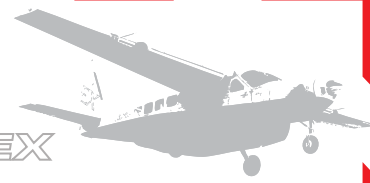


Emergency Procedures

Carenado®
C208B EX
G1000





ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF ROLL

1. POWER Lever BETA RANGE
2. Brakes APPLY
3. WING FLAPS Handle UP

IF AIRPLANE CANNOT BE STOPPED ON REMAINING RUNWAY:

4. FUEL CONDITION Lever CUTOFF
5. FUEL SHUTOFF Knob PULL OFF
6. FUEL TANK SELECTORS OFF (warning horn will sound)
7. BATTERY Switch OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed 90 KIAS
2. PROP RPM Lever FEATHER
3. WING FLAPS Handle AS REQUIRED (20° recommended)
4. FUEL CONDITION Lever CUTOFF
5. FUEL SHUTOFF Knob PULL OFF
6. FUEL TANK SELECTORS OFF (warning horn will sound)
7. BATTERY Switch OFF
8. CABIN DOOR UNLATCH
9. LAND STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT

1. Airspeed 95 KIAS
2. POWER Lever IDLE
3. PROP RPM Lever FEATHER
4. FUEL CONDITION Lever CUTOFF
5. WING FLAPS Handle UP
6. FUEL BOOST Switch OFF
7. FUEL SHUTOFF Knob PULL OFF
8. IGNITION Switch NORM

(Continued Next Page)



ENGINE FAILURE DURING FLIGHT (Continued)

- 9. STBY ALT PWR SwitchOFF
- 10. Electrical LoadREDUCE
 - a. AVIONICS STBY PWR Switch..... OFF
 - b. AVIONICS BUS TIE Switch OFF
 - c. PRIMARY Switch (if installed)NORM

NOTE

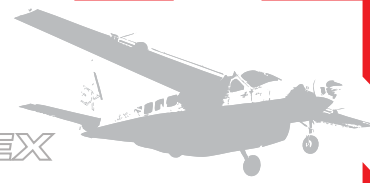
TKS Ice Protection System PRIMARY switch must be kept in NORM in order to keep the electrical load within limits on BATTERY power ONLY.

- d. PROP HEAT Switch (if installed) OFF
- e. CABIN LightsOFF
- f. STROBE lights OFF

NOTE

Keep LDG and TAXI/RECOG lights OFF until required for approach and landing. Prior to landing, only turn the LEFT LDG light ON to keep electrical load below limit.

- h. VENT AIR FANSOFF
 - i. AIR CONDITIONING (if installed) OFF
 - j. GEN CONT and GEN FIELD Circuit Breakers..... PULL
 - (top row, last two breakers on forward end)
 - k. RIGHT PITOT HEAT Circuit BreakerPULL
 - (second row, third breaker from aft end)
 - l. RDNG LIGHT Circuit BreakerPULL
 - (third row, second breaker from aft end)
 - m. RADAR R/T Circuit Breaker PULL
 - (AVN BUS 1, second row, sixth breaker from left side)
 - n. AVIONICS No. 2 Switch OFF
- 11 . BATT AMPS VERIFY BELOW 45 AMPS
 - 12. FLIGHT..... TERMINATE (as soon as possible)
 - (as described in Emergency Landing Without Engine Power)



ENGINE FLAMEOUT DURING FLIGHT

IF GAS GENERATOR SPEED (NG) IS ABOVE 50%:

1. POWER Lever IDLE
2. IGNITION Switch ON

AFTER SATISFACTORY RELIGHT AS EVIDENCED BY NORMAL ITT AND Ng.

