Checklist für Diamond DA40-Fixed Pitch

Edition #: 17 Edition date: 01.03.2015

Please observe:

The file you are receiving hereby combines all three sections of the checklist: Normal Checklist, Emergency Checklist and Abnormal Checklist. All pages of a new edition will have the same new “edition #” and “edition date”, even if only one page was amended and all other pages still have the same, unchanged content.

Therefore the “List of Effective Pages” (LEP) is provided. It is here where you can see whether a particular page was amended. Pages which have been amended by a new edition will be marked yellow. For all other pages you will see which original “edition #” (and of course any higher “edition #”) is still valid.

**Note:**

The system of assigning “Edition #” is as follows:
- if the revision affects all types, a new edition # (without a decimal figure) will be assigned to all of the checklists
- if the revision does not affect all types, the affected checklists will get subsequent “decimal figures” until a major revision affecting all checklists is issued.

Have a lot of nice flights and happy landings!

Peter Schmidleitner

**Comments explaining Edition # 17 are on page 2 of this document**

Checklist DA40-F G1000

**LEP**

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<tr>
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**Section: Emergency and Abnormal Checklist**

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Comments explaining Edition # 15

This is a major revision cycle and all checklists are now Edition # 15.

**Normal Procedures:**

Page 2:
Battery voltage check added.

Page 5:
Run up: recheck of C/Bs and voltage, throttle retard added; items 13-16 marked as “When cleared for Line Up”

**Emergency Procedures:**

Page 3:
DOOR OPEN procedure revised

Comments explaining Edition # 17

**Preflight Procedures:**

Page 2:
Parking brake, chocks, towbar added

**Normal Procedures:**

Page 7:
Parking Check, item 3:
Text of ELT check revised
NORMAL CHECKLIST

This checklist is compiled according the guidelines of GAMA Specification No.1, SECTION 3, para 3.5, SECTION 3A, para 3A.5 and SECTION 4, para 4.5. The “Amplified Normal Procedures”, “Amplified Emergency Procedures” and “Amplified Abnormal Procedures” according GAMA Specification No. 1 are in the DA40 Airplane Flight Manual Chapters 4A, 3 and 4B.

This checklist is a Recommended Operator Checklist and for reference only. It is not a substitute for and does not supersede the current approved Airplane Flight Manual or any of its supplements or parts thereof, or any training or procedures required by any regulatory or advisory bodies. This checklist may not contain all procedures shown in the Airplane Flight Manual. For a comprehensive listing of all procedures consult the Airplane Flight Manual. Use of the checklist is at the user's sole risk and discretion. Any possible liability of Diamond Aircraft for any damages, injury or death resulting from its use is excluded. All such terms and conditions shall be deemed to be explicitly accepted in full by using the checklist. If you do not understand, or if you disagree with, any of the above terms and conditions and in any jurisdiction that does not give effect to all provisions of these terms and conditions any use of the checklist is not permitted.

Use of the electronic checklist (if available):
Before using the electronic checklist on the G1000 the following sections have to be completed using this paper checklist:
- Preflight interior + exterior
- Preflight exterior
- Check before engine start items 1 to 18 (may be completed by heart).

This checklist also serves as a back up for the electronic checklist in case the G1000 MFD is not available.
**PREFLIGHT INTERIOR + EXTERIOR.**

1. Check Aircraft papers
2. Remove pitot cover
3. Check interior for foreign objects
4. Check flight controls free
5. Check circuit breakers
6. Ignition OFF, key removed
7. Mixture IDLE CUT OFF
8. Essential bus OFF
9. Avionic Master + electrics OFF
10. Electric Master ON
    Check battery voltage
11. Electric fuel pump ON + OFF
12. Check fuel quantity
13. Parking brake SET
14. External lights ON
15. Check external lights
16. External lights OFF
17. Electric Master OFF

