

EMERGENCY PROCEDURES

Cessna: C182T (NAVIII)

CVD: 1 Dec 15 (G1000 & GFC700)

ENGINE FAILURES

ENGINE FAILURE DURING TAKEOFF ROLL

1. Throttle ControlIDLE
2. Brakes APPLY
3. Wing Flaps RETRACT
4. Mixture Control....IDLE CUTOFF
5. MAGNETOS SwitchOFF
6. Stby Batt SwitchOFF
7. Master Switch (Alt. & Bat) ...OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed ... 75 KIAS (Flaps Up)70 KIAS (Flaps down)
2. Mixture Control ...IDLE CUTOFF
3. FUEL SELECTOR valveOFF (PUSH DOWN and ROTATE to OFF)
4. MAGNETOS SwitchOFF
5. Wing Flaps..... AS REQUIRED (Full Flaps Recommended)
6. Stby Batt Switch.....OFF
7. Master Switch (Alt. & Bat) ...OFF
8. Cabin Door UNLATCH
9. LandSTRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT (Restart Procedures)

1. Airspeed 76 KIAS(best glide speed)
2. Fuel Selector ValveBOTH
3. Fuel Pump Switch ON
4. Mixture..... RICH
5. MAGNETOS Switch.....BOTH (or START if propeller is stopped)

Note

If 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

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Pilot & Passenger Seat Back...MOST UPRIGHT POSITION
2. Seats and Seat Belts.SECURE
3. Airspeed....75 KIAS (Flaps UP) 70 KIAS (Flaps 10° to Full)
4. Mixture Control. IDLE CUTOFF
5. FUEL SELECTOR Valve.. OFF (Push Down and rotate OFF)
6. MAGNETO Switch OFF
7. Wing Flaps AS REQUIRED (Full Recommended)
8. Stby Batt Switch..... OFF
9. Master Switch (Alt & Bat) . OFF (when landing is assured)
10. Doors..... UNLATCHED PRIOR TO TOUCHDOWN
11. Touchdown..Slightly TAIL LOW
12. Brakes APPLY HEAVILY

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Pilot & Passenger Seats..... 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 FlapsFULL (on final approach)
7. Airspeed.....70 KIAS

8. Stby Batt Switch..... OFF
9. Master Switch (Alt & Bat) .. OFF (when landing assured)
10. DoorsUNLATCH PRIOR TO TOUCHDOWN
11. Touchdown . Slightly TAIL LOW
12. Mixture Control.. IDLE CUTOFF
13. MAGNETOS Switch OFF
14. Brakes..... APPLY HEAVILY

DITCHING

1. Radio..... TRANSMIT MAYDAY on 121.5, give location and intentions and Squawk 7700
2. Heavy Objects (in baggage area) SECURE or JETTISON (if possible)
3. Pilot & 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:
High winds, Heavy Seas INTO the WIND
Light winds, Heavy Swells PARALLEL to SWELLS
8. Cabin DoorsUNLATCH
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. MAGNETO Switch..... START (continue cranking to start engine)
- ### **IF ENGINE STARTS**
2. Power...1800 RPM for a few minutes
 3. Engine SHUTDOWN Inspect for damage
- ### **IF ENGINE FAILS TO START**
1. Throttle Control . FULL OPEN
 2. Mixture Control IDLE CUTOFF
 3. Magnetos Switch START (continue cranking)
 4. Fuel Selector Valve.....OFF PUSH DOWN & ROTATE to OFF
 5. Fuel Pump Switch..... OFF
 6. MAGNETOS Switch OFF
 7. Stby Batt Switch OFF
 8. MASTER Switch (Alt & Bat) ... OFF
 9. Engine SECURE
 10. Parking Brake RELEASE
 11. Fire Extinguisher OBTAIN
 12. Airplane..... EVACUATE
 13. Fire ... EXTINGUISH using fire extinguisher, wool blanket, or dirt
 14. Fire Damage INSPECT

ENGINE FIRE IN FLIGHT

1. Mixture Control ... IDLE CUTOFF
2. Fuel Selector OFF
PUSH DOWN & ROTATE to OFF
3. Fuel Pump Switch OFF
4. Stby Batt Switch OFF
5. Master Switch (Alt & Bat) OFF
6. Cabin Heat and Air OFF
(except overhead vents)
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

ELECTRICAL FIRE IN FLIGHT

1. Stby Batt Switch OFF
2. MASTER Switch (Alt & Bat) OFF
3. Vents/Cabin Air/Heat . CLOSED
4. Fire Extinguisher... ACTIVATE

Warning

After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

5. Avionics Switch (Bus 1&2) . OFF
 6. All other switches (except magnetos switch) OFF
 7. Vents/Cabin Air/Heat OPEN
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
8. Circuit Breaker CHECK
for Open circuit(s) Do Not Reset
 9. MASTER Switch (Alt & Bat) ON
 10. STBY BATT Switch....ON
 11. AVIONICS Switch Bus 1 ON
 12. AVIONICS Switch Bus 2 ON

CABIN FIRE

1. Stby Bat. Switch OFF
2. Master Switch (Alt & Bat) OFF
3. Vents/Cabin Air/Heat CLOSED (to avoid drafts)
4. Fire Extinguisher... ACTIVATE

Warning

After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

5. Vents/Cabin Air/Heat OPEN
when fire is extinguished
6. Land the Airplane as soon as possible to inspect for damage

WING FIRE

1. LAND & 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 the final approach and landing.

High Main Battery Charge

Current (M Bat Amps More Than 40)

1. Master Switch (Alt Only)... OFF
2. Electrical Load... Reduce
Immediately as follows
3. Avionics Switch (Bus1) OFF
4. Pitot Heat Switch OFF
5. Beacon Light Switch OFF
6. Landing Light Switch OFF
7. Taxi Light Switch OFF
8. Nav Light Switch OFF
9. Strobe Light Switch OFF
10. CABIN PWR 12V Switch ... OFF

Air Data System FAILURES

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

Red X – PFD Altimeter

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 USE

Attitude And Heading Reference System (AHRS) Failure

Red X – PFD Attitude Indicator

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

Red X – PFD Horizontal Situation Indicator (HSI)

1. ADC/AHRS Circuit Breakers....check IN (ESS Bus and AVN Bus)
2. If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
3. Magnetic Compass USE

Display Cooling Advisory

PFD1 Cooling of MFD1 Cooling Annunciator(s)

1. Cabin Heat Reduce to min
2. Fwd Avionics fan... Check airflow
If Forward Avionics Fan has Failed
3. Stby Batt Switch OFF
(Unless needed for emerg. power)
If PFD1 Cooling or MFD1 Cooling Annunciator does not go off within 3 minutes QR if Both PFD1 Cooling and MFD1 Cooling Annunciators come on
4. Stby Batt Switch OFF
(Land as soon as practical)

LOW VACUUM Annunciator

1. Vacuum Indicator (VAC)... CHECK
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

FOR ALL OTHER EMERGENCY/ABNORMAL PROCEDURES. SEE THE POH – SECTION 3.

General

- Guard Frequency 121.5
- Flight Service (FSS) common... 122.2
- VFR Transponder 1200
- Lost Comm 7600
- Emergency 7700

This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.