

# EMERGENCY PROCEDURES

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# AIRSPEEDS

## AIRSPEEDS FOR EMERGENCY OPERATIONS

### ENGINE FAILURE AFTER TAKEOFF

Wing Flaps UP .....	75 KIAS
Wing Flaps 10° - FULL .....	70 KIAS

### MANEUVERING SPEED

3100 POUNDS .....	110 KIAS
2600 POUNDS .....	101 KIAS
2100 POUNDS .....	91 KIAS

### MAXIMUM GLIDE

3100 POUNDS .....	75 KIAS
2600 POUNDS .....	70 KIAS
2100 POUNDS .....	58 KIAS

### PRECAUTIONARY LANDING WITH ENGINE POWER .....

70 KIAS

### LANDING WITHOUT ENGINE POWER

Wing Flaps UP .....	75 KIAS
Wing Flaps 10° - FULL .....	70 KIAS

**EMERGENCY PROCEDURES**

Procedures in the Emergency Procedures Checklist portion of this section shown in **bold faced** type are immediate action items which should be committed to memory.

**ENGINE FAILURES****ENGINE FAILURE DURING TAKEOFF ROLL**

1. **Throttle Control** . . . . . **IDLE (pull full out)**
2. **Brakes** . . . . . **APPLY**
3. Wing Flaps . . . . . **RETRACT**
4. Mixture Control . . . . . **IDLE CUTOFF (pull full out)**
5. MAGNETOS Switch . . . . . **OFF**
6. STBY BATT Switch . . . . . **OFF**
7. MASTER Switch (ALT and BAT) . . . . . **OFF**

**ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF**

1. **Airspeed** . . . . . **75 KIAS - Flaps UP**  
**70 KIAS - Flaps 10° - FULL**
2. Mixture Control . . . . . **IDLE CUTOFF (pull full out)**
3. FUEL SELECTOR Valve . **PUSH DOWN and ROTATE TO OFF**
4. MAGNETOS Switch . . . . . **OFF**
5. Wing Flaps . . . . . **AS REQUIRED (FULL recommended)**
6. STBY BATT Switch . . . . . **OFF**
7. MASTER Switch (ALT and BAT) . . . . . **OFF**
8. Cabin Door . . . . . **UNLATCH**
9. Land . . . . . **STRAIGHT AHEAD**

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# ENGINE FAILURES (Continued)

## ENGINE FAILURE DURING FLIGHT (Restart Procedures)

1. Airspeed ..... 76 KIAS (best glide speed)
2. FUEL SELECTOR Valve ..... BOTH
3. FUEL PUMP Switch ..... ON
4. Mixture Control ..... RICH (if restart has not occurred)
5. MAGNETOS Switch . . BOTH (or START if propeller is stopped)

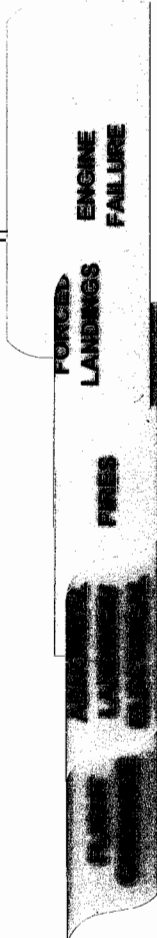
### NOTE

If the propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn MAGNETOS switch to START, advance throttle slowly from idle and lean the mixture from full rich as required to obtain smooth operation.

6. FUEL PUMP Switch ..... OFF

### NOTE

If the indicated fuel flow (FFLOW GPH) immediately drops to zero, a sign of failure of the engine-driven fuel pump, return the FUEL PUMP switch to the ON position.



**FORCED LANDINGS****EMERGENCY LANDING WITHOUT ENGINE POWER**

1. Pilot and Passenger Seat Backs . . .MOST UPRIGHT POSITION
2. Seats and Seat Belts . . . . . SECURE
3. Airspeed . . . . . 75 KIAS (Flaps UP)  
70 KIAS (Flaps 10° - FULL)
4. Mixture Control . . . . . IDLE CUTOFF (pull full out)
5. FUEL SELECTOR Valve . PUSH DOWN and ROTATE TO OFF
6. MAGNETOS Switch . . . . . OFF
7. Wing Flaps . . . . . AS REQUIRED (FULL recommended)
8. STBY BATT Switch . . . . . OFF
9. MASTER Switch (ALT and BAT) . . . . . OFF  
(when landing is assured)
10. Doors . . . . . UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown . . . . . SLIGHTLY TAIL LOW
12. Brakes . . . . . APPLY HEAVILY