3. POWER Lever. AS DESIRED
4. IGNITION Switch. NORM
 (if cause of flameout has been corrected.)

IF GAS GENERATOR SPEED (NG) IS BELOW 50%:

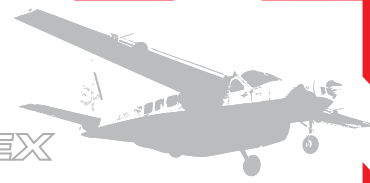
5. FUEL CONDITION Lever CUTOFF
6. Refer to Airstart checklists for engine restart

AIRSTART

STARTER ASSIST (Preferred Procedure)

1. BATTERY Switch ON
2. AVIONICS No. 1 Switch ON
3. Electrical Load. REDUCE
 - a. STBY ALT PWR Switch OFF
 - b. AVIONICS Bus 2 Switch OFF
 - c. IGNITION Switch NORM
 - d. Left LIGHTS Panel Switches (9 total) OFF
 - e. POWER OUTLET Switch OFF
 - f. VENT AIR FANS. OFF
 - g. AIR CONDITIONING (if installed). OFF
 - h. BLEED AIR HEAT Switch OFF
4. EMERGENCY POWER Lever. NORMAL
5. POWER Lever. IDLE
6. PROP RPM Lever MIN RPM
7. FUEL CONDITION Lever CUTOFF
8. FUEL SHUTOFF Knob ON (push in)
9. FUEL TANK SELECTORS BOTH ON
10. FUEL BOOST Switch ON
11. Altitude 20,000 FEET MAXIMUM

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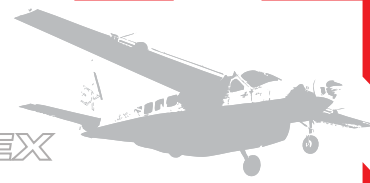
STARTER ASSIST (Preferred Procedure) (Continued)

- 12. STARTER Switch START and OBSERVE
 - a. IGNITION ON CAS MSG CHECK ON
 - b. Engine Oil Pressure Indication. CHECK
 - c. Ng. 12% MINIMUM
- 13. FUEL CONDITION Lever LOW IDLE and OBSERVE
 - a. FFLOW PPH 90-140 pph
 - b. ITT MONITOR (1090°C maximum)
 - c. Ng. 55% MINIMUM
- 14. STARTER Switch OFF

WARNING

If conditions exist such as heavy precipitation or nearly empty fuel tanks, turn the IGNITION Switch ON.

- 15. FUEL BOOST Switch NORM
 (unless it cycles on and off; then leave ON)
- 16. FUEL CONDITION Lever HIGH IDLE
- 17. PROP RPM Lever. SET
- 18. POWER Lever SET
- 19. STBY ALT PWR Switch ON
- 20. AVIONICS No. 2 Switch ON
- 21. Electrical equipment AS REQUIRED



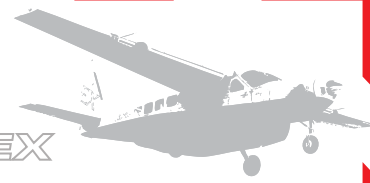
EMERGENCY DESCENT

SMOOTH AIR

1. Seats, Seat Belts, Shoulder HarnessesSECURE
2. POWER LeverIDLE
3. PROP RPM Lever.....MAX
(full forward)
4. WING FLAPSUP
5. Airspeed175 KIAS

ROUGH AIR

1. Seats, Seat Belts, Shoulder HarnessesSECURE
2. POWER LeverIDLE
3. PROP RPM Lever.....MAX
(full forward)
4. WING FLAPSUP
5. Weights and Airspeed:
 - 8807 Pounds148 KIAS
 - 7500 Pounds137 KIAS
 - 6250 Pounds125 KIAS
 - 5000 Pounds112 KIAS



