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ABNORMAL PROCEDURES
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SECTION 3A
ABNORMAL PROCEDURES
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SUBJECT *PAGE*

Closed [BRACKETS] in this section denotes Warning, Caution and Advisory alerts which appear on the PFD and MFD.

AIR START

CAUTION

The pilot should determine the reason for engine failure before attempting an airstart.

1. Alternator (inoperative engine) . . . . . .OFF
2. Fuel Selector Valve. . . . . .ON
   (feel for detent; confirm visually)
3. Throttle . . . . . SET (approximately 1/4 travel)
4. Mixture Control:
   - FULL RICH, below 5000 ft (1/2 travel above 5000 ft)
5. Fuel Boost Pump . . . . . LOW
6. Magnetos . . . . . .ON
7. Propellers:

   With Unfeathering Accumulators:

   a. Propeller Control . . . . . FORWARD OF FEATHERING DETENT
      (until engine obtains 600 RPM)
   b. Propeller Control . . . . . BACK TO DETENT
      (to avoid overspeeding)
   c. Starter (if necessary) . . . . ENGAGE MOMENTARILY
      (to accomplish unfeathering)
   d. If propeller does not unfeather or engine does not turn, proceed to Without Unfeathering Accumulators procedure.

   Without Unfeathering Accumulators:

   a. Propeller Control. . . . . FORWARD OF FEATHERING DETENT

b. Starter . . . . . ENGAGE
(to accomplish unfeathering)

c. If engine fails to run, clear engine by allowing it to windmill with mixture in CUT OFF. When engine fires, advance mixture to full rich.

8. After Engine Starts . . . . . ADJUST THROTTLE, PROPELLER and MIXTURE CONTROLS
9. Fuel Boost Pump. . . . . OFF
(when reliable power has been regained)
10. Alternator. . . . . ON
11. Oil Pressure. . . . . .CHECK
12. Warm Up Engine (approximately 1500 RPM and 15 in. Hg)
13. Power . . . . . .AS REQUIRED
14. Trim . . . . . .AS REQUIRED

LANDING EMERGENCIES

ONE-ENGINE-INOPERATIVE LANDING

On final approach and when it is certain that the field can be reached:

1. Landing Gear. . . . . DOWN
2. Flaps . . . . . APPROACH (15°)
3. Airspeed . . . . . 107 KTS
4. Power . . . . . .AS REQUIRED
(to maintain 800 ft/min rate of descent)

When it is certain there is no possibility of go-around:

5. Flaps . . . . . .DOWN (30°)
6. Airspeed . . . . . 95 KTS
7. Execute Normal Landing

ONE-ENGINE-INOPERATIVE GO-AROUND

WARNING

Level flight might not be possible for certain combinations of weight, temperature and altitude. In any event, DO NOT attempt a one-engine-inoperative go-around after flaps have been fully extended.

1. Power . . . . . MAXIMUM ALLOWABLE
2. Landing Gear . . . . . .UP
3. Flaps . . . . . UP (0°)
4. Airspeed . . . . . .MAINTAIN 101 KTS MINIMUM

SYSTEMS

STARTER ENGAGE [L START ENGD] or [R START ENGD]

After engine start, should the starter relay remain engaged, the starter will remain energized and the starter energized Warning Alert will remain illuminated. Continuing to supply power to the starter will result in eventual loss of electrical power.

Ground Operations:

1. Alternators . . . . . OFF
2. Batteries . . . . . OFF
3. DO NOT TAKE OFF.

Illuminated In Flight After Air Start:

1. Alternator (affected engine) . . . . . OFF
2. Battery (affected engine) . . . . . OFF

NOTE

Depending on which Bus is affected, heading and attitude information will be lost. Use standby instruments.

