Checklist for Diamond DA42 TDI “Twin Star”

Edition #: [18.1] Edition date: [08.05.2018]

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 Schmideitner

Comments explaining Edition # 18.1 are on page 2 of this document

Checklist DA42 Twin Star - LEP

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Section: Normal Checklist

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Section: Abnormal Checklist

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Comments explaining Edition # 18

**Normal Procedures:**
No change

**Emergency Procedures:**
Pages rearranged and renumbered

Major changes:

Page 5: L/R STARTER
Pages 6/7: Engine Fire

**Abnormal Procedures:**
Pages renumbered

Comments explaining Edition # 18.1

**Normal Procedures:**
No change

**Emergency Procedures:**
No change

**Abnormal Procedures:**
Pages 16,17,18,20: editorial correction (reference page numbers)
Page 18: New values for maximum duration of ice protection when DEICE LVL LOW indicated
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 DA42 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 22 (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.
**Attention!**
For refuelling with JET A1 no additives (e.g. „Aerojet“) are permitted.

* if optional ice protection is installed
** if optional AUX tanks are installed
*** with option ‘increased ZFM’ and actual ZFM > 1650 kg

**PREFLIGHT INTERIOR**

1. Check airplane documents
2. Remove pitot cover
3. Check interior for foreign objects
4. Check circuit breakers
5. Start key PULLED OUT
6. Gear selector CHECKED DOWN
7. Electric Master ON
   - Check battery voltage
8. Gear 3 greens CHECKED
9. Check fuel quantity + temp
10. **Fuel transfer ON – if L/R AUX FUEL E caution ON:**
    - AUX tank(s) empty
    - Fuel transfer OFF
11. External lights ON
12. Parking brake SET
13. Pitot heat ON
14. * Check de-ice fluid quantity
15. * Select de-ice pump 1
16. * De-ice HIGH/MAX
17. * Check DEIC PRES LO+HI out
18. * Select de-ice pump 2
19. * Check DEIC PRES LO+HI out
20. * Ice lights ON
21. * Check de-ice function
22. Check external lights
23. Check stall warning
24. Check pitot/static tube heat
25. Pitot heat OFF
26. External lights OFF
27. * De-ice, ice lights OFF
28. Electric Master OFF

**PREFLIGHT EXTERIOR**

Canopy left side

**Left main gear**
- Strut (min 4cm bare piston) & downlock
- Tire condition, pressure (4,5 bar), position mark
- Brake, hydraulic line
- Gear door & linkage

*** structural temp. indicator: no “red 55”

**Left engine nacelle**
- Drain cascolator
- 3 air inlets / 2 air outlets
- Spinner, propeller
- Gearbox oil level
- Engine oil level
- Cowling
- Nacelle underside
- Venting pipe
- Exhaust

**Left wing**
- Wing leading edge, top- and bottom surface
- Tank drain
- Stall warning
- Tank air vent
- Fuel filler cap
- Pitot, static probe (cover removed)

**Left fuselage**
- Step
- Rear cabin door
- Fuselage left side
- Static source
- Antennas
**Tail**
Elevator & rudder (freedom of movement, hinges)
Elevator & rudder trim - tabs
Tail skid & lower fin
Static dischargers

**Right fuselage**
Fuselage right side
Static source
Rear window
Step

**Right wing**
Fuel cooler air in- & outlet
** AUX tank vent
** Drain AUX tank
Wing flap
Aileron (freedom of movement, hinges, control linkage, security)
Static dischargers
Wing tip, position light
Wing leading edge, top- and bottom surface
Fuel filler cap
Tank air vent
Tank drain

Canopy right side

**Right engine nacelle**
** Check AUX tank full ?
3 air inlets / 2 air outlets
Spinner, propeller
Gearbox oil level
Engine oil level
Cowling
Nacelle underside
Venting pipe
Exhaust
Drain cascolator