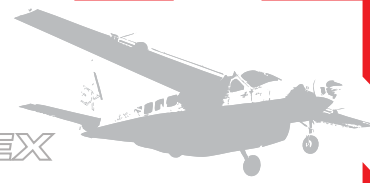
FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Seats, Seat Belts, Shoulder Harnesses SECURE
2. Airspeed 100 KIAS (flaps UP)
80 KIAS (flaps FULL)
3. POWER Lever IDLE
4. PROP RPM Lever FEATHER
5. FUEL CONDITION Lever CUTOFF
6. FUEL BOOST Switch OFF
7. IGNITION Switch NORM
8. STBY ALT PWR Switch OFF
9. Nonessential Equipment OFF
10. FUEL SHUTOFF Knob PULL OFF
11. FUEL TANK SELECTORS OFF (warning horn will sound)
12. WING FLAPS Handle AS REQUIRED (FULL recommended)
13. Crew Doors UNLATCH PRIOR TO TOUCHDOWN
14. GENERATOR Switch TRIP
15. BATTERY Switch OFF (when landing is assured)
16. Touchdown SLIGHTLY TAIL LOW
17. Brakes APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Seats, Seat Belts, Shoulder Harnesses SECURE
2. WING FLAPS Handle TO/APR
3. Airspeed 90 KIAS
4. Selected Field FLY OVER
(noting terrain and obstructions)
5. Nonessential Equipment
(except BATTERY, GENERATOR and STBY ALT). OFF
6. WING FLAPS Handle FULL DOWN (on final approach)
7. Airspeed 80 KIAS
8. Crew Doors UNLATCH PRIOR TO TOUCHDOWN
9. STBY ALT PWR Switch OFF
10. GENERATOR Switch TRIP
11. BATTERY Switch OFF
12. Touchdown SLIGHTLY TAIL LOW
13. POWER Lever BETA RANGE
14. FUEL CONDITION Lever CUTOFF
15. Brakes APPLY HEAVILY



DITCHING

1. Radio. TRANSMIT MAYDAY (on 121.5 MHz)
Give location, intentions and SQUAWK 7700 if transponder is installed.
2. Heavy Objects in Cabin. SECURE
(if passenger is available to assist)
3. Seats, Seat Belts, Shoulder Harnesses SECURE
4. WING FLAPS Handle FULL DOWN
5. POWER. ESTABLISH 300 FT/MIN DESCENT AT 80 KIAS
6. Approach
 - a. High Winds INTO THE WIND
 - b. Light Winds, Heavy Swells PARALLEL TO SWELLS
7. Face CUSHION at TOUCHDOWN
(with folded coat or similar object)
8. Touchdown NO FLARE (maintain descent attitude)
9. Airplane EVACUATE
10. Life Vests and Raft INFLATE
(when outside cabin)

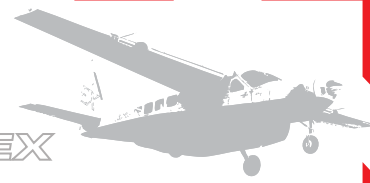
WARNING

The airplane has not been flight tested in actual ditchings, thus the above recommended procedure is based entirely on the best judgment of Cessna Aircraft Company.

SMOKE AND FIRE

ENGINE FIRE IN FLIGHT (Red ENGINE FIRE CAS MSG)

1. POWER Lever. IDLE
2. PROP RPM Lever. FEATHER
3. FUEL CONDITION Lever CUTOFF
4. FUEL SHUTOFF Knob PULL OFF
5. CABIN HEAT FIREWALL SHUTOFF CONTROL PULL OFF
6. Forward Side Vents CLOSE
7. Overhead Vents. OPEN
8. VENT AIR FANS ON
9. WING FLAPS Handle 20° - FULL
10. Airspeed 80 - 85 KIAS
- 11 . Forced Landing EXECUTE
(as described in Emergency Landing Without Engine Power)



ELECTRICAL FIRE IN FLIGHT

1. STBY ALT PWR Switch OFF
2. GENERATOR Switch TRIP
3. BATTERY Switch OFF

WARNING

Without electrical power all electrically operated flight and engine indications, fuel boost pump, CAS messages, WING FLAPS Handle and all navigation and communications will be inoperative. All standby instruments, including torque indicator and vacuum-driven standby attitude indicator, will be operative.

4. Vents CLOSED (to avoid drafts)
 - a. Forward Side Vents CLOSE
 - b. Overhead Vents. CLOSE
 - c. VENT AIR FANS OFF
5. BLEED AIR HEAT Switch OFF
6. Fire Extinguisher USE

WARNING

Occupants should use oxygen masks (if installed) until smoke clears. After discharging an extinguisher within a closed cabin, ventilate the cabin.

7. AVIONICS Power Switches OFF

WARNING

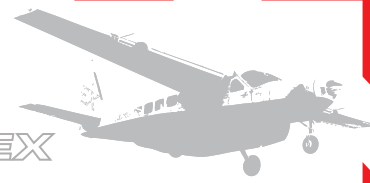
With AVIONICS No. 1 and No. 2 OFF, use standby flight instruments.