3. Land as soon as practical.

ALTERNATOR HIGH VOLTAGE [LBUS VOLT HI] or [RBUS VOLT HI]

Display of either [LBUS VOLT HI] *or* [RBUS VOLT HI] *caution alert on the PFD:*

1. MFD Softkeys . . . . . SELECT ENGINE AND SYSTEM
2. Bus Volts (failed side) . . . . . CHECK

If voltage is less than 30 volts a false warning is indicated:

3. Continue to use the alternator.

If voltage is greater than 30 volts a failure on the voltage regulator is indicated:

4. Alternator (failed side). . . . . .OFF
5. Nonessential Electrical Equipment . . . . . .OFF AS REQUIRED
   (to reduce load on operative alternator)
6. Bus Volts (failed side) . . . . . VERIFY < 28 VOLTS
7. Alternator (failed side). . . . . BUS TIE
   (ties the side with the functional alternator to the inoperative side)
8. Alt Load. . . . . .MONITOR
9. Nonessential Electrical Equipment . . . . . .ON AS REQUIRED
   (maintain load limits of operative alternator)

ALTERNATOR LOW VOLTAGE [LBUS VOLT LO] or [RBUS VOLT LO]

Display of either [LBUS VOLT LO] *or* [RBUS VOLT LO] *caution alert on the PFD:*

1. MFD Softkeys . . . . . .SELECT ENGINE AND SYSTEM
2. Bus Volts (failed side) . . . . . CHECK

If voltage is greater than 24 volts a false warning is indicated:

3. Continue to use the alternator.

If voltage is less than 24 volts a failure on the voltage regulator is indicated:

4. Alternator (failed side). . . . . .OFF
5. Nonessential Electrical Equipment . . . . . .OFF AS REQUIRED
   (to reduce load on operative alternator)
6. Bus Volts (failed side) . . . VERIFY APPROX. 24 VOLTS

7. Alternator (failed side) . . . . . BUS TIE
(ties the side with the functional alternator to the inoperative side)
8. Alt Load . . . . . MONITOR
9. Nonessential Electrical Equipment . . . . . ON AS REQUIRED
(maintain load limits of operative alternator)

CIRCUIT BREAKER TRIPPED

1. Nonessential Circuit . . . . . DO NOT RESET IN FLIGHT
2. Essential Circuit (necessary for continued safe flight):
   a. Circuit Breaker
   (after allowing to cool
   for a minimum of 10 sec) . . . . . PUSH TO RESET

If Circuit Breaker Trips Again:

   b. Circuit Breaker . . . . . DO NOT RESET

LANDING GEAR MANUAL EXTENSION

1. Airspeed . . . . . .152 KTS or LESS

NOTE

Manual extension of the gear can be facilitated by first reducing the airspeed as much as practical.

2. LANDING GEAR MOTOR Circuit Breaker
(left circuit breaker panel). . . . . PULL
3. Landing Gear Handle . . . . . DOWN
4. Handcrank Handle Cover
(at rear of front seat) . . . . . REMOVE
5. Handcrank. . . . . ENGAGE AND TURN CCW AS FAR AS POSSIBLE
(approximately 50 turns)

6. If the electrical system is operative, a positive gear down indication can be made as follows:
   a. LDG GR WARN and LDG GR POS LTS Circuit Breaker . . . . . .CHECK IN
   b. Landing GEAR DN & LOCKED Lights. . . . . .ILLUMINATED (3 green)
   c. CHECK that the gear warning horn does not sound when either throttle is retarded to idle.
7. Handcrank . . . . . .DISENGAGE, THEN STOW
8. Do not move the Landing Gear Handle or reset the LANDING GEAR MOTOR Circuit Breaker.
9. The landing gear should be considered UNLOCKED until the airplane is on jacks and the system has been cycled and checked.

CAUTION

Do not operate the landing gear electrically with the handcrank engaged. Damage to the mechanism could occur.

CAUTION

The manual extension system is designed to lower the landing gear only. DO NOT ATTEMPT TO RETRACT THE GEAR MANUALLY.

LANDING GEAR RETRACTION AFTER PRACTICE MANUAL EXTENSION

After practice manual extension of the landing gear, the gear can only be retracted electrically, as follows:

1. Handcrank . . . . . CONFIRM STOWED
2. LANDING GEAR MOTOR Circuit Breaker . . . . . IN
3. Landing Gear Handle . . . . . .UP

NOTE

The landing gear will not retract unless the throttle is in a position corresponding to approximately 15 in. Hg manifold pressure or above.

ICE PROTECTION

SURFACE DEICE SYSTEM

Failure of the AUTO Mode:

- Surface Deice Switch. . . . . MANUAL
  (Do not hold more than 8 seconds.)