**PRECAUTIONARY LANDING WITH ENGINE POWER**

1. Pilot and Passenger Seat Backs . . .MOST UPRIGHT POSITION
2. Seats and Seat Belts . . . . . SECURE
3. Airspeed . . . . . 75 KIAS
4. Wing Flaps . . . . . 20°
5. Selected Field . . . . . FLY OVER  
(noting terrain and obstructions)
6. Wing Flaps . . . . . FULL (on final approach)
7. Airspeed . . . . . 70 KIAS
8. STBY BATT Switch . . . . . OFF
9. MASTER Switch (ALT and BAT) . . . . . OFF  
(when landing assured)
10. Doors . . . . . UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown . . . . . SLIGHTLY TAIL LOW
12. Mixture Control . . . . . IDLE CUTOFF (pull full out)
13. MAGNETOS Switch . . . . . OFF
14. Brakes . . . . . APPLY HEAVILY

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# FORCED LANDINGS (Continued)

## DITCHING

1. Radio . . . . . TRANSMIT MAYDAY on 121.5 MHz  
(give location, intentions and SQUAWK 7700)
2. Heavy Objects (in baggage area) . . . SECURE OR JETTISON  
(if possible)
3. Pilot and Passenger Seat Backs . MOST UPRIGHT POSITION
4. Seats and Seat Belts . . . . . SECURE
5. Wing Flaps . . . . . 20° to FULL
6. Power . . . . . ESTABLISH 300 FT/MIN DESCENT AT 65 KIAS

### NOTE

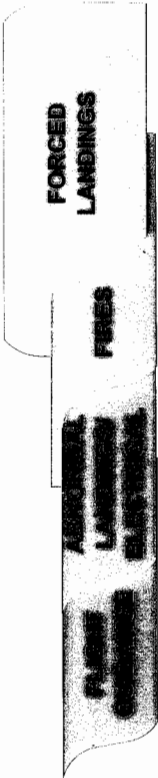
If no power is available, approach at 70 KIAS with Flaps UP or at 65 KIAS with Flaps 10°.

7. Approach:
  - a. High Winds, Heavy Seas . . . . . INTO THE WIND
  - b. Light Winds, Heavy Swells . . . . . PARALLEL TO SWELLS
8. Cabin Doors . . . . . UNLATCH
9. Touchdown . . . . . LEVEL ATTITUDE AT ESTABLISHED  
RATE OF DESCENT
10. Face . . . . . CUSHION (at touchdown) (with folded coat)
11. ELT . . . . . ACTIVATE
12. Airplane . . . . . EVACUATE THROUGH CABIN DOORS

### NOTE

If necessary, open window and flood cabin to equalize pressure so doors can be opened.

13. Life Vests and Raft . . . INFLATE WHEN CLEAR OF AIRPLANE



**FIRES****DURING START ON GROUND**

1. **MAGNETOS Switch** ..... **START**  
(continue cranking to start the engine)

**IF ENGINE STARTS**

2. Power ..... 1800 RPM (for a few minutes)
3. Engine ..... **SHUTDOWN** (inspect for damage)

**IF ENGINE FAILS TO START**

2. **Throttle Control** ..... **FULL** (push full in)
3. **Mixture Control** ..... **IDLE CUTOFF** (pull full out)
4. **MAGNETOS Switch** ..... **START** (continue cranking)
5. **FUEL SELECTOR Valve** **PUSH DOWN** and **ROTATE TO OFF**
6. **FUEL PUMP Switch** ..... **OFF**
7. **MAGNETOS Switch** ..... **OFF**
8. **STBY BATT Switch** ..... **OFF**
9. **MASTER Switch (ALT and BAT)** ..... **OFF**
10. Engine ..... **SECURE**
11. Parking Brake ..... **RELEASE**
12. Fire Extinguisher ..... **OBTAIN**  
(have ground attendants obtain if not installed)
13. Airplane ..... **EVACUATE**
14. Fire ..... **EXTINGUISH**  
(using fire extinguisher, wool blanket, or dirt)
15. Fire Damage ..... **INSPECT**  
(repair or replace damaged components and/or wiring before  
conducting another flight)