8. All Other Electrical Switches. OFF

IF FIRE APPEARS OUT AND ELECTRICAL POWER IS NECESSARY FOR CONTINUANCE OF FLIGHT:

9. BATTERY Switch ON
10. GENERATOR Switch RESET
11. STBY ALT PWR Switch ON
12. Circuit Breakers CHECK (for faulty circuit; do not reset)
13. AVIONICS No. 1 Switch ON

(Continued Next Page)



ELECTRICAL FIRE IN FLIGHT (Continued)

14. Electrical Switches ON
Turn switches on one at a time, with a delay after each until short circuit is localized.
15. Vents OPEN
(when it is verified that fire is completely extinguished)
 - a. Forward Side Vents OPEN
 - b. Overhead Vents OPEN
 - c. VENT AIR FANS ON
16. BLEED AIR HEAT ON (as desired)

CABIN FIRE

1. STBY ALT PWR Switch OFF
2. GENERATOR Switch TRIP
3. BATTERY Switch OFF

WARNING

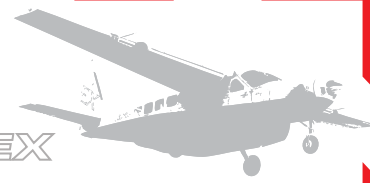
Without electrical power all electrically operated flight and engine indications, fuel boost pump, CAS messages, WING FLAPS Handle and all navigation and communications will be inoperative. All standby instruments, including torque indicator and vacuum-driven standby attitude indicator, will be operative.

4. Vents CLOSED (to avoid drafts)
 - a. Forward Side Vents CLOSE
 - b. Overhead Vents CLOSE
 - c. VENT AIR FANS OFF
5. BLEED AIR HEAT Switch OFF
6. Fire Extinguisher ACTIVATE (if available)

WARNING

Occupants should use oxygen masks (if installed) until smoke clears. After discharging an extinguisher within a closed cabin, ventilate the cabin.

7. Flight TERMINATE (as soon as possible)



WING FIRE

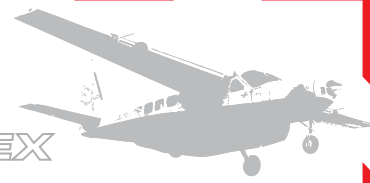
1. PITOT/STATIC HEAT Switch OFF
2. STALL HEAT Switch OFF
3. STROBE Switch. OFF
4. NAV Switch OFF
5. LDG and TAXI/ RECOG Switches OFF
6. FUEL QUANTITY Circuit Breakers OFF
(second row, third breaker from front and third row third breaker from front)
7. RADAR R/T Circuit Breaker (if installed) PULL
(AVN BUS 1, second row, sixth breaker from left side)
8. VENT AIR FANS OFF
9. AIR CONDITIONING (if installed) OFF

WARNING

Perform a sideslip as required to keep flames away from the fuel tank and cabin.
Land as soon as possible.

CABIN FIRE DURING GROUND OPERATIONS

1. POWER Lever. IDLE
2. Brakes. AS REQUIRED
3. PROP RPM Lever. FEATHER
4. FUEL CONDITION Lever CUTOFF
5. BATTERY Switch OFF
6. Airplane. EVACUATE
7. Fire EXTINGUISH



ENGINE FIRE DURING START ON GROUND (Red ENGINE FIRE CAS MSG)

1. FUEL CONDITION Lever CUTOFF
2. FUEL BOOST Switch OFF
3. STARTER Switch MOTOR

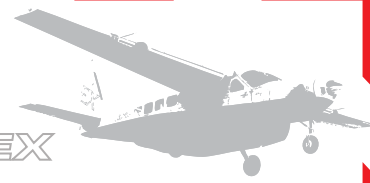
WARNING

It is possible to have an engine fire without an accompanying Red ENGINE FIRE CAS MSG.

CAUTION

- Do not exceed the starting cycle limitations.
- Should the fire persist, as indicated by sustained interstage turbine temperature, immediately close the fuel shutoff and continue motoring.