**PREFLIGHT EXTERIOR**

**Left main gear**
Wheel fairing
Tire condition, pressure (2,5 bar), position mark
Brake, hydraulic line

**Left wing**
Wing leading edge, top- and bottom surface, stall strips
Drain fuel sump
Stall warning
Fuel vent
Fuel filler cap
Pitot, static probe (cover removed)
Landing/Taxi light
Wing tip, position light
Static dischargers
Aileron (freedom of movement, hinges, control linkage, security)
Wing flap

**Left fuselage**
Canopy left side
Rear door
Fuselage left side
Antennas

**Tail**
Elevator & rudder (freedom of movement, hinges)
Trim - tab
Tail skid + lower fin
Static dischargers

**Right fuselage**
Fuselage right side
Rear window
Canopy right side

**Right wing**
Wing flap
Aileron (freedom of movement, hinges, control linkage, security)
Static dischargers
Wing tip, position light
Wing leading edge, top- and bottom surface, stall strips
Fuel filler cap
Fuel vent
Drain fuel sump

**Right main gear**
Wheel fairing
Tire condition, pressure (2,5 bar), position mark
Brake, hydraulic line

**Nose section**
OAT sensor
Propeller surface
Spinner
Cowling, Air inlets (3)

**Nose gear**
Wheel fairing
Tire condition, pressure (2,0 bar), position mark

**Engine bay**
Engine oil level (min 5 qts)
Drain fuel strainer

Chocks removed
Towbar removed
# CHECK BEFORE ENGINE START

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<th>Status</th>
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<td>Baggage and tow bar</td>
<td>SECURED</td>
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<td>Parking brake</td>
<td>SET</td>
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<td>4</td>
<td>Mixture</td>
<td>IDLE CUT OFF</td>
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<td>Throttle</td>
<td>CLOSED</td>
<td>5</td>
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<tr>
<td>6</td>
<td>Carburetor heat</td>
<td>OFF (FWD)</td>
<td>6</td>
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<td>7</td>
<td>Electric master</td>
<td>OFF</td>
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<td>Avionic master</td>
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<td>11</td>
<td>All electrics</td>
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<tr>
<td>12</td>
<td>Horizon emergency switch</td>
<td>OFF / GUARDED</td>
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<td>13</td>
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<td>Circuit breakers</td>
<td>CHECKED IN</td>
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<td>15</td>
<td>Flap selector</td>
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<td>16</td>
<td>Pitot heat</td>
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<td>ON (check avionic fan noise)</td>
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<td>Rudder pedals</td>
<td>ADJUSTED</td>
<td>19</td>
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<td>Passengers</td>
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<td>21</td>
<td>Seat belts</td>
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<td>21</td>
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<td>Rear door</td>
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<td>22</td>
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<td>Front canopy</td>
<td>POS 1 or 2</td>
<td>23</td>
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<td>POWERED, ACKNOWLEDGED</td>
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<td>25</td>
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<td>Fuel selector</td>
<td>FULL TANK</td>
<td>26</td>
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<td>27</td>
<td>MFD</td>
<td>ENGINE – SYSTEM</td>
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<td>Fuel Quantity</td>
<td>RESET/SET if requ.</td>
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<td>ENGINE – DEFAULT</td>
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<td>31</td>
<td>ACL (strobe)</td>
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<tr>
<td>32</td>
<td>Propeller area</td>
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End of Checklist

**ENGINE START PROCEDURE:** next page
ENGINE START PROCEDURE
Mixture ............................................FULL RICH
Electric fuel pump........................................ON
Throttle..............................................¼ OPEN

Cold engine:
Prime.......................................... 1 – 4 seconds
Starter ................................................ENGAGE
Oil pressure..............................CHECK GREEN RANGE
Throttle.............................................. 1000 RPM
Voltage, Electrical load ........... CHECK INDICATION
Annunciations / Eng.Instr. ...............CHECK
Electric fuel pump.................................OFF