NOTE

The boots will inflate only as long as the switch is held in the MAN (manual) position. When the switch is released, the boots will deflate.

Failure of boots to deflate:

1. Pull Surface Deice Circuit Breaker on pilot's sidewall circuit breaker panel.
2. If boots reinflate after Surface Deice Circuit Breaker is reset, use circuit breaker as a manual surface deice switch, following the procedures outlined in Failure of the AUTO Mode.

Failure of AUTO and MAN modes of operation:

- Exit icing conditions as soon as possible.

ELECTROTHERMAL PROPELLER DEICE SYSTEM

An abnormal reading on the Propeller Deice Ammeter indicates need for the following action:

1. Zero Amps:

   Check the propeller deice circuit breaker switch. If the circuit breaker portion of the switch has tripped the switch off, wait approximately 30 seconds before resetting. If the switch trips again, do not reset. If the ammeter reads zero and the switch has not tripped, check Alt Load for deflection as the switch is cycled on and off to confirm a malfunction of the ammeter. If Alt load does not show a deflection, consider the propeller deice system to be inoperative.

2. Zero to 14 Amps:

   If the propeller deice system ammeter occasionally or regularly indicates less than 14 amps, operation of the propeller deice system can continue unless serious propeller imbalance results from irregular ice shedding.

3. 18 to 23 Amps:

   If the propeller deice system ammeter occasionally or regularly indicates 18 to 23 amps, operation of the propeller deice system can continue unless serious propeller imbalance results from irregular ice shedding.

4. More than 23 Amps:

   If the propeller deice system ammeter occasionally or regularly indicates more than 23 amps, the system should not be operated unless the need for propeller deicing is urgent.

NOTE

If the propeller deice system becomes inoperative, leave icing conditions as soon as possible. Cycling of the propeller RPM will assist the propellers in shedding ice.

EMERGENCY STATIC AIR SOURCE SYSTEM

THE EMERGENCY STATIC AIR SOURCE SHOULD BE USED FOR CONDITIONS ANYTIME THE NORMAL STATIC SOURCE HAS BEEN OBSTRUCTED. When the airplane has been exposed to moisture and/or icing conditions (especially on the ground), the possibility of obstructed static ports should be considered. Partial obstruction will result in the rate of climb indication being sluggish during a climb or descent. Verification of suspected obstruction is possible by switching to the emergency system and noting a sudden sustained change in rate of climb. This may be accompanied by abnormal indicated airspeed and altitude changes beyond normal calibration differences.

Whenever any obstruction exists in the Normal Static Air System, or the Emergency Static Air System is desired for use:

1. Emergency Static Air Source . . . . . EMERGENCY (ON)
   (lower sidewall adjacent to pilot)
2. For Airspeed Calibration and Altimeter Correction, refer to Section 5, PERFORMANCE.

When the Emergency Static Air System is no longer needed:

3. Emergency Static Air Source . . . . . (NORMAL) OFF

ELECTROTHERMAL HEATED WINDSHIELD SEGMENT

Failure of the heated windshield segment can be confirmed by cycling the WSHLD HEAT switch to OFF, then ON. If a deflection of the Alt Load is not apparent, consider the system inoperative and exit icing conditions. Partial windshield deicing may be accomplished using the defroster. Maximum defrost heat is achieved as follows:

1. Heater Switch . . . . . .HEATER
2. Cabin Air Control. . . . . .PULL AFT
   (not more than 1/2 travel)

3. Cabin Heat Control . . . . . PULL OUT
4. Defrost Control . . . . . PULL OUT
5. Pilot Air Control . . . . . PUSH IN
6. Copilot Air Control . . . . . PUSH IN

HEATED PITOT TUBE

Failure of pitot heat in icing conditions may be noticed by a rapid decrease in indicated airspeed, or some other inappropriate reading for the given flight condition. Leave icing conditions as soon as possible.

