Checklist für Diamond DA40-180 G1000 (Lycoming)

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 DA40-180 G1000

LEP

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Section: Emergency and Abnormal Checklist

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Comments explaining Edition # 15.1

Adjustable backrests added

Comments explaining Edition # 17

Preflight Procedures:

Page 2:
Parking brake, chocks and towbar added

Normal Procedures:

Page 4:
Autopilot test: added FD OFF

Page 7:
Parking Check, item 3:
Text of ELT check revised
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 Flight Training and/or 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 16 (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. Parking brake SET  
11. Electric Master ON  
   Check battery voltage  
12. Electric fuel pump ON + OFF  
13. Check fuel quantity  
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

<table>
<thead>
<tr>
<th>Step</th>
<th>Description</th>
<th>Status</th>
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<tr>
<td>1</td>
<td>Preflight check</td>
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<tr>
<td>2</td>
<td>Baggage and tow bar</td>
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<td>3</td>
<td>Parking brake</td>
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<td>4</td>
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<tr>
<td>5</td>
<td>Electric master</td>
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<tr>
<td>6</td>
<td>Avionic master</td>
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<td>7</td>
<td>Essential bus</td>
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<td>9</td>
<td>All electrics</td>
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<td>10</td>
<td>Horizon emergency switch</td>
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<td>11</td>
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<td>12</td>
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<td>13</td>
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<td>14</td>
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<td>16</td>
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<td>17</td>
<td>Rudder pedals</td>
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<td>Passengers</td>
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<td>19</td>
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<td>21</td>
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<td>Front canopy</td>
<td>POS 1 or 2</td>
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<td>G1000</td>
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<td>24</td>
<td>Fuel quantity</td>
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<td>25</td>
<td>Fuel selector</td>
<td>FULL TANK</td>
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<td>26</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>29</td>
<td>MFD</td>
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<td>ACL (strobe)</td>
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<tr>
<td>31</td>
<td>Propeller area</td>
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</tbody>
</table>

End of Checklist

**ENGINE START PROCEDURE: next page**
ENGINE START PROCEDURE

**Cold engine:**
- Throttle ......................... OPEN HALF WAY
- Electric fuel pump ...................... ON
- Mixture... OPEN 5-10 sec, then IDLE CUT OFF
- Throttle ......................... ½ inch OPEN

**Hot engine:**
- Electric fuel pump ......CHECK OFF
- Throttle ................. ½ inch OPEN

**Starter** .........................................................ENGAGE
**Mixture**............................ FULL RICH when engine fires
**Throttle** ..................................................... 1000 RPM
**Voltage, Electrical load** ............... CHECK INDICATION
**Oil pressure**.................................CHECK GREEN RANGE
**Annunciations / Eng.Instr.** ..................CHECK

Electric fuel pump ................................OFF

CHECK AFTER ENGINE START

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

FMS SETUP

I nitialize profile (AUX 4, MAP)
F light plan
R adios (COM, NAV, ADF, DME, CDI, BRG 1, 2)
P erformance (speed bugs)

6. FMS setup ..................................COMPLETED

AUTOPILOT TEST

DISCONN press, check electric trim not working
AP ON, check annunciations and GFC700:FD KAP140:overpowering
DISCONN press, check AP off, observe disconnect tone
GFC700:GA button press, check FD commands climb, FD OFF

7. Autopilot test ..............................COMPLETED
8. Flood light .................. CHECKED, ON as required
9. Position lights..................ON as required
10. Flaps............................FULL TRAVEL, THEN T/O
11. Altimeters (GFC700:2 KAP140:3) .... SET + COMPARED
12. Transponder ..................CODE / MODE CHECKED
13. Parking brake ..................RELEASED

End of Checklist

DURING TAXI

Check brakes, Check flight instruments
BEFORE TAKE OFF CHECK

1. Parking brake ...................................... SET 1
2. Adjustable backrests ..................... VERIFY UPRIGHT 2
3. Seat belts ....................................... FASTENED 3
4. Rear door ......................................... CLOSED + LATCHED 4
5. Front canopy .................................... CLOSED + LATCHED 5
6. Door warning light ...................................... OFF 6
7. Engine instruments green range ........ CHECKED 7
8. Circuit breakers .................................. CHECKED 8
9. Mixture .............................................. RICH 9

RUN UP

Throttle ..................................................... 2000 RPM
Prop control ....................................... cycle 3 times, then high
Magnetos ...........................................(max 175/50) CHECKED
Circuit breakers, voltage .................... RECHECKED
Throttle ............................................................. IDLE

10. Electric elevator trim ........ CHECKED, T/O SET 10
11. Flaps ............................................... CHECKED T/O 11
12. Flight controls ................................ CHECKED 12
13. Fuel selector ........................................ FULLEST TANK 13

When cleared for Line Up:

14. Electric fuel pump ............................... ON 14
15. Pitot heat ................................ AS REQUIRED 15
16. Transponder .......................... CODE / MODE CHECKED 16
17. Parking brake .................................... RELEASED 17

End of Checklist

LINE UP PROCEDURE

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

1. Flaps ................................................... CHECKED UP 1
2. Electric fuel pump ......................... CHECKED OFF 2
3. Landing light ....................................... CHECKED OFF 3

End of Checklist

CLIMB, CRUISE, DESCENT AT HIGH ALTITUDE

Electric fuel pump ON to avoid vapour bubbles which may cause intermittent low fuel pressure and high fuel flow indication.

