

IF CABIN ALTITUDE IS STILL NOT MAINTAINED

- 3. PRESS SYSTEM SELECT Switch.....**MANUAL**
- 4. Use MANUAL Toggle Switch**DOWN** to increase cabin pressure/lower altitude

CAUTION

CABIN MUST BE MANUALLY DEPRESSURIZED PRIOR TO LANDING.

IF CABIN ALTITUDE IS CONTROLLED

- 5. Cabin Altitude**MONITOR**
- 6. Use MANUAL TOGGLE Switch**DOWN** to increase cabin pressure/lower altitude

PROCEDURE COMPLETED

IF CABIN ALTITUDE IS NOT CONTROLLED AND REACHED 10,000 FEET (CAB ALT WARNING LIGHT ON)

- 5. Refer to CAB ALT; Tab E2.

PROCEDURE COMPLETED

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■ CABIN PRESSURIZATION CONTROLLER FAILURE (AMBER LED ILLUMINATED - ISOBARIC MODE)

● IF CABIN PRESSURE IS BEING MAINTAINED, BUT AMBER FAIL ANNUNCIATOR IN PRESSURE CONTROLLER IS ILLUMINATED

Indicates probable loss of air data sensor (pilot's) input, controller auto-schedule function is inoperative.

- 1. PRESSURIZATION Controller**SELECT CA** or **FL** (cabin altitude or flight level) depending on phase of flight
- 2. Pressurization SET ALT**SET DESIRED CA** or **FL**
- 3. Prior to Descent**SET ALT - SET CA** to destination airport elevation

PROCEDURE COMPLETED

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■ AP PITCH OR AP ROLL MISTRIM (AUTOPILOT OUT OF TRIM)



- 1. AP TRIM DISC Button**PRESS AND RELEASE** (if elevator trim not in motion)

CAUTION

BE PREPARED FOR MINOR CONTROL WHEEL FORCE REQUIRED TO MAINTAIN DESIRED FLIGHT PATH.

- 2. Pitch or Aileron Trim**ADJUST** as required
- 3. Autopilot**ENGAGE** as desired

PROCEDURE COMPLETED

**R
S
T
U
V
W
X
Y
Z
AA
BB
CC
DD
EE**