CABIN HEATER

Failure of the cabin heater in icing conditions:

1. Heater . . . . . TURN OFF
2. Icing Conditions . . . . . EXIT AS SOON AS POSSIBLE

WING ICE LIGHT

Failure of the Wing Ice Light at night in icing conditions:

1. Cabin Lights Circuit Breaker . . . . . CHECK
2. Icing Conditions . . . . . EXIT AS SOON AS POSSIBLE

FORWARD CABIN DOOR OPEN IN FLIGHT

If the forward cabin door is not properly latched, it may open during takeoff roll or during flight. The door may trail open approximately 3 inches, but the flight characteristics of the airplane will not be affected. The rate-of-climb will be reduced.

If the forward cabin door opens in flight:

1. Maintain Control of the Airplane.
2. Do not attempt to close the door until after landing.
3. All Occupants remain seated with seat belts fastened.
4. Land as soon as practical using Normal Procedures.

If occupant in right seat can assist:

5. Hold door during and after landing to prevent it from swinging open.

AVIONICS

AUTOPILOT FAILURES

FAILURE OF AUTOPILOT PRE-FLIGHT TEST

Red [PFT]

1. AP SERVOS Circuit Breaker. . . . . PULL
   [PFT] - Extinguished
2. Do Not Reset Circuit Breaker Unless Airplane is on the Ground.

AUTOPILOT OUT-OF-TRIM

Yellow [RUD→], [←RUD], [←AIL], [AIL→], [↑ELE], or [↓ELE]

CAUTION

Do not attempt to overpower the autopilot in the event of a mistrim. The autopilot servos will oppose pilot input and, in the case of the pitch axis, will trim the elevator in the opposite direction to the pilot input. This could lead to a significant out-of-trim condition.

If [←AIL] *or* [AIL→], *is illuminated:*

1. Slip/Skid Indicator . . . . . .VERIFY CENTER
2. Fuel Imbalance . . . . . .CHECK
   (max. allowable = 15 Gal. or ~1.6 divisions on indicator)

If [←RUD] *or* [RUD→] *is illuminated during a climb:*

3. Rudder Trim . . . . . ADJUST
   (as required)

Temporary Change to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual

P/N 58-590000-67TC1 Rev 1

Publication Affected	Model G58 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (58-590000-67, Issued November, 2005)
Airplane Serials Numbers Affected	TH-2125 thru TH-2158 not in compliance with S.B. 22-3795.
Description of Change	Uncommanded pulsing of the control column during overly aggressive autopilot captures and during use of the PIT mode (affects and ABNORMAL and NORMAL PROCEDURES Sections).
Filing Instructions	Insert the following pages of this temporary change into the Model G58 Pilot's Operating Handbook and FAA Approved Airplane Flight Manual and retain until rescinded by Service Bulletin 22-3795. - Page 2 of 4 and 1 of 4 following page 3A-14 (Abnormal Procedures section). - Page 3 of 4 and 4 of 4 following page 4-30 (Normal Procedures section).

ABNORMAL PROCEDURES

AVIONICS

AUTOPILOT FAILURES

NUISANCE PITCH PULSE

If a nuisance pitch pulse is encountered, disconnect autopilot. Retrim and stabilize airplane in the desired flight path and re-engage the autopilot, if desired.

If an annunciation remains illuminated:

4. Control Wheel . . . . . HOLD FIRMLY (be prepared to apply force in the direction of the arrow)
5. AP DISC Switch . . . . . PRESS
6. Pitch & Aileron Trim . . . . . .RETRIM IF REQD
7. Autopilot (after mistrim is corrected) . . . . . RE-ENGAGE

LOSS OF A FLIGHT DIRECTOR/AUTOPILOT MODE

Yellow flashing Mode Annunciator

Loss of a mode, or failure of it to engage, will be annunciated by a flashing of the mode in yellow in the AFCS status bar. After 10 seconds the flight director will revert to the default mode (ROL or PIT).

Loss of Selected Vertical Mode (FLC, VS, ALT, GS), or,
Loss of Selected Lateral Mode (HDG, VOR, GPS, BC, LOC, VAPP, LOC)

1. Autopilot Mode Control . . . . . SELECT ANOTHER VERTICAL OR LATERAL MODE

If on an Instrument Approach:

2. Autopilot (if coupled) & Flight Director . . DISCONNECT (continue the approach manually or execute missed approach)

LOSS OF NAVIGATION INFORMATION

Yellow flashing Mode annunciator [VOR], [VAPP], [GPS], [LOC], [BC], or [GS]

Loss of a navigation signal will be annunciated by a flashing of the mode in yellow in the AFCS status bar. After 10 seconds the flight director will revert to the default ROL mode.