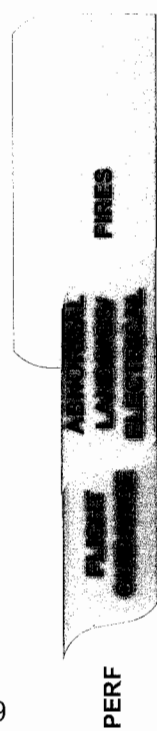
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# FIRES (Continued)

## ENGINE FIRE IN FLIGHT

1. Mixture Control ..... IDLE CUTOFF (pull full out)
2. FUEL SELECTOR Valve .PUSH DOWN and ROTATE TO OFF
3. FUEL PUMP Switch ..... OFF
4. MASTER Switch (ALT and BAT) ..... OFF
5. Cabin Vents ..... OPEN (as needed)
6. CABIN HT and CABIN AIR Control Knobs . . . OFF (push full in)
7. Airspeed ..... 100 KIAS  
(If fire is not extinguished, increase glide speed to find an  
airspeed, within airspeed limitations, which will provide an  
incombustible mixture)
8. Forced Landing ..... EXECUTE  
(Refer to EMERGENCY LANDING WITHOUT ENGINE  
POWER, page E-6)

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**FIRES** (Continued)**ELECTRICAL FIRE IN FLIGHT**

1. **STBY BATT Switch** .....OFF
2. **MASTER Switch (ALT and BAT)** .....OFF
3. **Cabin Vents** .....CLOSED
4. **CABIN HT and CABIN AIR Control Knobs**.OFF (push full in)
5. **Fire Extinguisher**.....ACTIVATE (if available)
6. **AVIONICS Switch (BUS 1 and BUS 2)** .....OFF
7. **All Other Switches (except MAGNETOS switch)**.....OFF

**WARNING**

**AFTER THE FIRE EXTINGUISHER HAS BEEN USED,  
MAKE SURE THAT THE FIRE IS EXTINGUISHED  
BEFORE EXTERIOR AIR IS USED TO REMOVE  
SMOKE FROM THE CABIN.**

8. **Cabin Vents** ..... OPEN  
(when sure that fire is completely extinguished)
9. **CABIN HT and CABIN AIR Control Knobs** . . . ON (pull full out)  
(when sure that fire is completely extinguished)

**IF FIRE HAS BEEN EXTINGUISHED AND  
ELECTRICAL POWER IS NECESSARY FOR  
CONTINUED FLIGHT TO NEAREST SUITABLE  
AIRPORT OR LANDING AREA**

10. **Circuit Breakers** . . . CHECK (for OPEN circuit(s), do not reset)
11. **MASTER Switch (ALT and BAT)** .....ON
12. **STBY BATT Switch** ..... ARM
13. **AVIONICS Switch (BUS 1)** .....ON
14. **AVIONICS Switch (BUS 2)** .....ON

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# FIRES (Continued)

## CABIN FIRE

- 1. STBY BATT Switch . . . . . OFF
- 2. MASTER Switch (ALT and BAT) . . . . . OFF
- 3. Cabin Vents . . . . .CLOSED (to avoid drafts)
- 4. CABIN HT and CABIN AIR Control Knobs OFF (push full in)  
(to avoid drafts)
- 5. Fire Extinguisher . . . . . ACTIVATE (if available)

### WARNING

**AFTER THE FIRE EXTINGUISHER HAS BEEN USED, MAKE SURE THAT THE FIRE IS EXTINGUISHED BEFORE EXTERIOR AIR IS USED TO REMOVE SMOKE FROM THE CABIN.**

- 6. Cabin Vents . . . . . OPEN  
(when sure that fire is completely extinguished)
- 7. CABIN HT and CABIN AIR Control Knobs . . . . ON (pull full out)  
(when sure that fire is completely extinguished)
- 8. Land the airplane as soon as possible to inspect for damage.

## WING FIRE

- 1. LAND and TAXI Light Switches . . . . . OFF
- 2. NAV Light Switch . . . . . OFF
- 3. STROBE Light Switch . . . . . OFF
- 4. PITOT HEAT Switch . . . . . OFF

### NOTE

Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for final approach and touchdown.