PERIODICALLY DURING CRUISE

Fuel Radio Engine Direction Altitude

Maximum fuel unbalance:

Standard tank: 10 USG, Long range tank: 8 USG

DESCENT / APPROACH CHECK

1. Landing data ................................. RECEIVED 1
2. Altimeters (GFC700:2 KAP140:3) ............... SET 2
3. COM / NAV / FMS .............................. SET 3
4. Adjustable backrests ....................... UPRIGHT 4
5. Seatbelts ........................................ FASTENED 5
6. Fuel selector ................................. FULLER TANK 6
7. At high altitude: Electric fuel pump .......... ON 7

End of Checklist

BEFORE LANDING PROCEDURE

Downwind, latest base leg:

Flaps ............................................................ T/O
Electric fuel pump ........................................... ON
Landing light ................................................ ON

On final:

Mixture ..................................................... RICH
Prop ....................................................... HIGH RPM
Flaps ......................................................... LDG

GO AROUND PROCEDURE

Power .......................................................... MAX
Flaps ........................................................ T/O
Continue with take-off profile
### AFTER LANDING CHECK

1. Flaps ....................................................... UP  
2. Pitot heat .............................................. OFF  
3. Electric fuel pump ................................... OFF  
4. Alternate air ..................................... CLOSED  
5. Landing/Taxi light ..................... AS REQUIRED  
6. Transponder ............................ AS REQUIRED

End of Checklist

### PARKING CHECK

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

End of Checklist
### OPERATING SPEEDS KIAS

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<td>60</td>
<td>68</td>
<td>73</td>
<td>76</td>
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<td>Best angle of climb ($V_x$)</td>
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<td>Best rate of climb ($V_y$)</td>
<td>54</td>
<td>60</td>
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<td>Cruising climb speed</td>
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<td>Rotating speed</td>
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<td>Stalling speed (VSO) LDG</td>
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<td>&lt;-980 kg-</td>
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<td>53</td>
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<td>Never exceed speed ($V_{NE}$)</td>
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<td>Approach speed Flaps UP</td>
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<td>Approach speed Flaps LDG</td>
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### Mass

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<td>Full tanks</td>
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<td>Max. baggage in front</td>
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<td>Max. baggage in rear</td>
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### P Alt

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<td>TAS</td>
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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.

Speeds quoted like this: 76/73/68/60 KIAS are for mass values of 1200/1150/1000/850kg

G1000 WARNINGS

<table>
<thead>
<tr>
<th>Condition</th>
<th>Page</th>
<th>Description</th>
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<tbody>
<tr>
<td>OIL PRES LO</td>
<td>Pg. 2</td>
<td>Oil pressure low (red range)</td>
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<tr>
<td>FUEL PRES LO</td>
<td>Pg. 3</td>
<td>Fuel pressure low (red range)</td>
</tr>
<tr>
<td>FUEL PRES HI</td>
<td>No procedure</td>
<td>Fuel pressure high (red range)</td>
</tr>
<tr>
<td>ALTERNATOR</td>
<td>Pg. 3</td>
<td>Alternator fail</td>
</tr>
<tr>
<td>STARTER ENGD</td>
<td>Pg. 3</td>
<td>Starter not disengaging</td>
</tr>
<tr>
<td>DOOR OPEN</td>
<td>Pg. 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
RPM overspeed .................................................................. page 4
RPM underspeed .................................................................. page 4
Windmill engine start .................................................... page 5
Powered engine start...................................................... page 5

Electric System
Total electric fail .......................................................... page 5

Smoke and Fire
Engine fire in flight ..................................................... page 6
Engine 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. Adjustable backrests.............................. UPRIGHT
2. Airspeed........................................... 76/73/68/60 KIAS
3. ATC.................................................... INFORM
4. Fuel tank selector................................. OFF
5. Mixture.............................................. IDLE CUT OFF

On final

6. Flap.................................................... LDG
7. Ignition............................................ OFF
8. Master switch.................................... OFF
9. Safety harnesses................................. TIGHT

---

**OIL PRES LO**

**OIL (OP) PRESSURE LOW**

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................................. RECUDE 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
**FUEL PRESS LO**

1. Fuel flow ............................................ CHECK 1
   - If fuel flow high (red range):
     Suspect fuel leak,
     Land ASAP