Ventilation air inlet

**Right main gear**
Strut (min 4cm bare piston) & downlock
Tire condition, pressure (4,5 bar), position mark
Brake, hydraulic line
Gear door & linkage

**Nose section**
* De-ice fluid tank
L + R front baggage door locked
OAT sensor
EPU connection
Landing / Taxi light

**Nose gear**
Strut (min 15cm bare piston) & lock
Tire condition, pressure (6 bar), position mark
Gear door & linkage

Chocks removed
Tow bar removed
**CHECK BEFORE ENGINE START**

<table>
<thead>
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<th>Description</th>
<th>Status</th>
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<tr>
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<td>2</td>
<td>Baggage and tow bar</td>
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<tr>
<td>3</td>
<td><strong>AUX PUMPS (2)</strong></td>
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<tr>
<td>4</td>
<td>Fuel selectors (2)</td>
<td>ON, safety guard closed</td>
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<tr>
<td>5</td>
<td>Power levers (2)</td>
<td>IDLE</td>
</tr>
<tr>
<td>6</td>
<td>Parking brake</td>
<td>SET</td>
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<tr>
<td>7</td>
<td>Alternate Air</td>
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<td>8</td>
<td>Manual gear extension handle</td>
<td>PUSHED</td>
</tr>
<tr>
<td>9</td>
<td>Gear selector</td>
<td>DOWN</td>
</tr>
<tr>
<td>10</td>
<td>Avionic master</td>
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<tr>
<td>11</td>
<td>Electric master</td>
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<td>12</td>
<td>Engine masters (2)</td>
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<td>13</td>
<td>Pitot heat</td>
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<td>Alternate static</td>
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<td>15</td>
<td>Alternators (2)</td>
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<td>ECU swap (2)</td>
<td>AUTO</td>
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<td>All light switches</td>
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<td>Emergency switch</td>
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<td>19</td>
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<td>ARMED</td>
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<td>21</td>
<td>Flap selector</td>
<td>UP</td>
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If starting with external power:

|   | Description                           | Status        |   |
|---|---------------------------------------|---------------|
| a | Prop area                             | CHECK CLEAR   |
| b | External power                        | CONNECT       |   |
|22 | Electric master                       | ON            |
|23 | Rudder pedals                         | ADJUSTED      |
|24 | Flight controls                       | CHECKED       |
|25 | Trims                                 | CHECKED       |
|26 | Gear warning + lights, fire detector  | TEST          |
|27 | * De-ice ANNUN TEST                   | ON            |
|28 | * DEICE LVL LO caution.               | CHECKED ON if applic. |
|29 | * Windshield de-icing                 | PUMP 1 + 2 CHECKED |

Checklist continued next page
### CHECK BEFORE ENGINE START continued

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<td>31</td>
<td>Variable elevator backstop</td>
<td>CHECK 31</td>
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<td></td>
<td>Control stick</td>
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<td></td>
<td>Power levers</td>
<td>MAX</td>
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<td>Check backstop limit decreasing</td>
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<td></td>
<td>Power levers</td>
<td>IDLE</td>
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<td></td>
<td>Check backstop limit increasing</td>
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<td>32</td>
<td>Flaps</td>
<td>UP 32</td>
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<td>33</td>
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<td>INSTRUCTED 33</td>
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<td>Seat belts</td>
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<td>35</td>
<td>Rear door</td>
<td>CLOSED and LATCHED 35</td>
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<td>Front Canopy</td>
<td>POS 1 or 2 36</td>
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<td>38</td>
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<td>EIS – FUEL 38</td>
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<td>39</td>
<td>Fuel Quantity</td>
<td>CHECKED, RESET/SET if requ. 39</td>
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<td>Fuel temperature</td>
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<td>Total time in service</td>
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<td>MFD</td>
<td>EIS – SYSTEM 42</td>
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<td>* DEIC PRESS LO caution</td>
<td>CHECKED ON 43</td>
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<td>* De-ice ANNUN TEST</td>
<td>OFF 44</td>
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<td>Start key</td>
<td>INSERTED 45</td>
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<td>IDLE 46</td>
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<tr>
<td>47</td>
<td>ACL (strobe)</td>
<td>ON 47</td>
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**End of Checklist**