FLIGHT CONTROLS  
ABNORMAL LANDING ELECTRICAL

**ICING****INADVERTENT ICING ENCOUNTER DURING FLIGHT**

1. **PITOT HEAT Switch** . . . . . **ON**
2. **Turn back or change altitude (to obtain an outside air temperature that is less conducive to icing)**
3. **CABIN HT Control Knob** . . . . . **ON (pull full out)**
4. **DEFROST Control Knob** . . . . . **ON (rotate clockwise)**  
**(to obtain maximum defroster airflow)**
5. Increase engine speed to minimize ice build-up on propeller blades. If excessive vibration is noted, momentarily reduce engine speed to 2200 RPM with the propeller control, and then rapidly move the control forward.

**NOTE**

Cycling the RPM flexes the propeller blades and high RPM increases centrifugal force, causing ice to shed more rapidly.

6. Watch for signs of induction air filter icing. A loss of manifold pressure could be caused by ice blocking the air intake filter. Adjust the throttle as necessary to hold manifold pressure. Adjust mixture as necessary for any change in power settings.
7. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable off airport landing site.
8. With an ice accumulation of 0.25 inch or more on the wing leading edges, be prepared for significantly higher power requirements, higher approach and stall speeds, and a longer landing roll.
9. Leave wing flaps retracted. With a severe ice build-up on the horizontal tail, the change in wing wake airflow direction caused by wing flap extension could result in a loss of elevator effectiveness.
10. Open left window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
11. Perform a landing approach using a forward slip, if necessary, for improved visibility.
12. Approach at 80 to 90 KIAS depending upon the amount of ice accumulation.
13. Perform landing in level attitude.
14. Missed approaches should be avoided whenever possible because of severely reduced climb capability.

# STATIC SOURCE BLOCKAGE (ERRONEOUS INSTRUMENT READING SUSPECTED)

1. ALT STATIC AIR Valve . . . . . ON (pull full out)
2. Cabin Vents . . . . . CLOSED
3. CABIN HT and CABIN AIR Control Knobs . . . . ON (pull full out)
4. Airspeed . . . . . REFER TO POH  
(Refer to Section 5, Figure 5-1 (Sheet 2) Airspeed Calibration, Alternate Static Source correction chart.)
5. Altitude . . . . . REFER TO POH  
(Refer to Section 5, Figure 5-2, Altimeter Correction, Alternate Static Source correction chart.)

## EXCESSIVE FUEL VAPOR

### FUEL FLOW STABILIZATION PROCEDURES (If flow fluctuations of 1 GPH or more, or power surges occur.)

1. FUEL PUMP Switch . . . . . ON
2. Mixture Control . . . . . ADJUST  
(as necessary for smooth engine operation)
3. Fuel Selector Valve . . . . . SELECT OPPOSITE TANK  
(if vapor symptoms continue)
4. FUEL PUMP Switch . . . . . OFF  
(after fuel flow has stabilized)

ABNORMAL  
 FLIGHT  
 LANDING  
 GUIDANCE  
 ELECTRICAL

PERF

## ABNORMAL LANDINGS

### LANDING WITH A FLAT MAIN TIRE

1. Approach . . . . . NORMAL
2. Wing Flaps . . . . . FULL
3. Touchdown . . . . . GOOD MAIN TIRE FIRST  
(hold airplane off flat tire as long as possible with aileron control)
4. Directional Control . . . . . MAINTAIN  
(using brake on good wheel as required)

### LANDING WITH A FLAT NOSE TIRE

1. Approach . . . . . NORMAL
2. Wing Flaps . . . . . AS REQUIRED
  - a. 120 to 140 KIAS . . . . . Flaps UP to 10°
  - b. 100 to 120 KIAS . . . . . Flaps 10° to 20°
  - c. Below 100 KIAS . . . . . Flaps FULL
3. Touchdown . . . . . ON MAINS  
(hold nosewheel off the ground as long as possible)
4. When nosewheel touches down, maintain full up elevator as airplane slows to stop.

# ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS

## HIGH VOLTS ANNUNCIATOR COMES ON OR M BATT AMPS MORE THAN 40

1. MASTER Switch (ALT Only) . . . . . OFF
2. Electrical Load . . . . . REDUCE IMMEDIATELY as follows:
  - a. AVIONICS Switch (BUS 1) . . . . . OFF
  - b. PITOT HEAT Switch . . . . . OFF
  - c. BEACON Light Switch . . . . . OFF
  - d. LAND Light Switch . . . . . OFF (use as required for landing)
  - e. TAXI Light Switch . . . . . OFF
  - f. NAV Light Switch . . . . . OFF
  - g. STROBE Light Switch . . . . . OFF
  - h. CABIN PWR 12V Switch . . . . . OFF

### NOTE

- The main battery supplies electrical power to the main and essential buses until M BUS VOLTS decreases below 20 volts. When M BUS VOLTS falls below 20 volts, the standby battery system will automatically supply electrical power to the essential bus for at least 30 minutes.
- Select COM1 MIC and NAV1 on the audio panel and tune to the active frequency before setting AVIONICS BUS 2 to OFF. If COM2 MIC and NAV2 are selected when AVIONICS BUS 2 is set to OFF, the COM and NAV radios cannot be tuned.

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ABNORMAL  
LANDING  
ELECTRICAL

FLIGHT  
CHECKLIST

PERF

**ELECTRICAL POWER SUPPLY SYSTEM  
MALFUNCTIONS (Continued)****HIGH VOLTS ANNUNCIATOR COMES ON OR M  
BATT AMPS MORE THAN 40 (Continued)**

- i. COM1 and NAV1 . . . . . TUNE TO ACTIVE FREQUENCY
- j. COM1 MIC and NAV1 . . . . . SELECT  
(COM2 MIC and NAV2 will be inoperative once AVIONICS  
BUS 2 is selected to OFF)

**NOTE**

When AVIONICS BUS 2 is set to OFF, the following items will not operate:

Autopilot	Audio Panel
COMM 2	NAV 2
Transponder	MFD

- k. AVIONICS Switch (BUS 2) . . . OFF (KEEP ON if in clouds)
3. Land as soon as practical.

**NOTE**

Make sure a successful landing is possible before extending flaps. The flap motor is a large electrical load during operation.

(Continued Next Page)

# ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS (Continued)

## LOW VOLTS ANNUNCIATOR COMES ON BELOW 1000 RPM

1. Throttle Control ..... 1000 RPM
2. LOW VOLTS Annunciator .....CHECK OFF

## LOW VOLTS ANNUNCIATOR REMAINS ON AT 1000 RPM

3. Authorized maintenance personnel must do electrical system inspection prior to next flight.

## LOW VOLTS ANNUNCIATOR COMES ON OR DOES NOT GO OFF AT HIGHER RPM

1. MASTER Switch (ALT Only) ..... OFF
2. ALT FIELD Circuit Breaker ..... CHECK IN
3. MASTER Switch (ALT and BAT) ..... ON
4. LOW VOLTS Annunciator .....CHECK OFF
5. M BUS VOLTS ..... CHECK 27.5 V (minimum)
6. M BATT AMPS .....CHECK CHARGING (+)

## IF LOW VOLTS ANNUNCIATOR REMAINS ON

7. MASTER Switch (ALT Only) ..... OFF
8. Electrical Load ..... REDUCE IMMEDIATELY as follows:
  - a. AVIONICS Switch (BUS 1) ..... OFF
  - b. PITOT HEAT Switch ..... OFF
  - c. BEACON Light Switch ..... OFF
  - d. LAND Light Switch ..... OFF  
(use as required for landing)
  - e. TAXI Light Switch ..... OFF
  - f. NAV Light Switch ..... OFF
  - g. STROBE Light Switch ..... OFF
  - h. CABIN PWR 12V Switch ..... OFF

(Continued Next Page)

**ELECTRICAL POWER SUPPLY SYSTEM  
MALFUNCTIONS (Continued)****IF LOW VOLTS ANNUNCIATOR REMAINS ON  
(Continued)****NOTE**

- The main battery supplies electrical power to the main and essential buses until M BUS VOLTS decreases below 20 volts. When M BUS VOLTS falls below 20 volts, the standby battery system will automatically supply electrical power to the essential bus for at least 30 minutes.
- Select COM1 MIC and NAV1 on the audio panel and tune to the active frequency before setting AVIONICS BUS 2 to OFF. If COM2 MIC and NAV2 are selected when AVIONICS BUS 2 is set to OFF, the COM and NAV radios cannot be tuned.
  - i. COM1 and NAV1 . . . . . TUNE TO ACTIVE FREQUENCY
  - j. COM1 MIC and NAV1 . . . . . SELECT  
(COM2 MIC and NAV2 will be inoperative once AVIONICS BUS 2 is selected to OFF)

**NOTE**

When AVIONICS BUS 2 is set to OFF, the following items will not operate:

Autopilot	Audio Panel
COMM 2	NAV 2
Transponder	MFD

- k. AVIONICS Switch (BUS 2) - OFF (KEEP ON if in clouds)
9. Land as soon as practical.