**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:
     Airspeed below 140 KIAS, land ASAP

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

1. Airspeed............................. 76/73/68/60 KIAS
2. Electrical fuel pump ......................... ON
3. Fuel tank selector.......................... CHECK
4. Engine instruments.......................... CHECK
5. Throttle and propeller lever............... CHECK
6. Mixture ........................................ SET
7. Alternate air ................................... OPEN
8. Ignition status light ....................... CHECK
9. Ignition CB ................................. PULL

If no success and insufficient power:
    Land ASAP

RPM OVERSPEED

1. Friction adjuster .......................... CHECK
2. Oil pressure ................................. CHECK

If oil pressure lost:
    Adjust RPM with power lever
    Continue with
    OIL PRESSURE LOW checklist, page 2

RPM UNDERSPEED

1. Electrical fuel pump ......................... ON
2. Fuel tank selector ........................... CHECK
3. Friction adjuster ........................... CHECK
4. Propeller control ............................ HIGH RPM

If no success:
    Regulate RPM with throttle
    Land ASAP
**WINDMILL ENGINE START**

1. Airspeed..............................73 - 80 KIAS  
2. Fuel tank selector............... FULLEST TANK  
3. Ignition........................................BOTH  
4. Mixture ..................................... CHECKED  
5. Electrical fuel pump ....................... ON  
6. Alternate air ..........................OPEN  

If no success:

7. Mixture .................................. LEAN  
8. Mixture .......................... SLOWLY TO RICH

**POWERED ENGINE START**

1. Airspeed.............................. 80 KIAS  
2. Electrical equipment ....................... OFF  
3. Avionic master .......................... OFF  
4. Master switch.............................. ON  
5. Mixture ..................................... CHECKED  
6. Fuel tank selector ....................... CHECKED  
7. Electric fuel pump ......................... ON  
8. Alternate air ..........................OPEN  
9. Ignition..................................... START

**TOTAL ELECTRIC FAIL**

1. Circuit breakers............. CHECK, PULL, RESET  
2. Essential bus .......................... ON  

If no success:

3. Horizon emergency switch ................... ON  
4. Flood light, if required ................... ON  
5. Power .................................. SET  
   according power lever position and/or engine noise  
6. Flaps ................................VERIFY POSITION  

Land ASAP
ENGINE FIRE IN FLIGHT / AFTER TAKE OFF

1. Cabin heat.............................................. OFF  
2. Emergency landing .......................... PREPARE  
3. Airspeed........................................... 76/73/68/60 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 (BAT).............................. 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 FIRE ON GROUND

1. Fuel tank selector................................. OFF  
2. Cabin heat .............................................. OFF  
   After standstill:  
3. Throttle.............................. MAX POWER  
4. Master switch (BAT).............................. OFF  
   When engine stopped:  
5. Ignition ............................................ OFF  
6. 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 (BAT) .................................. OFF
2. Throttle ............................................... IDLE
3. Mixture ................................................. IDLE CUT OFF
   
   When engine stopped:
   
   4. 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. Alternate air ............................................. OPEN 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>Light</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>PITOT OFF</td>
<td>No procedure</td>
</tr>
<tr>
<td>PITOT FAIL</td>
<td>Pg. 9</td>
</tr>
<tr>
<td>L FUEL LOW</td>
<td>No procedure</td>
</tr>
<tr>
<td>R FUEL LOW</td>
<td>No procedure</td>
</tr>
<tr>
<td>LOW VOLTS</td>
<td>Pg 9</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 high / low ..............page 11
- FUEL FLOW high ..............................................page 11
- VOLT high (overvoltage) .........................page 11
- Manifold pressure high .........................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

PITOT HEATING SYSTEM FAILED

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
      (Emergency Checklist page 2)
  - **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 cylinder head temperature and EGT
  - If CHT and EGT normal:
    ⇒ Suspect faulty oil temperature indication, continue flight
  - If CHT or EGT high:
    ⇒ Check oil pressure
      - If oil pressure low:
        ⇒ Continue with OIL pressure LOW checklist
      - If oil pressure in green range:
        ⇒ Check mixture setting, enrich if necessary
        ⇒ Reduce power
          - If no success:
            ⇒ Land ASAP
Cylinder head temperature (CHT) or EGT high
- Enrich mixture
- Check oil temperature
  - If oil temperature also high:
    - Check oil pressure
      - If oil pressure low:
        - Continue with abnormal checklist “Oil pressure low” (page 10)
      - If oil pressure in green range:
        - Reduce power
          - If no success
            - Land ASAP, be prepared for emergency landing

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 PRES LO warning light
  - If ON:
    - Suspect fuel leak
    - Land ASAP
  - If OFF:
    - Continue flight
    - Take fuel flow from AFM
    - Check fuel quantity frequently

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

Manifold pressure (MP) high
- If clearly above green range:
  - Reading is faulty