CHECK AFTER ENGINE START

1 Oil pressure ........................................... CHECKED 1
2 Fuel selector ..........................SWITCH TANKS 2
3 Throttle .........................1500 RPM for 1 minute 3
4 Pitot heat ....ON, annunciation + Amps checked 4
5 Pitot heat ........................................... OFF 5
6 Avionics master ................................. ON 6

FMS SETUP
I nitialize profile (AUX 4, MAP, MFD FPL, PFD FPL)
F ight plan
R adios (COM, NAV, ADF, DME, CDI, BRG ½)
P erformance (speed bugs)

7 FMS setup ...........................................COMPLETED 7

AUTOPILOT TEST
DISCONN press, check electric trim not working
AP ON, check overpowering servos
DISCONN press, check AP off

8 Autopilot test ........................................ COMPLETED 8
9 Flood light ......................... CHECKED, ON as required 9
10 Position lights......................... ON as required 10
11 Flaps ........................................... FULL TRAVEL, THEN T/O 11
12 Altimeters (3) ...................... SET + COMPARED 12
13 Transponder .................CODE / MODE CHECKED 13
14 Parking brake................................. RELEASED 14

DURING TAXI
Check brakes
Check flight instruments
BEFORE TAKE OFF CHECK

1. Parking brake ........................................... SET 1
2. Seat belts ........................................... FASTENED 2
3. Rear door ........................................... CLOSED + LATCHED 3
4. Front canopy ............................................. CLOSED + LATCHED 4
5. Door warning light ...................................... OFF 5
6. Engine instruments green range ............... CHECKED 6
7. Mixture ................................................. RICH or as required 7

RUN UP

Throttle .................................................. 1800 RPM
Magnetos ...........................................(max 175/50) CHECKED
Circuit breakers, voltage ......................... RECHECKED
Carburetor heat ......................................... CHECKED
Throttle .................................................... IDLE

8. Amperemeter ........................................... CHECKED 8
9. Electric elevator trim ......................... CHECKED, T/O SET 9
10. Flaps ................................................ CHECKED T/O 10
11. Flight controls ...................................... CHECKED 11
12. Fuel selector ........................................... FULLEST TANK 12

When cleared for Line Up:

13. Electric fuel pump ..................................... ON 13
14. Pitot heat ............................................. AS REQUIRED 14
15. Transponder ................................. CODE / MODE CHECKED 15
16. Parking brake ........................................... RELEASED 16

End of Checklist

LINE UP PROCEDURE

Landing light ............................................. ON
Approach sector ........................................... CLEAR
Runway ...................................................... IDENTIFIED
### CLIMB TO CRUISE CHECK

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<tr>
<td>3</td>
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End of Checklist

### PERIODICALLY DURING CRUISE

**Fuel Radio Engine Direction Altitude**

Maximum fuel unbalance:
- Standard tank: 10 USG, Long range tank: 8 USG

### DESCENT / APPROACH CHECK

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<td>COM / NAV / FMS</td>
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<td>4</td>
<td>Seatbelts</td>
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<td>Fuel selector</td>
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<td>AS REQUIRED</td>
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<td>7</td>
<td>Carburetor heat</td>
<td>ON</td>
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</table>

End of Checklist

### BEFORE LANDING PROCEDURE

- **Downwind, latest base leg:**
  - Flaps: T/O
  - Electric fuel pump: ON
  - Landing light: ON
- **On final:**
  - Mixture: RICH
  - Carburetor heat: OFF
  - Flaps: LDG

### GO AROUND PROCEDURE

- **Power (Trottle, Mixture, Carburetor heat):** MAX
- **Flaps:** T/O
- Continue with take-off profile
AFTER LANDING CHECK

1. Flaps....................................................... UP 1
2. Pitot heat .............................................. OFF 2
3. Electric fuel pump................................. OFF 3
4. Carburetor heat...................................... OFF 4
5. Landing/Taxi light ................................. AS REQUIRED 5