**NOTE**

Make sure a successful landing is possible before extending flaps. The flap motor is a large electrical load during operation.

## AIR DATA SYSTEM FAILURE

### RED X - PFD AIRSPEED INDICATOR

1. ADC/AHRS Circuit Breakers ..... CHECK IN  
(ESS BUS and AVN BUS 1)  
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Airspeed Indicator ..... USE FOR AIRSPEED INFORMATION

### RED X - PFD ALTITUDE INDICATOR

1. ADC/AHRS Circuit Breakers ..... CHECK IN  
(ESS BUS and AVN BUS 1)  
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Altimeter. . . CHECK current barometric pressure SET  
USE FOR ALTITUDE INFORMATION.

## ATTITUDE AND HEADING REFERENCE SYSTEM (AHRS) FAILURE

### RED X - PFD ATTITUDE INDICATOR

1. ADC/AHRS Circuit Breakers ..... CHECK IN  
(ESS BUS and AVN BUS 1)  
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Attitude Indicator ..... USE FOR ATTITUDE INFORMATION

### RED X - HORIZONTAL SITUATION INDICATOR (HSI)

1. ADC/AHRS Circuit Breakers ..... CHECK IN  
(ESS BUS and AVN BUS 1)  
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Non-Stabilized Magnetic Compass ..... USE FOR HEADING INFORMATION

# AUTOPILOT OR ELECTRIC TRIM FAILURE

## AUTOPILOT OR ELECTRIC TRIM MALFUNCTION/ FAILURE

1. Control Wheel ..... GRASP FIRMLY  
(regain control of airplane)
2. A/P TRIM DISC Button ..... PRESS and HOLD  
(throughout recovery)
3. Elevator and Rudder Trim Controls . . . ADJUST MANUALLY  
(as necessary)
4. AUTO PILOT Circuit Breaker ..... OPEN (pull out)
5. A/P TRIM DISC Button ..... RELEASE

**WARNING**

**FOLLOWING AN AUTOPILOT, AUTOTRIM OR  
MANUAL ELECTRIC TRIM SYSTEM MALFUNCTION,  
DO NOT ENGAGE THE AUTOPILOT UNTIL THE  
CAUSE OF THE MALFUNCTION HAS BEEN  
CORRECTED.**

## DISPLAY COOLING ADVISORY

### PFD1 COOLING OR MFD1 COOLING ANNUNCIATOR(S) COME ON

1. CABIN HT Control Knob ..... REDUCE (push in)  
(minimum preferred)
2. Forward Avionics Fan ..... CHECK  
(feel for airflow from screen on glareshield)

### IF FORWARD AVIONICS FAN HAS FAILED

3. STBY BATT Switch ..... OFF  
(unless needed for emergency power)

### IF PFD1 COOLING OR MFD1 COOLING ANNUNCIATOR DOES NOT GO OFF WITHIN 3 MINUTES OR IF BOTH PFD1 COOLING AND MFD1 COOLING ANNUNCIATORS COME ON

3. STBY BATT Switch ..... OFF  
(land as soon as practical)

## VACUUM SYSTEM FAILURE

### LOW VACUUM ANNUNCIATOR COMES ON

1. Vacuum Indicator (VAC) ..... CHECK EIS SYSTEM PAGE  
(make sure vacuum pointer is in green band limits)

#### CAUTION

IF VACUUM POINTER IS OUT OF THE GREEN BAND DURING FLIGHT OR THE GYRO FLAG IS SHOWN ON THE STANDBY ATTITUDE INDICATOR, THE STANDBY ATTITUDE INDICATOR MUST NOT BE USED FOR ATTITUDE INFORMATION.

**HIGH CARBON MONOXIDE (CO) LEVEL  
ADVISORY****CO LVL HIGH ANNUNCIATOR COMES ON**

1. CABIN HT Control Knob . . . . .OFF (push full in)
2. CABIN AIR Control Knob . . . . . ON (pull full out)
3. Cabin Vents . . . . . OPEN
4. Cabin Windows . . . . . OPEN  
(175 KIAS maximum windows open speed)

**CO LVL HIGH ANNUNCIATOR REMAINS ON**

5. Land as soon as practical.