4. STARTER Switch OFF
5. FUEL SHUTOFF Knob PULL OFF
6. BATTERY Switch OFF
7. Airplane EVACUATE
8. Fire EXTINGUISH



ICE AND RAIN PROTECTION

THE FOLLOWING WEATHER CONDITIONS CAN BE CONDUCTIVE TO SEVERE

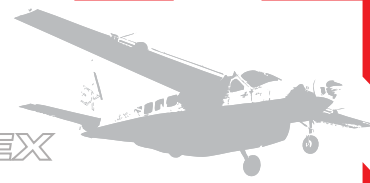
IN-FLIGHT ICING - As Required by AD 96-09-15, Paragraph (a) (2):

1. Visible rain at temperatures below 0°C (32°F) ambient air temperature.
2. Droplets that splash or splatter on impact at temperatures below 0°C (32°F) ambient air temperature.

PROCEDURES FOR EXITING THE SEVERE ICING ENVIRONMENT - As Required by AD 96-09-15, Paragraph (a) (2):

These procedures are applicable to all flight phases from takeoff to landing. Monitor the ambient air temperature. While severe icing can form at temperatures as cold as -18°C (0°F), increased vigilance is warranted at temperatures around freezing with visible moisture present. If the visual cues, Limitations for identifying severe icing conditions are observed, accomplish the following:

1. Immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the severe icing conditions in order to avoid extended exposure to flight conditions more severe than those for which the airplane has been certificated.
2. Avoid abrupt and excessive maneuvering that can exacerbate control difficulties.
3. Do not engage the autopilot.
4. If the autopilot is engaged, hold the control wheel firmly and disengage the autopilot.
5. If an unusual roll response or uncommanded roll control movement is observed, reduce the angle-of-attack.
6. If the flaps are extended, do not retract them until the airframe is clear of ice.
7. Report these weather conditions to Air Traffic Control.



INADVERTENT ICING ENCOUNTER

1. IGNITION SwitchON
2. INERTIAL SEPARATOR.BYPASS
3. PITOT/STATIC HEAT SwitchON
4. STALL HEAT Switch.ON
5. PROP HEAT Switch (if installed)AUTO

IF ABOVE 20,000 FEET:

6. Airspeed160 KIAS MAX
7. AltitudeDESCEND TO 20,000 FEET OR BELOW
 (as soon as practical)

Turn back or change altitude to obtain an outside air temperature that is less conducive to icing.

8. IGNITION Switch.OFF (after 5 minutes operation)
9. BLEED AIR HEAT SwitchON
10. TEMP ControlADJUST

Push FWD CABIN HEAT control full in and pull defrost control full out to obtain maximum windshield defroster effectiveness.

- 11 . PROP RPM Lever1900 RPM
 (to minimize ice build-up)

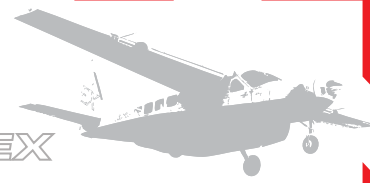
NOTE

If BYPASS is used at any point during flight or aircraft operation due to suspected or actual icing conditions, do not return it to NORMAL until the separator has been visually inspected and verified that the separator and its door are free of ice and water.

CAUTION

If excessive vibration is noted, momentarily reduce propeller RPM to 1600 with the PROP RPM Lever, then rapidly move the control full forward. Cycling the RPM flexes the propeller blades and high RPM increases centrifugal force, causing ice to shed more readily. If icing conditions are unavoidable, plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable off airport landing site.

(Continued Next Page)



INADVERTENT ICING ENCOUNTER (Continued)

With an ice accumulation of 1/4 inch or more on the wing leading edges, be prepared for a significantly higher power requirement, approach speed, stall speed, and longer landing roll.

If necessary, set up a forward slip for visibility through the left portion of the windshield during the landing approach.

Use approach speed of 120 KIAS with flaps at 20°. With ice suspected on the airframe, or operating at 5°C (41°F) or less in visible moisture, do not extend flaps beyond 20° for landing.