PARKING CHECK

1. Parking brake............................................... SET 1
2. Engine instruments ................................. CHECKED 2
3. Engine / System page TTL TIME IN SVC NOTED 3
4. ELT................................CHECK not activated 4
5. Avionic master ............................................ OFF 5
6. Electrical consumers except ACL (strobe)... OFF 6
7. Throttle................................................. 1000 RPM 7
8. Ignition .................................................. GROUNDING CHECK 8
9. Mixture .................................................. IDLE CUT OFF 9
10. Ignition ................................................... OFF 10
11. ACL (strobe) ............................................. OFF 11
12. Electric Master......................................... OFF 12
13. Interior light .......................................... CHECKED OFF 13
14. Start key .................................................. REMOVED 14

End of Checklist
## OPERATING SPEEDS KIAS

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<td>68</td>
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<tr>
<td>Best angle of climb ((V_x))</td>
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<tr>
<td>Best rate of climb ((V_y))</td>
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<td>66</td>
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<tr>
<td>Cruising climb speed</td>
<td>60</td>
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<td>Rotating speed</td>
<td>49</td>
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<td>Max. flap speed ((V_{FE})) T/O</td>
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<tr>
<td>Max. flap speed ((V_{FE})) LDG</td>
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<tr>
<td>Landing speed Flaps UP</td>
<td>60</td>
<td>68</td>
<td>73</td>
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<tr>
<td>Landing speed Flaps LDG</td>
<td>58</td>
<td>63</td>
<td>71</td>
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<tr>
<td>Stalling speed ((V_{SO})) LDG</td>
<td>42</td>
<td>&lt;980kg-&gt;</td>
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<tr>
<td>Stalling speed ((V_S)) T/O</td>
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<td>&lt;980kg-&gt;</td>
<td>51</td>
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<tr>
<td>Stalling speed ((V_S)) clean</td>
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<td>&lt;980kg-&gt;</td>
<td>52</td>
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<tr>
<td>Max. cruising speed ((V_{NO}))</td>
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<td>Never exceed speed ((V_{NE}))</td>
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<tr>
<td>Maneuvering speed ((V_A))</td>
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<td>&lt;980kg-&gt;</td>
<td>108</td>
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<tr>
<td>Max. turbulence speed</td>
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### Weights

- Max. TKOF weight: 1150 kg
- Empty weight: 795 kg
- Max. LDG weight: 1150 kg
- Full tanks (standard): 107 kg
- Full tanks (long range): 132 kg
- Max. baggage in front: 45 kg
- Max. baggage in rear: 18 kg

### All data for ISA + 15

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<th>75%</th>
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*) Full Open Throttle unless limited by max. RPM
EMERGENCY + ABNORMAL CHECKLIST

For conditions to use this Emergency + Abnormal Checklist see page 1 of the Normal Checklist.

All such conditions are fully applicable also for this checklist.

G1000 WARNINGS

<table>
<thead>
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<th>Condition</th>
<th>Page</th>
<th>Description</th>
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<tbody>
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<td>Oil pressure low (red range)</td>
</tr>
<tr>
<td>ALTERNATOR</td>
<td>3</td>
<td>Alternator fail</td>
</tr>
<tr>
<td>STARTER ENGD</td>
<td>3</td>
<td>Starter not disengaging</td>
</tr>
<tr>
<td>DOOR OPEN</td>
<td>3</td>
<td>Unlocked doors</td>
</tr>
</tbody>
</table>

For other parameters “out of green range” see Abnormal Checklist.