### ENGINE START PROCEDURE

**Normal sequence: first start LH engine**

- Propeller area ........................................ CLEAR
- Engine Master ........................................... ON
- Annunciations / Eng.Instr. .......................... CHECKED
- Glow indication ....................................... OFF
- Start key .............................................. START, do not release below 500 RPM
- Oil pressure .......................................... OUTSIDE RED within 3 sec
- Voltage, Electrical load ............................. CHECK INDICATION
- Annunciations / Eng.Instr. .......................... CHECK

If external power was used:

**External power .................... DISCONNECT**

**Start RH engine, procedure as above**
CHECK AFTER ENGINE START

1 Oil pressure ..................................... CHECKED 1
2 RPM 900 +/- 20................................. CHECKED 2
3 Warm up time .................................... START 3

   Warm up:
   Idle ............................................. 2 minutes
   Max 1400RPM ...... until Oil > 50°C and Coolant > 60°C

4 Fuel selectors (2).............................. X-FEED 4
5 Pitot heat ....ON, annunciation + Amps checked 5
6 Pitot heat ......................................... OFF 6
7 Avionics master.................................. ON 7

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; Flight ID if applicable)

8 FMS setup ..................................COMPLETED 8

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

9 Autopilot test ..................................COMPLETED 9
10 Flood light ................................. CHECKED, ON as required 10
11 Position lights.............................. ON as required 11
12 Fuel Selectors (2) ............................ ON 12
13 Altimeters (3) .................................. SET 13
14 Standby horizon ............................ CHECKED 14
15 Transponder ..................CODE / MODE CHECKED 15
16 Parking brake .............................. RELEASED 16

END OF CHECKLIST

DURING TAXI
Check brakes
Check nose wheel steering
Check flight instruments
### BEFORE TAKE OFF CHECK

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<td>SET</td>
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<td>2</td>
<td>Seat belts</td>
<td>FASTENED</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>Rear door</td>
<td>CLOSED + LATCHED</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>Front canopy</td>
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<td>Front baggage doors</td>
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<td>Door warning light</td>
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<td>7</td>
<td>Engine instruments</td>
<td>CHECKED</td>
<td>7</td>
</tr>
<tr>
<td>8</td>
<td>Fuel temperature (Diesel min. +5°)</td>
<td>CHECKED</td>
<td>8</td>
</tr>
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<td>9</td>
<td>Circuit breakers</td>
<td>CHECKED</td>
<td>9</td>
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<tr>
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<td>Electric elevator trim</td>
<td>CHECKED, T/O SET</td>
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<td>Fuel selectors (2)</td>
<td>CHECKED ON</td>
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<td>12</td>
<td>Rudder trim</td>
<td>AS REQUIRED</td>
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<td>13</td>
<td>Flaps</td>
<td>CHECKED UP</td>
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<tr>
<td>16</td>
<td>ECU test (2)</td>
<td>PERFORM</td>
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#### ECU TEST

- **ECU test button**: press and hold
- "L/R ECU A/B fail"...ON / RPM increasing / OFF
- "L/R ECU B fail"...ON / prop cycling / OFF
- "L/R ECU A fail"...ON / prop cycling / OFF
- RPM...decrease to idle
- ECU test button...release

