EMERGENCY PROCEDURES

Cessna: C182T (NAVIII)
CVD: 20 Feb 2022 (G1000 & KAP140)

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

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 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 the ON position.

FORCED LANDINGS

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Pilot and Passenger Seat Back .. ..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 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.....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 20º
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

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 replaced damaged components and/or wiring before conducting another flight

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)

ELECTRICAL FIRE IN FLIGHT

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**

6. AVIONICS Switch (Bus1 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 Bus 1 .....ON
14. AVIONICS Bus 2 .....ON

CABIN FIRE

1. **STBY BAT 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 Lights ..... 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.

ICING

1. **PITOT HEAT Switch…….ON**
2. **Turn back or change altitude (to obtain an outside air temperature that is less conductive to icing**
3. **CABIN HT Control Knob….ON (pull full out)**
4. **DEFROST Control Knob….ON (rotate clockwise) (to obtain maximum defroster airflow)**
5. REFER TO POH

STATIC SOURCE BLOCKAGE (erroneous instrument reading suspected)

1. **ALT STATIC AIR Valve.....ON (pull full out)**
2. REFER TO POH

VACUUM SYSTEM FAILURE

LOW VACUUM INDICATOR COMES ON

1. **VAC Indicator……Check (verify vacuum pointer in green band range)**

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

AUTOPILOT RECOVERY PROCEDURE

1. In case of Autopilot, Autoplilot Trim, or Manual Electric Trim malfunction (accomplish items a and b simultaneously)
   a. Airplane Control Wheel…… …**GRASP FIRMLY** and regain control of aircraft
   b. **A/P DISC/TRIM INT** switch…... **PUSH** and **HOLD** thought recovery
   c. AIRCRAFT……..…**TRIM** as needed
   d. AUTOPILOT circuit breaker… **OPEN** (pull out)

WARNING

Following an Autopilot, Autopilot Trim or Manual Electric Trim system malfunction, DO NOT engage the Autopilot until the cause of the malfunction has been corrected.

REFER TO POH, Section 9

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)

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 POH and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the POH and applicable STCs.