Abnormal Checklist starts at page 9

Emergency landing ........................................................ page 2

Engine
- Rough engine and/or power loss ................................ page 4
- Loss of RPM ................................................................ page 4
- Windmill engine start ............................................. page 5
- Powered engine start ............................................. page 5

Electric System
- Total electric fail .................................................... page 4

Smoke and Fire
- Engine fire in flight .............................................. page 6
- Engine / carburetor fire on ground ............................ page 6
- Electric fire / smoke in flight ................................. page 7
- Electric fire / smoke on ground ............................... page 7

Other Emergencies
- Suspicion of carbon monoxide ................................. page 8
- Unintentional flight into icing ................................. page 8
- Landing with defective main gear tire ....................... page 8
- Landing with defective brakes ................................ page 8
EMERGENCY LANDING

1. Airspeed .......................... 73/68/60 KIAS  
2. ATC ..................................... INFORM  
3. Fuel tank selector ......................... OFF  
   On final:  
4. Flaps .................................. LDG  
5. Ignition ................................. OFF  
6. Master switch .......................... OFF  

OIL PRES LO  

1. Oil pressure (OP) ....................... CHECK  
2. Oil temperature (OT) .................... CHECK  
3. Cylinder head temperature (CHT) ...... CHECK  
   • OP indication below green and  
     OT normal  
4. OT and CHT ............................ MONITOR  
   • OP indication below green and  
     OT or CHT rising  
5. Engine power ......................... REDUCE TO MIN  
   Land ASAP, be prepared for Emergency Landing  
   • OP near zero, vibration, loss of oil, smoke  
6. Mechanical failure ...................... SUSPECT  
7. Engine .................................. SHUT DOWN  
   Emergency landing
**ALTERNATOR**

1. Circuit breakers................................................. CHECK  1
2. Master switch (ALT)............................ OFF, then ON  2
   If alternator does not reset:
3. Essential bus .................................................. ON  3
4. Unnecessary equipment .............................. OFF  4
   Land within 30 minutes
   If PFD attitude information lost:
5. Horizon emergency switch ................................. ON  5

**STARTER ENGD**

1. Throttle......................................................... IDLE  1
2. Mixture .......................................................... IDLE CUT OFF  2
3. Ignition............................................................ OFF  3
4. Master switch.................................................. OFF  4

**DOOR OPEN**

1. Airspeed.......................................................... REDUCE  1
2. Canopy and rear door ....................... CHECK visually  2
   If unlocked:
   Aispeed below 140 KIAS, land ASAP

*Do not try to lock the rear door in flight*
ROUGH ENGINE AND/OR POWER LOSS

1. Airspeed.......................... 73/68/60 KIAS  
2. Electrical fuel pump ......................... ON  
3. Fuel tank selector........................... CHECK  
4. Engine instruments.......................... CHECK  
5. Throttle.................................... CHECK  
6. Mixture ....................................... SET  
7. Carburetor heat ............................... ON  
8. Ignition switch ............................... BOTH  
9. Throttle / Mixture ........... TRY VARIOUS SETTINGS

If no success and insufficient power:
Land ASAP

LOSS OF RPM

1. Electrical fuel pump .......................... ON  
2. Fuel tank selector ............................. CHECK  
3. Friction adjuster .............................. CHECK

TOTAL ELECTRIC FAIL

1. Circuit breakers.................. CHECK, PULL, RESET  
2. Essential bus ............................... ON  
3. Horizon emergency switch ................... ON  
4. Flood light, if necessary ...................... ON  
5. Power ....................................... SET
   according power lever position and/or engine noise
6. Flaps ....................................... VERIFY POSITION

Land ASAP
WINDMILL ENGINE START

1. Airspeed........................................... 73 - 130 KIAS  1
2. Fuel tank selector............................... FULLEST TANK  2
3. Ignition.................................................. BOTH  3
4. Mixture.................................................. CHECKED  4
5. Electrical fuel pump............................. ON  5
6. Carburetor heat..................................... ON  6

   If no success:
7. Mixture.................................................. LEAN  7
8. Mixture................................................. SLOWLY TO RICH  8

POWERED ENGINE START

1. Airspeed........................................... 70 - 80 KIAS  1
2. Electrical equipment............................. OFF  2
3. Avionic master......................................... OFF  3
4. Master switch (BAT).................................... ON  4
5. Mixture.................................................. CHECKED  5
6. Fuel tank selector................................. CHECKED  6
7. Electric fuel pump................................... ON  7
8. Carburetor heat...................................... ON  8
9. Ignition.................................................. START  9
ENGINE FIRE IN FLIGHT / AFTER TAKE OFF

