BAGGAGE WITH NOT LOCKED.

THE INFORMATION IS FOR YOUR INFORMATION ONLY. IT IS NOT INTENDED TO BE USED AS A SUBSTITUTE FOR PROFESSIONAL ADVICE. THE INFORMATION IS PROVIDED FOR YOUR INFORMATION ONLY. IT IS NOT INTENDED TO BE USED AS A SUBSTITUTE FOR PROFESSIONAL ADVICE.



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, Abnormal Procedures, revise a page header and a page footer.

Filing Instructions: Insert this temporary change in the Model 525A CJ2 basic FAA Approved Airplane Flight Manual, adjacent to page 3-79/3-80.

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

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In Section III, Operating Procedures, Abnormal Procedures, Page 3-79/3-80, Change the header and footer as follows:

Header: Change from 525B to 525A

Footer: Change from 525BFM-01 to 525AFM-06

**APPROVED BY**

FAA APPROVED UNDER 14 CFR PART 21 SUBPART J

Cessna Aircraft Co.

Delegation Option Authorization DOA-230594-CE



*Steven H. Conrad* Lead DOA Administrator

**DATE OF APPROVAL** 19 AUGUST 2005

**■ MASTER WARNING LIGHT ON STEADY OR FLASHING, NO WARNING LIGHTS ILLUMINATED**

1. MASTER WARNING RESET Button - PRESS TO RESET.
2. WARNING LTS I and II Circuit Breakers (L Panel) - RESET.
3. Instruments (Electrical and Engine) - MONITOR.

**■ MASTER CAUTION LIGHT ON STEADY, NO CAUTION LIGHTS ILLUMINATED**

1. Thrust Attenuator Switch - CHECK.

**NOTE**

In flight, if the thrust attenuators are selected stowed, ATTN STOW SELECT advisory light is illuminated, and the flaps are extended beyond 15°, the MASTER CAUTION will illuminate.

2. MASTER CAUTION RESET Button - PRESS TO RESET.
3. WARNING LTS I and II Circuit Breakers (L Panel) - RESET.
4. Instruments (Electrical and Engine) - MONITOR.

Procedure completed

**■ VIDEO FAIL (ANNUNCIATOR VIDEO FAILURE)**

Indicates failure of the visual annunciator test. Pressing either of the Master Warning reset switches for two to three seconds will cause the annunciator to leave the test mode and resume operation until cause of the test failure can be determined.

Procedure completed

**■ AUDIO FAIL (ANNUNCIATOR AUDIO FAILURE)**

Indicates failure of the audio annunciator test.

1. Rotary Test Switch - CHECK OVERSPEED and LANDING GEAR WARNING.

**CAUTION**

ONE OR MORE AUDIO/TONE WARNINGS MAY BE INOPERATIVE.

Procedure completed

