Lear 55 Alphabetical Emergency Procedures

Aborted Takeoff	1. Thrust Levers IDLE 2. Wheel Brakes APPLY 3. Spoilers EXTENDED
Cabin Alt 10,000' Warning (Emergency Descent)	1. Crew Oxygen Masks DON 2. Thrust levers IDLE 3. Autopilot DISENGAGE 4. Spoilers EXTEND 5. Descend at Mmo/Mmo
Cabin Fire Light or Cabin/Cockpit Fire, Smoke or Fumes	1. Crew Oxygen Masks DON & SELECT 100% 2. Smoke Goggles DON 3. Passenger Oxygen Valve-CHECK,AUTO Mask Drop Valve-MAN 4. OXY-MIC Switches OXY-MIC 5. If source is not immediately known - Land as soon as possible If source is known - Extinguish fire or eliminate smoke or fumes If it cannot be verified fire is out - Land as soon as possible If fire is out - Land as soon as practical
Emergency Braking	1. Emergency Brake Handle PULL OUT 2. Emergency Brake Handle PUSH DOWNWARD
Emergency Evacuation	1. Stop the aircraft 2. Parking Brake SET 3. Thrust levers CUTOFF 4. If an engine fire is suspected a. Applicable Engine Fire Handle PULL b. ARMED Light DEPRESS ONE c. Other Engine Fire Pull Handle PULL If engine fire is *not* suspected: a. Both Engine Fire Handles PULL 5. Batteries OFF
Engine Failure During Approach	1. Control Wheel Master Switch DEPRESS AND RELEASE 2. Thrust Lever (operative engine) INCREASE AS REQ'D 3. Flaps 20 4. Airspeed VREF + 10
Engine Failure During Takeoff Above V1	1. Rudder & Ailerons AS REQ'D 2. Accelerate to Vr Keep nose wheel on Runway 3. Rotate at Vr; Climb at V2 4. Positive Rate GEAR UP 5. Clear of Obstacles V2+30 FLAPS UP
Engine Failure During Takeoff Below V1	1. Thrust Levers IDLE 2. Wheel Brakes APPLY 3. Spoilers EXTEND (T/R or D/C Deploy if Necessary)
Engine Fire - Shutdown	1. Thrust Lever IDLE UNLESS CRITICAL THRUST SITUATION 2. If fire continues more than 15 seconds or there are other indications of fire: a. Thrust Lever CUTOFF b. Engine Fire Pull Handle PULL c. ARMED Light DEPRESS ONE

Immediate Engine Airstart	1. Thrust Lever IDLE 2. Ignition ON 3. Standby Pump ON
Overspeed Recovery - Overspeed Warning Horn	1. Thrust Levers IDLE 2. Autopilot DISENGAGE 3. Identify Aircraft Pitch and Roll Attitude 4. Level Wings 5. Elevator and Pitch Trim NOSE UP AS REQ'D If Mach or Airspeed is severe or if pitch and/or roll attitude is extreme or unknown: 6. Landing Gear DOWN, DO NOT RETRACT
Pitch Axis Malfunction	1. Control Wheel Master Switch DEPRESS AND HOLD 2. Attitude Control AS REQ'D 3. Thrust Levers: If high-speed nose-down attitude IDLE If near stall INCREASE AS REQ'D 4. Both Stall Warning Switches OFF 5. Pitch Trim Switch OFF 6. Autopilot Switch OFF
Roll or Yaw Axis Malfunction	1. Control Wheel Master Switch DEPRESS 2. Attitude Control AS REQ'D If control force continues 3. Airspeed REDUCE 4. Affected Axis Trim CB - ROLL or YAW TRIM (pilot's ESS bus) PULL
Stall Warning Activates	1. Lower Pitch Attitude to reduce angle of attack 2. Thrust Levers TAKEOFF POWER 3. Level the wings 4. Accelerate out of the stall condition
Thrust Reverser - Deploy During Takeoff	1. Emer Stow Switch EMER 2. Throttle IDLE 3. Positive Rate of Climb GEAR UP 4. Clear of Obstacles V2+10 FLAPS UP 5. Maximum Airspeed (until stowed) 125 KIAS
Thrust Reverser Deployment During Takeoff Above V1	1. Rudder and Ailerons AS REQ'D 2. Thrust Lever (affected engine) IDLE 3. Emer Stow Switch EMER STOW 4. Accelerate to Vr Keep nose wheel on runway 5. Rotate at Vr Climb at V2 6. Positive Rate of Climb Established GEAR UP 7. Clear of Obstacles ACCELERATE TO V2+30, FLAPS UP
Thrust Reverser Deployment During Takeoff Below V1	1. Thrust Levers IDLE 2. Wheel Brakes APPLY 3. Spoilers EXTEND