

EMERGENCY PROCEDURES

Cessna: CT206H (NAVIII)

CVD: 6 Mar 19 (G1000 & GFC700)

Engine Failure During Takeoff Roll

1. **Throttle Idle (pull full out)**
2. **Brakes..... Apply**
3. Wing Flaps..... Retract
4. Mixture. Idle Cutoff (pull full out)
5. MAGs (Ignition) Switch..... Off
6. SDBT Batt Switch..... Off
7. Master Switch Off

Engine Failure Immediately After Takeoff

1. **Airspeed.....85 KIAS-Flaps UP**
75 KIAS-Flaps-10
o
2. Mixture.....Idle Cutoff
3. Fuel Selector Off
..... (Push Down & Rotate to Off)
4. MAGs (Ignition) Switch..... Off
5. Wing Flaps As Required
(Full Recommended)
6. STBY Batt Switch..... Off
7. Master Switch Off
8. Cabin Door..... Unlatch
9. Land..... Straight Ahead

Engine Failure During Flight (Restart Procedures)

1. **Airspeed80 KIAS**
2. **Fuel Selector Valve.....Both**
3. **Fuel Pump Switch..... On**
4. **Mixture..... Rich**
....(if restart has not occurred)
5. MAGs (Ignition) SwitchBoth
(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 ignition switch to START, advance throttle slowly from idle, and (at higher altitudes) lean the mixture from full rich.

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 ON.

Forced Landing Without Engine Power

1. Passenger Seats....max forward
2. Pilot & Passenger Seat Backs
Most Upright Position
3. Seat & Seat Belts..... Secure
4. Airspeed85 KIAS (Flaps Up)
75 KIAS (Flaps-10^o-Full)
5. MixtureIdle Cutoff (Pull full out)
6. Fuel Selector Valve Off
..... Push down and rotate to Off
7. MAGs (Ignition) Switch Off
8. Wing FlapsAs Required
..... (Full Recommended)
9. STBY Batt Switch... Off
10. Master Switch (ALT & BAT)
.... Off (when landing is assured)
11. Doors Unlatch prior to
touchdown.
12. TouchdownSlightly Tail Low
13. BrakesApply Heavily

Precautionary Landing With Engine Power

1. Passenger Seats...max forward
2. Pilot & Passenger Seat Backs
...Most Upright Position
3. Seat & Seat Belts..... Secure
4. Airspeed 85 KIAS
5. Wing Flaps20^o
6. Select Field Fly Over, noting
terrain and obstructions.
7. Wing Flaps Full
8. Airspeed 75 KIAS

9. STBY Batt Switch.....Off
10. Master Switch (ALT & BAT)..... Off
..... (when landing is assured)
11. Doors..... Unlatch prior to
touchdown
12. Touchdown..... Slightly Tail Low
13. Mixture..... Idle Cutoff (Pull full out)
14. MAGs (Ignition) Switch.....Off
15. Brakes Apply Heavily

Engine Fire During Start

1. **Ignition Switch Start, continue cranking.**

If Engine Starts:

2. Power.... 1800 RPM (for a few mins.)
3. Engine.... Shutdown and Inspect

If Engine Fails to Start:

2. **Throttle Full (push full in)**
3. **Mixture.. Idle Cutoff (pull full out)**
4. **MAGs (Ignition) Switch.. Start, continue cranking.**
5. **Fuel Selector Valve Push**
..... down and rotate to Off
6. **Fuel Pump SwitchOff**
7. **MAGs (Ignition) Switch Off**
8. **STBY Batt Switch... Off**
9. **Master Switch (ALT & BAT)...Off**
10. Engine Secure
11. Parking Brake.....Release
12. Fire Extinguisher... Obtain
13. Airplane..... Evacuate
14. Fire Extinguish
15. Fire Damage..... Inspect

Engine Fire in Flight

1. **Mixture. Idle Cutoff (pull full out)**
2. **Fuel Selector Valve Off**
... Push down and rotate to Off
3. **Fuel Pump Switch..... Off**
4. **Master Switch (ALT & BAT) Off**
5. Cabin Vents...Open (as needed)

6. Cabin Heat/Air & Aux Cabin Air Control knobs...Off (push full in).
7. Airspeed 110 KIAS
(If fire is not extinguished, increase glide speed to find an airspeed which will provide an incombustible mixture.).
8. Forced...Execute (refer to Emer. Landing w/o Engine Power).

Electrical Fire in Flight

1. **STBY Batt Switch.....Off**
2. **Master Switch (ALT & BAT).. Off**
3. **Cabin Vents...Closed (to avoid drafts).**
4. **Cabin Heat/Air & Aux Cabin Air Control knobs...Off (push full in)**
5. **Fire Extinguisher Activate**
6. Avionics Switch (Bus1 & Bus2).....Off
7. All Other Switches (Except MAGs/Ignition) Off

Warning

After the fire extinguisher has been used, make sure the fire is extinguished before external air is used to remove smoke from the cabin.