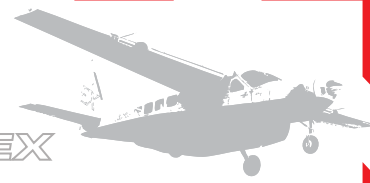
- | | |
|-----------------------------------------|--------------------------------------|
| 12. Landing Distance | MULTIPLY POH/AFM DISTANCE BY: |
| | 2.2 - FLAPS UP |
| | 2.1 - FLAPS 10° |
| 13. Minimum Approach Airspeed | AT OR ABOVE: |
| | 120 KIAS - Flaps UP |
| | 110 KIAS - Flaps 10° |

WARNING

With heavy ice accumulations on the horizontal stabilizer leading edge, do not extend flaps while enroute or holding. When landing is assured, select the minimum flap setting required, not to exceed 20°, and maintain extra airspeed consistent with available field length. Do not retract the flaps once they have been extended, unless required for go-around. Then retract flaps in increments while maintaining 5 to 10 knots extra airspeed.

NOTE

- Land on the main wheels first, avoiding a slow and high flare.
- Missed approaches should be avoided whenever possible because of severely reduced climb capability. However, if a go-around is mandatory, make the decision much earlier in the approach than normal. Apply takeoff power and maintain 95 to 110 KIAS while retracting the flaps slowly in small increments.



AVIONICS/AUTOPILOT

PITCH TRIM FAILURE (Red PTRM ON PFD)

1. Control Wheel GRIP FIRMLY
2. AP/TRIM DISC Button.PRESS
 (high elevator control forces possible)
3. ELEVATOR TRIMRETRIM (using manual trim wheel)

NOTE

Actuate each half of the pilot and copilot Manual Electric Pitch Trim Switches separately to make sure trim does not actuate with only one half switch.

IF Red PTRIM CAS MESSAGE CLEARS

Procedure complete

IF Red PTRM MESSAGE REMAINS

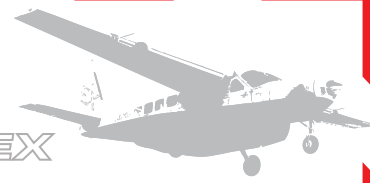
4. Autopilot DO NOT RE-ENGAGE

YAW DAMPER INOPERATIVE (Red AFCS OR YAW CAS MSG)

1. AFCS Circuit Breaker (circuit breaker panel) CHECK

IF STILL INOPERATIVE

2. Autopilot will be inoperative.



ELECTRICAL FAILURES

GENERATOR FAILURE (Amber GENERATOR OFF CAS MSG)

1. BUS VOLTSCHECK
 Monitor voltage and generator output.

2. STBY ALT PWRVERIFY ON

IF BUS VOLTS IS LESS THAN 28.5:

3. GEN AMPS.....CHECK

IF GEN AMPS IS ZERO:

a. GEN CONT and GEN FIELD Circuit Breakers. PUSH IN
 (top row last 2 breakers on forward end)

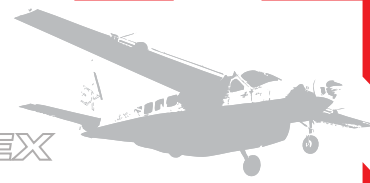
b. GENERATOR SwitchRESET

IF GENERATOR OUTPUT RESUMES:

c. BUS VOLTS MONITOR
 (and monitor GEN AMPS)

If BUS VOLTS increases past 32.5, expect the generator to trip offline again. If this occurs, complete the Generator Failure checklists beginning with step 3d.

(Continued Next Page)



GENERATOR FAILURE (Amber GENERATOR OFF CAS MSG) (Continued)
IF GEN AMPS IS STILL ZERO:

- d. GENERATOR SwitchTRIP
- e. AVIONICS BUS TIE SwitchON
- f. AVIONICS STBY PWR SwitchON

NOTE

AVIONICS No. 1 and No. 2 Switches must remain ON in order for the battery to power the avionics buses.

- g. Electrical Load REDUCE
 - (1) CABIN SwitchOFF
 - (2) POWER OUTLETS SwitchOFF
 - (3) STROBE SwitchOFF
 - (4) LDG and TAXI/ RECOG Switches.OFF

NOTE

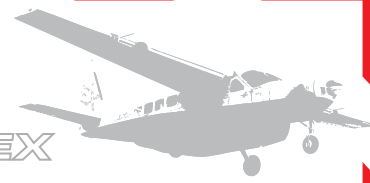
Keep LDG and TAXI/ RECOG OFF until required for approach and landing. Prior to landing, only turn LEFT LDG light ON to keep electrical load below limit.