1. CDI Soft Key . . . . . .SELECT ANOTHER NAV SOURCE
2. HDG Bug (if reqd.) . . . . . SELECT INTERCEPT ANGLE
3. HDG Mode (if reqd.) . . . . . SELECT

4. NAV Mode . . . . . ARM

If on an instrument approach at the time the navigation signal is lost:

5. Execute Missed Approach

AVIONICS MASTER SWITCH FAILURE

If the Avionics Master Switch fails to Operate in the on Position:

• AVIONICS MASTER Circuit Breaker (Left panel) . . . . PULL

NOTE

Turning on the Avionics Master Switch removes power that holds the avionics relay open. If the switch fails to the OFF position, pulling the AVIONICS MASTER circuit breaker will restore power to the avionics buses.

TRANSPONDER FAILURE

[XPDR FAIL]

The display is not receiving information from the transponder.

1. Confirm status of transponder with ATC.

If Transponder is inoperative:

2. Traffic Advisory System (TAS) (if installed). . . . . STBY

ENGINE AND/OR FUEL DISPLAY FAILURE

Indications which are not compatible with other instruments.

If the L or R ENG/AFR SENSOR Circuit Breaker is out, the following displays will be inoperative for the corresponding engine: MAP, RPM, EGT, CHT, Oil Press, Oil Temp, Fuel Flow, Fuel Qty, and Alt Load.

If all engine instruments are inoperative:

1. L and R ENG/AFR SENSOR
   Circuit Breaker . . . . . .CHECK IN

If a partial failure has occurred:

2. L or R ENG/AFR SENSOR
   Circuit Breaker (affected side) . . . . . PULL AND RESET

If one or more engine or fuel displays remain inoperative:

3. Power
   (if RPM and/or MAP are inop) . . . . . SET BASED ON:
   a. Throttle Position
   b. Engine Noise
   c. Airspeed
   d. Fuel Flow from cruise tables in Section 5, PERFORMANCE
   e. EGT
4. Available Instruments . . . . . .MONITOR

ERRONEOUS FAILURE DISPLAYS

Erroneous Warning, Caution or Advisory Alerts, Red X's, or Erroneous Exceedence displays.

There is a remote chance that an alert, red X or red exceedence display may be erroneously displayed.

If it is suspected that an erroneous failure display has occurred:

1. Use other system information to determine if the failure display is valid.

If the validity of the failure display cannot be confirmed:

2. Assume the failure display is valid and follow the appropriate Emergency or Abnormal procedures.

FAILED HEADING DURING GROUND OPERATIONS

(RED "X" OVER [HDG] FLAG ON PFD)

Interference from GPS repeaters operating inside nearby hangars or magnetic anomalies caused by nearby structures can cause an intermittent loss of heading display while the airplane is on the ground. Moving the airplane more than 100 yards away from the source of the interference should alleviate the condition. Takeoff should not be attempted until fault clears.

SYSTEM FAILURE WITHOUT AN ASSOCIATED FAILURE DISPLAY

There is a remote chance that a system failure could occur WITHOUT an associated failure indication (Alert, Red X, or Exceedence Display.)

1. Use other system information to determine if the system failure is valid.

If it cannot be determined that the system failure is the result of an erroneous display:

2. Assume the failure is valid and follow the appropriate Emergency or Abnormal procedures.

FAILURE OF COOLING FANS [PFD FAN FAIL], [MFD FAN] or [AVIONICS FAN] Advisory Message

Presentation of one or more of these advisory messages indicates that the PFD fan has failed, the MFD fan has failed, or the Avionics Fan has failed. Cooling extends the life of this equipment, but is not required for continued operation.

1. Continue to destination.
2. Repair as soon as practical.

GLOBAL POSITIONING SYSTEM (GPS)

LOSS OF, OR INVALID GPS SIGNAL

• Utilize NAV 1 or NAV 2 receivers.

