

Appendix A - AFM Procedures

A. Cabin DFRN-9.6 Procedure:

CABIN DFRN-9.6	Cabin differential pressure has reached 9.6 psi.	Raise cabin altitude. Increase cabin rate of climb, if required. Switch to manual pressurization control, if required. See Section 3-22-30: Loss of Automatic Pressurization Control.
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3-22-30: Loss Of Automatic Pressurization Control:

1. AUTO/MANUAL Switch MANUAL
2. DADC Selector Switch OPPOSITE DADC (DADC 1 or 2)
3. AUTO/MANUAL Switch AUTO

If automatic pressurization control is not regained:

4. AUTO/MANUAL Switch MANUAL
5. Rate of Climb MANUALLY CONTROL TO ± 500 FPM

CAUTION: CLOSELY MONITOR CABIN DIFFERENTIAL PRESSURE. DO NOT ALLOW IT TO EXCEED 9.8 PSID.

NOTE: When operating in manual, the rate of change should be monitored to maintain a maximum of 500 feet per minute UP or 300 feet per minute DOWN. Care should also be taken to land unpressurized with the outflow valve indicator in the full OPEN position.

If manual pressurization control is not successful and if cabin differential pressure will exceed 9.8 psid:

6. RAM AIR Switch RAM

WARNING: SELECTING RAM WILL SHUT OFF BLEED AIR FOR PRESSURIZATION AND THE AIRPLANE WILL DEPRESSURIZE.

7. Crew Oxygen Masks DON
8. Altitude DESCEND TO A SAFE ALTITUDE
9. Passenger Oxygen Masks MANUALLY DEPLOY

Upon reaching a safe altitude attempt to regain control of the pressurization system:

10. RAM AIR Switch OFF
11. AUTO or MANUAL Control ATTEMPT TO RESTORE

NOTE: Avoid excessive throttle movements while attempting to regain control of the pressurization system.

B. Cabin DFRN-9.8 Procedure:

CABIN DFRN-9.8	NONE	Cabin differential press approaching upper limit (9.8).	Raise cabin altitude. Increase rate of climb of cabin, if required.
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C. Cabin Pressure-Manual Procedure:

CABIN PRES MANUAL	Cabin pressurization controller has been switched to manual control automatically or manually.	Cycle AUTO/MANUAL switch to AUTO; check system. If OK, leave switch AUTO. If not, switch to MANUAL and control cabin pressurization with MANUAL CONTROL knob. See Section 3-22-30: Loss of Automatic Pressurization Control.
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D. Cabin Pressure Low Procedure:

CABIN PRESSURE LOW	CAB PRESS LOW	Cabin altitude has climbed above limits (9250 ft. $\pm$ 750 ft).	Check cabin pressure indicator and controls. Descend as necessary. Use oxygen, as appropriate. See section 4-22-10: Loss of Pressurization.
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