- (5) VENT AIR FANSOFF
- (6) AIR CONDITIONING (if installed)OFF
- (7) GEN CONT and GEN FIELD Circuit BreakersPULL
 - (top row, last two breakers on forward end)
- (8) RIGHT PITOT HEAT Circuit Breaker.PULL
 - (second row, third breaker from aft end)
- (9) RDNG LIGHT Circuit BreakerPULL
 - (third row, second breaker from aft end)
- (10) RADAR R/T Circuit BreakerPULL
 - (AVN BUS 1, second row, sixth breaker from left side)
- (11) HF RCVR and HF AMP Circuit BreakersPULL
 - (AVN BUS 2, second row, fifth and sixth breakers from left side)

- h. ALT AMPSVERIFY BELOW 75 AMPS
 - (continue shedding if not below 75 amps)
- i. Flight.CONTINUE

NOTE

With Standby Alternator powering the electrical system, the flight can continue to destination airport with the Amber GENERATOR OFF CAS message displayed. Monitor alternator load using ENGINE SYSTEM page.



VOLTAGE HIGH (Red VOLTAGE HIGH CAS MSG)

1. BUS VOLTSMONITOR
 If BUS VOLTS increases past 32.5, expect the generator to trip offline automatically. BUS VOLTS will turn red/ white at 32.1 volts to give advanced warning of an automatic trip. If this occurs, complete the generator failure checklist beginning with step 3a.

IF THE GENERATOR DOES NOT TRIP AUTOMATICALLY ABOVE 32.5 VDC:

2. GENERATOR SwitchTRIP
 Complete the GENERATOR FAILURE checklist beginning with step 3d.

VOLTAGE LOW (Red VOLTAGE LOW CAS MSG)

1. BUS VOLTSCHECK

CAUTION

A Red VOLTAGE LOW CAS MSG followed by a BUS 1, BUS 2 or STBY PWR Circuit Breaker tripping can indicate a feeder fault that has isolated itself. Do not reset the tripped breaker. The Red VOLTAGE LOW CAS MSG should disappear.

2. STBY ALT PWRVERIFY ON

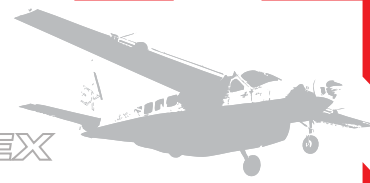
IF VOLTAGE IS LESS THAN 24.5, Amber GENERATOR OFF AND Amber STBY PWR INOP CAS MSG(s) ON:

3. GEN CONT and GEN FIELD Circuit BreakersPUSH IN
4. GENERATOR SwitchRESET
5. STBY ALT PWR SwitchOFF; THEN ON

IF BUS VOLTS IS STILL LESS THAN 24.5:

6. GENERATOR SwitchTRIP
7. STBY ALT PWR SwitchOFF

(Continued Next Page)



VOLTAGE LOW (Red VOLTAGE LOW CAS MSG) (Continued)

- 8. Electrical Load.REDUCE
 - a. AVIONICS STBY PWR SwitchOFF
 - b. AVIONICS BUS TIE SwitchOFF
 - c. ANTI-ICE PRIMARY SwitchNORM

NOTE

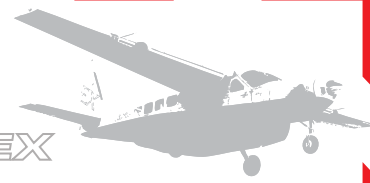
TKS Ice Protection System PRIMARY switch must be kept in NORM in order to keep the electrical load within limits on BATTERY power ONLY.

- d. PROP HEAT Switch (if installed)OFF
- e. CABIN LightsOFF
- f. STROBE lightsOFF
- g. LDG and TAXI/RECOG lightsOFF

NOTE

Keep LDG and TAXI/RECOG lights OFF until required for approach and landing. Prior to landing, only turn the LEFT LDG light ON to keep electrical load below limit.