POSITION ERROR [POSN ERROR]

1. GPS signal will flag.
2. Utilize NAV 1 or NAV 2 receivers.

LOSS OF RECEIVER AUTONOMOUS INTEGRITY MONITORING (RAIM)

During enroute, oceanic, terminal, or initial approach phase of flight:

1. Continue to navigate using GPS.
2. Verify position using NAV 1 or NAV 2 every 15 minutes.

Or:

3. Utilize NAV 1 or NAV 2 receivers.

During Final Approach:

1. GPS navigation will continue for up to 5 minutes.
2. Conduct missed approach.
3. If terminal GPS sensitivity is lost during the missed approach, revert to NAV 1 or NAV 2 receivers.

GARMIN TERRAIN AWARENESS AND WARNING SYSTEM (TAWS)

(TH-2138, TH-2141 and after and prior airplanes in compliance with Service Bulletin. 34-3774.)

TAWS FORWARD LOOKING TERRAIN CAUTIONS [TERRAIN]

Voice Caution Alert: See the following table.

Reduced Required Terrain (or Obstacle) Clearance (RTC or ROC) Caution - Voice caution alerts and annunciators are provided if the airplane flight path is projected to violate a set of terrain and obstacle minimum clearance requirements within approximately 60 seconds.

Imminent Terrain (or Obstacle) Impact (ITI or IOI) Caution - Voice caution alerts and annunciators are provided if the airplane flight path is projected to impact the terrain or an obstacle within approximately 60 seconds.

In all cases, a yellow [TERRAIN] will be displayed on the PFD and the MFD TAWS page, if selected. One of the following voice caution alerts will be heard.

REASON	VOICE CAUTION ALERT
Violation of Required Terrain Clearance (RTC) Requirements within 60 seconds	“Caution Terrain, Caution Terrain”
Imminent Terrain Impact (ITI) within 60 seconds	“Terrain Ahead, Terrain Ahead”
Violation of Required Obstacle Clearance (ROC) Requirements within 60 seconds	“Caution Obstacle, Caution Obstacle”
Imminent Obstacle Impact (IOI) within 60 seconds	“Obstacle Ahead, Obstacle Ahead”

NOTE

When the TAWS Page is not displayed and a terrain or obstacle caution is issued, a pop-up window is displayed in the lower right corner of the MFD displaying an appropriate annunciator. See Section 7, SYSTEMS DESCRIPTION.

NOTE

Pilots are authorized to deviate from their current air traffic control (ATC) clearance to the extent necessary to comply with a TAWS caution.

The following procedure should be followed if any of the preceding cautions occur.

1. Stop descending, or climb, and/or turn as necessary, based on analysis of all available instruments and visual observations, in order to cancel the alert. (The voice caution alert will be repeated until the threat no longer exists.)
2. Advise Air Traffic Control as necessary.

EXCESSIVE DESCENT RATE CAUTION [TERRAIN]

Voice Caution Alert: “Sink Rate”

Excessive Descent Rate (EDR) Caution - A Voice caution alert and annunciator are provided if the airplane is below 5,000 feet and approaching the terrain at an excessive rate of descent in relation to the altitude above the terrain. The cautions will be provided whether or not the TAWS system is enabled. A yellow [TERRAIN] will be displayed on the PFD and the MFD TAWS page, if selected, and the voice caution alert “SINK RATE” will be heard. If corrective action is not taken, an EDR warning will follow the caution. See Section 3, EMERGENCY PROCEDURES.

NOTE

When the TAWS Page is not displayed, and an EDR caution is issued, a pop-up window is displayed in the lower right corner of the MFD displaying a yellow [SINK RATE].

The following procedure should be followed if the above caution occurs.

- Level wings and reduce rate of descent until visual and aural alerts cease.

NEGATIVE CLIMB RATE AFTER TAKEOFF [TERRAIN]

Voice Caution Alert: “Don't Sink”

A Voice caution alert and annunciator are provided to alert the pilot that the airplane is losing altitude after takeoff. The cautions will be provided whether or not the TAWS system is enabled. The alerts are only active if all of the following conditions are met:

- The takeoff phase of flight. (The system must have detected an actual takeoff. Alerts are not provided for go-arounds or missed approaches.)
- The height above the terrain is less than 700 feet.
- The airplane is less than 2 nm from the departure airport.
- The airplane heading is less than 110 from the departure runway heading.