8. Cabin Vents...Open (as needed)
9. Cabin Heat/Air & Aux Cabin Air Control knobs...Off (push full in)

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 & BAT)... On
12. STBY Batt Switch..... ARM
13. Avionics Switch (Bus1)..... On
14. Avionics Switch (Bus2)..... On

Cabin Fire

1. **STBY Batt Switch**.....Off
2. **Master Switch (ALT & BAT)**...Off
3. **Cabin Vents**...Closed (to avoid drafts).
4. **Cabin Heat/Air & Aux Cabin Air Control knobs**...Off (push full in).
5. **Fire Extinguisher** Activate.

Warning

After the fire extinguisher has been used, make sure the fire is extinguished before external air is used to remove smoke from the cabin.

6. Cabin Vents...Open (as needed).
7. Cabin Heat/Air & Aux Cabin Air Control knobs...Off (push full in).
8. Land as soon as possible to inspect for damage.

Wing Fire

1. **Landing/Taxi Lights**.....Off.
2. **Navigation Light Switch**..Off.
3. **Strobe Lights**Off.
4. **Pitot Heat Switch**Off.

Note

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

Icing

1. **Pitot Heat Switch** On.
2. **Prop Heat Switch** On.
3. **Turn back or change altitude** (to obtain an outside air temp that is less conducive to icing).
4. **Cabin Heat Control Knob**....On.
5. **Defrost Control Knob**....On. (Pull full out) (to obtain max defroster airflow)

6. 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 full forward.

Note

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

Note

If amber PROP HEAT light comes on, cycle the PROP HEAT switch OFF, then ON.

7. Watch for signs of induction air filter ice and regain manifold pressure by increasing the throttle setting.
8. Plan a landing at the nearest airport. With an extremely rapid ice build-up, select a suitable "off airport" landing site.
9. With ice accumulation of ¼ inch or more on the wing leading edges, be prepared for significantly higher power requirements, approach speed, stall speed, and landing roll.
10. Leave wing flaps retracted. With heavier ice accumulations, approach with flaps retracted to ensure adequate elevator effectiveness in the approach and landing.
11. Open the window and, if practical, scrape ice from a portion of the windshield for visibility in the landing approach.
12. Perform a landing approach using a forward side slip, if necessary, for improved visibility.
13. Approach 105-115 KIAS depending upon the amount of ice accumulation.
14. Perform landing in level attitude.

15. Missed approaches should be avoided whenever possible because of severely reduced climb capability.
16. Prop Heat Switch.....Off.
Caution: Do not operate the prop heat system more than 15 seconds on the ground without engine power.

Ditching

1. Radio...Transmit Mayday on 121.5 giving location and intentions and squawk 7700.
2. Heavy Objects..... Secure or Jettison.
3. Passenger Seats...max forward.
4. Pilot & Passenger Seat Backs ...Most Upright Position
5. Seat & Seat Belts.....Secure.
6. Wing Flaps.....Full
7. Power...Establish a 300 FPM descent at 70 KIAS.

Note

If no power is available, approach at 85 KIAS with Flaps Up or 80KIAS at Flaps 10°

8. Approach:
 - High winds, heavy seas.....Into the Wind.
 - Light winds, heavy swells Parallel to swells.
9. Cabin Doors Unlatch.
10. Touchdown Level attitude at 300 Ft/Min descent.
11. FaceCushion at touchdown with folded coat.
12. ELT.....Activate.
13. AirplaneEvacuate through cabin doors. If necessary, open window and flood cabin to equalize pressure so doors can be opened.
14. Life vests and raftInflate.

For all other Emergency / Abnormal Procedures, see POH Section 3.

Autopilot or Electric Trim Failure

AP or PTRM Annunciator(s) Come On:

1. **Control Wheel ... Grasp firmly** (regain control of airplane)
2. **A/P Trim DISC Button...Press & Hold** (throughout recovery)
3. **Elevator and Rudder Trim Controls**Adjust Manually (as necessary)
4. **Autopilot 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.

Airspeeds for Emergency Ops

Engine Failure After Takeoff:

Wing Flaps Up -- 85 KIAS
Wing Flaps Down -- 75 KIAS

Maneuvering Speed:

3600 Lbs -- 125 KIAS
2950 Lbs -- 120 KIAS
2300 Lbs -- 106 KIAS

Maximum Glide:

3600 Lbs -- 80 KIAS
3200 Lbs -- 75 KIAS
2800 Lbs -- 70 KIAS

Precautionary Landing With

Engine Power -- 75 KIAS

Landing Without Engine Power:

Wing Flaps Up -- 85 KIAS
Wing Flaps Down -- 75 KIAS

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.