1. Cabin heat............................................... OFF  
2. Emergency landing ....................... PREPARE  
3. Airspeed.............................................. 73/68/60 KIAS  
4. ATC...................................................... INFORM  
5. Canopy ...........................................UNLATCH as necessary  

   When landing assured:
6. Fuel tank selector................................. OFF  
7. Throttle........................................ MAX PWR if possible  
8. Electrical fuel pump.............................. OFF  
9. Master switch......................................... ON  
10. Emergency window......................OPEN if required  

   On final:
11. Mixture ........................................... IDLE CUT OFF  
12. Flaps ................................................ LDG  
13. Ignition............................................... OFF  
14. Master switch........................................ OFF  

ENGINE/CARBURETOR FIRE ON GROUND WHEN STARTING

1. Starter.................................................. CRANK  

   If engine fires:
2. Throttle................................. 1800 RPM for 4 minutes  
3. Cabin heat............................................... OFF  

   If engine does not fire:
4. Mixture ........................................... IDLE CUT OFF  
5. Throttle........................................ MAX POWER  
6. Electric fuel pump.............................. OFF  
7. Fuel tank selector................................. OFF  
8. Master switch......................................... OFF  

   When engine stopped:
9. Ignition ............................................... OFF  
10. Canopy ...........................................OPEN  

Evacuate
ELECTRIC FIRE / SMOKE IN FLIGHT

1. Horizon emergency switch ...................... ON  
2. Canopy ................................UNLATCH as necessary  
3. Master switch (ALT/BAT) ........................ OFF  
4. Cabin heat ...................................... OFF  
5. Emergency window ............ OPEN as necessary  

Land ASAP

If electronics/avionics required: apply isolation procedure as follows

6. Master switch (BAT)................................. ON  
7. Essential bus ........................................ ON  

If smoke decreases: Land ASAP  
If smoke persists:

8. Master switch (ALT) .................................. ON  
9. Essential bus ......................................... OFF  

10. BATT and ESS TIE circuit breakers ........... PULL  

Land ASAP

ELECTRIC FIRE / SMOKE ON GROUND

1. Master switch (ALT/BAT) .............................. OFF  
2. Throttle ........................................ IDLE  
3. Mixture ........................................... IDLE CUT OFF  

When engine stopped:

4. Ignition ............................................. OFF  
5. Canopy ........................................... OPEN  

Evacuate
SUSPICION OF CARBON MONOXIDE

1. Cabin heat ........................................ OFF 1
2. Ventilation ........................................... OPEN 2
3. Emergency windows ............................. OPEN 3
4. Forward canopy ................................. UNLATCH 4

UNINTENTIONAL FLIGHT INTO ICING

1. Pitot heat ............................................... ON 1
2. Cabin heat ................................................. ON 2
3. Cabin air distribution ................................... UP 3
4. RPM ......................................................... INCREASE 4
5. Carburetor heat ......................................... ON 5
6. Emergency windows .......................... OPEN as required 6

   Leave icing area, inform ATC
   When pitot heat fails:
7. Alternate static valve ............................... OPEN 7
8. Emergency windows ........................... CLOSED 8

LANDING WITH DEFECTIVE MAIN GEAR TIRE

1. ATC .................................................. INFORMED 1

   For landing:
   • Land on RWY side with “good” tire
   • Keep wing on “good” side low
   • Support directional control with brake

LANDING WITH DEFECTIVE BRAKES

After touchdown (if necessary):

1. Fuel tank selector ............................... OFF 1
2. Mixture ............................................... IDLE CUT OFF 2
3. Ignition ................................................. OFF 3
4. Master switch ....................................... OFF 4
G1000 CAUTION LIGHTS