The following procedure should be followed if the above caution occurs.

- Level wings and immediately establish a positive rate of climb.

PREMATURE DESCENT DURING AN APPROACH [TERRAIN]

Voice Caution Alert: "Too Low, Terrain"

A Voice caution alert and annunciator are provided to alert the pilot that the airplane has descended too low for the particular kind of approach; e.g. a visual approach (no approach loaded), a non-precision approach, or an ILS approach.

The following procedure should be followed if the preceding caution occurs.

- Initiate positive action to fly the airplane up to the glide path to cancel the alerts.

DITCHING, OFF-AIRPORT LANDING, OR FLYING VFR AROUND UNIQUE TERRAIN

Inhibit the visual and voice alerts of the TAWS system using the following procedure. The terrain page will remain operational on the MFD and the GPWS functions will still be operational.

On the MFD:

1. Large FMS Knob. . . . . .SELECT THE MAP GROUP
2. Small FMS Knob. . . . . SELECT THE TAWS PAGE
3. Press the MENU Key
4. Small FMS Knob. . . . . SELECT "INHIB TAWS"
5. Press ENT

ALTIMETER DISAGREEMENT

If a significant difference is noted between the altitude displayed on the PFD and the standby altimeter, the GPS ALT displayed on the MFD may be used as a third altitude source to help resolve the discrepancy.

WARNING

The GPS ALT displayed on the MFD is a calculated value and must not be considered as a primary source of altitude. The GPS ALT and the altitude displayed on the PFD may differ by 100 feet or more. Its use is not approved for navigation.

ADDITIONAL CAUTION ANNUNCIATIONS

Illumination of a CAUTION annunciation and its associated single aural tone:

1. ALERTS softkey . . . . . PRESS
   (displays message in alerts window)

NOTE

On some software versions exceeding a specific engine or electrical tolerance will cause the engine display to automatically revert to the default ENGINE page display. Hence, the following caution annunciations are not required. Other software versions require the pilot to manually select the ENGINE page display and necessitate additional caution annunciations. It remains the pilot's responsibility to monitor and operate the airplane within the specified limits.

2. ENGINE softkey . . . . . PRESS
   (As required to return to primary engine page.)
3. Appropriate action . . . . . .AS REQUIRED

OIL PRESSURE LO [OIL PRESS LO]

1. Oil Pressure . . . . . CONFIRM < 30 psi

If confirmed:

2. Consider ENGINE FAILURE AFTER LIFT-OFF AND IN FLIGHT procedures to secure affected engine.

or

3. Land at the nearest suitable airport using the minimum power required.

FUEL QUANTITY LOW [FUEL QTY LO]

1. Fuel Indicators . . . . . .CONFIRM QTY
2. Power . . . . . .REDUCE AS REQUIRED
3. Mixture . . . . . .LEAN AS REQUIRED
4. Crossfeed (if fuel imbalance > 15 gals) . AS REQUIRED
5. Fuel Quantity . . . . . .MONITOR

WARNING

Do not take off if the fuel quantity display indicates in the yellow band or with less than 13 gallons in each wing fuel system.

ALTERNATOR LOAD HIGH [ALT LOAD]

1. Alternator load (affected side). . CONFIRM > 100 AMPS
2. Non-essential electrical equipment. . . . . .OFF

If load does not decrease below 100 amps and annunciation remains displayed:

3. Alternator (affected side) . . . . . .OFF
4. Bus Voltage (affected side). . . . . .MONITOR (reads battery voltage)

CAUTION

Depending on the cause of the Bus Overload condition, battery operating time on the affected side may be less than 30 minutes. When power to the Left Bus is only being supplied by the battery, be prepared to use standby instruments.

5. Land at the nearest suitable airport.

SURFACE DEICE AIR PUMP [L AIR PUMP] or [R AIR PUMP]

1. Surface Deice Boots . . . . . .CHECK OPERATION
2. Deice pressure gage:
   a. While boots are inflating . . . . . 9 to 20 PSI
   b. When boots are fully inflated . . . . . 15 PSI MINIMUM

If boots operate normally:

3. Operations in icing conditions at pilot's discretion; avoid, if possible.

Otherwise:

4. Do not enter or continue operations in icing conditions.