- h. VENT AIR FANS.OFF
- i. AIR CONDITIONING (if installed).OFF
- j. GEN CONT and GEN FIELD Circuit BreakersPULL
 - (top row, last two breakers on forward end)
- k. RIGHT PITOT HEAT Circuit BreakerPULL
 - (second row, third breaker from aft end)
- l. RDNG LIGHT Circuit Breaker.PULL
 - (third row, second breaker from aft end)
- m. RADAR R/T Circuit BreakerPULL
 - (AVN BUS 1, second row, sixth breaker from left side)
- n. AVIONICS No. 2 SwitchOFF
- 9. BATT AMPSVERIFY BELOW 45 AMPS
- 10. FLIGHTTERMINATE (as soon as possible)
 - (refer to the appropriate FORCED LANDINGS procedure in this Section)



ENGINE MALFUNCTIONS

LOSS OF OIL PRESSURE (Red OIL PRESS LOW CAS MSG)

1. Oil Pressure Indication MONITOR

CAUTION

If oil pressure indications confirm warning CAS MSG, proceed in accordance with Engine Failures checklists or at the discretion of the pilot and consistent with safety, continue engine operation in preparation for an emergency landing as soon as possible.

FUEL CONTROL UNIT MALFUNCTION IN THE PNEUMATIC OR GOVERNOR SECTIONS (Engine Power Rolls Back To Idle)

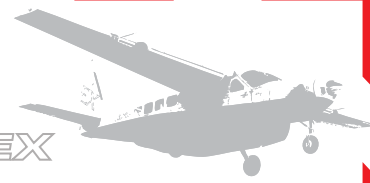
1. POWER Lever IDLE
2. EMERGENCY POWER Lever USE
(maintain 65% Ng minimum during flight)

CAUTION

The EMERGENCY POWER lever overrides normal fuel control functions and results in the direct operation of the fuel metering valve. Utilize slow and smooth movement of the EMERGENCY POWER lever to avoid engine surges, and/or exceeding ITT, Ng, and torque limits.

EMERGENCY POWER LEVER NOT STOWED (Red EMERG PWR LVR CAS MSG)

1. EMERGENCY POWER Lever VERIFY NORMAL



FUEL SYSTEM

FUEL FLOW INTERRUPTION TO FUEL RESERVOIR (Red RSVR FUEL LOW CAS MSG)

1. FUEL TANK SELECTORSBOTH ON
2. IGNITION Switch.ON
3. FUEL BOOST SwitchON
4. If Red RSVR FUEL LOW CAS MSG remains and there is usable fuel in the wing tanks:
 - a. Carefully monitor engine indications and Amber FUEL PRESS LOW CAS MSG for signs of fuel starvation.
 - b. Land as soon as possible and determine cause of Red RSVR FUEL LOW warning.

WARNING

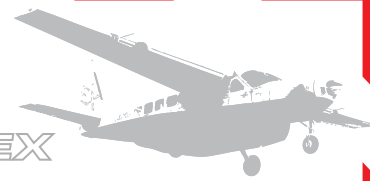
If there are signs of fuel starvation, prepare for a forced landing (as described in Emergency Landing Without Engine Power).

FUEL TANK SELECTOR OFF DURING ENGINE START (Red FUEL SELECT OFF CAS MSG And Both Fuel Selector Warning Horns Activated)

1. FUEL TANK SELECTORSBOTH ON

FUEL LEVEL LOW AND SINGLE FUEL SELECTOR OFF (Red FUEL SELECT OFF and Amber L, R, OR L-R FUEL LOW CAS MSG(s)) and/or BOTH FUEL TANK SELECTORS OFF (Red FUEL SELECT OFF CAS MSG AND ONE FUEL WARNING HORN ACTIVATED)

1. FUEL TANK SELECTORSBOTH ON
2. Fuel BalanceMONITOR
 Maximum 200 pounds imbalance.



START CONT AND/OR FUEL SELECT WARN CIRCUIT BREAKER(S) TRIPPED (Red FUEL SELECT OFF CAS MSG)

1. Tripped Circuit Breaker(s).RESET

NOTE

With either the START CONT or FUEL SELECT WARN Circuit Breaker tripped, the Red FUEL SELECT OFF CAS MSG will be displayed and the FUEL SELECT WARNING HORNS will be inoperative.

CAUTION

Do not reset circuit breakers more than once and only after a 2 minute cool off period.