<table>
<thead>
<tr>
<th></th>
<th>Procedure</th>
<th>Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>PITOT OFF</td>
<td>No procedure</td>
<td>Pitot heating system OFF</td>
</tr>
<tr>
<td>PITOT FAIL</td>
<td>Pg. 9</td>
<td>Pitot heating system failed</td>
</tr>
<tr>
<td>L FUEL LOW</td>
<td>No procedure</td>
<td>Left tank fuel qty low (&lt; 3 USG)</td>
</tr>
<tr>
<td>R FUEL LOW</td>
<td>No procedure</td>
<td>Right tank fuel qty low (&lt; 3 USG)</td>
</tr>
<tr>
<td>LOW VOLTS</td>
<td>Pg 9</td>
<td>Bus voltage too low</td>
</tr>
</tbody>
</table>

Engine instrument indications outside of green range

- OIL pressure low / high ....................page 10
- OIL temperature high .......................page 10
- CYLINDER Head Temp high / low ........page 11
- EXHAUST GAS Temp low .......................page 11
- FUEL FLOW high ................................page 11
- FUEL PRESSURE low ..........................page 11
- VOLT high (overvoltage) ....................page 11

PITOT FAIL

- check pitot heat ON
  - if in icing conditions
    - expect failure of the pitot-static-system
    - alternate static valve: OPEN
    - leave area with icing conditions

LOW VOLTS

Remark: possible reasons are
- malfunction of electrical supply
- RPM too low

- On ground
  - Increase RPM to 1200
  - Electrical equipment OFF
  - Check Ammeter and voltmeter
    - If light still ON
      - Terminate flight preparation

- In flight
  - Switch off unnecessary electrical equipment
  - Check Ammeter and voltmeter
    - If light still ON
      - Apply “ALTERNATOR FAIL”-emergency procedure
        (Emergency Checklist page 3)
**OIL pressure low**

- Check **OIL PRES LO** warning light
  - **OIL PRES LO** warning light ON or flashing
    - Apply “OIL PRES LO”-emergency procedure
      
  - **OIL PRES LO** warning light OFF
    - Check oil temperature and cylinder head temperature (CHT)
      - Oil temperature and CHT normal
        - Monitor oil pressure warning light
          (suspect faulty oil pressure indication)
        - Monitor oil temperature and cylinder head temperature
      - Oil temperature or CHT rising
        - Reduce engine power to minimum
        - Land ASAP
        - Be prepared for engine failure and emergency landing
      - Oil pressure near zero, vibration, loss of oil, smoke
        - Suspect mechanical failure in the engine
        - Shut down engine immediately
        - Perform emergency landing

**Oil pressure high**

- Check oil temperature
  - If oil temperature normal:
    - suspect faulty oil pressure indication, continue flight

**Oil temperature high**

- Check oil pressure
  - If oil pressure low:
    - Continue with OIL pressure LOW checklist
      
  - If oil pressure in green range:
    - Check cylinder head temperature
    - Check mixture setting, enrich if necessary
    - Reduce power, increase airspeed
    - Land ASAP
Cylinder head temperature (CHT) high

- Enrich mixture
- Check oil pressure
  - If oil pressure low:
    - Continue with abnormal checklist “Oil pressure low” (page 10)
  - If oil pressure in green range:
    - Check mixture and enrich if necessary
    - Reduce power, increase airspeed

Cylinder head temperature (CHT) or EGT low

- A very low reading for a single cylinder may be the result of a loose sensor

FUEL FLOW high

- Check fuel pressure
  - If fuel pressure low suspect fuel leak:
    - Check and monitor fuel quantity
    - Check power setting
    - Land ASAP
  
  Consider reduced range and endurance due to possible loss of fuel

FUEL PRESSURE low

- Electric fuel pump ON
- Check fuel quantity
- Check fuel tank selector
- Check and adjust mixture if necessary
- Land ASAP
  
  Be prepared for engine failure

OVER VOLTAGE

- Essential bus ON
- Master switch (ALT) OFF
- Master switch (BAT) ON
- Switch OFF unnecessary equipment
- Land ASAP