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<th>Step</th>
<th>Description</th>
<th>Status</th>
<th>Page</th>
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<td>ECU swap (2)</td>
<td>ECU B, ENGINES CHECKED</td>
<td>17</td>
</tr>
<tr>
<td>18</td>
<td>ECU swap (2)</td>
<td>AUTO</td>
<td>18</td>
</tr>
<tr>
<td>19</td>
<td>Pitot heat</td>
<td>AS REQUIRED</td>
<td>19</td>
</tr>
<tr>
<td>20</td>
<td>* Ice protection</td>
<td>AS REQUIRED</td>
<td>20</td>
</tr>
<tr>
<td>21</td>
<td>Transponder</td>
<td>CODE / MODE CHECKED</td>
<td>21</td>
</tr>
<tr>
<td>22</td>
<td>MFD</td>
<td>EIS – DEFAULT</td>
<td>22</td>
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<tr>
<td>23</td>
<td>Parking brake</td>
<td>RELEASED</td>
<td>23</td>
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### LINE UP PROCEDURE

- Landing light...ON
- Approach sector...CLEAR
- Runway...IDENTIFIED
- Power lever max (100% / 10 sec)...CHECK LOAD / RPM / FUEL FLOW / OP
**AFTER TAKE-OFF PROCEDURE**

- **Brakes** .......................................................... APPLY
- **Gear** .............................................................. UP
- **Landing light** ....................................................... OFF

**CLIMB TO CRUISE CHECK**

1. **Gear** .......................................................... CHECKED UP 1
2. **Flaps** ............................................................ CHECKED UP 2
3. **Landing light** .................................................. CHECKED OFF 3

End of Checklist

**PERIODICALLY DURING CRUISE**

- **Fuel**
- **Radio**
- **Engine**
- **Direction**
- **Altitude**

Maximum fuel unbalance: 5 USG

**DESCENT / APPROACH CHECK**

1. **Landing data** .................................................. RECEIVED 1
2. **Altimeters (3)** ............................................... SET 2
3. **COM / NAV / FMS** ........................................ SET 3
4. **Seatbelts** ...................................................... FASTENED 4
5. **Fuel selectors (2)** ......................................... CHECKED ON 5
6. **Parking brake** ............................................... CHECKED RELEASED 6
7. **Rudder trim** .................................................. AS REQUIRED 7
8. **Gear warning + lights** ..................................... TEST 8

End of Checklist

**BEFORE LANDING PROCEDURE**

- **Downwind, latest base leg**:
  - **Flaps** .......................................................... APP
  - **Gear** ......................................................... DOWN, CHECK 3 GREENS
  - **Landing light** ................................................ ON

**FINAL CHECK**

1. **Flaps** .......................................................... LDG 1
2. **Gear** ........................................................... 3 GREENS CHECKED 2
3. **Rudder trim** ................................................... NEUTRAL 3
GO AROUND PROCEDURE

Power ...................................................... MAX
Flaps ........................................................ APP
Positive rate of climb:
Gear...........................................................UP
Continue with take-off profile
At safe altitude:
Flaps ..........................................................UP
Landing light..............................................OFF

AFTER LANDING CHECK

When clear of runway

1 Flaps..........................................................UP 1
2 Pitot heat .............................................. OFF 2
3 Alternate air................................. CLOSED 3
4 * De-ice systems................................ OFF 4
5 Landing/Taxi light.............. AS REQUIRED 5

End of Checklist

PARKING CHECK

1 Parking brake.............................................. SET 1
2 Power levers (2) ............... IDLE for 2 min. 2
3 ELT .................................................. CHECK not activated 3
4 Engine / System page .......... CHECKED 4
5 Engine / Fuel page..... TTL TIME IN SVC NOTED 5
6 Avionic master ......................................... OFF 6
7 Electrical consumers except ACL (strobe) ... OFF 7
8 Engine Masters (2)................................. OFF 8
9 ACL (strobe) ......................................... OFF 9
10 Electric Master.......................... OFF 10
11 Interior light ......................... CHECKED OFF 11
12 Start key ................................ REMOVED 12

End of Checklist

SECURING THE AIRCRAFT

Release parking brake, use chocks.
Cover the pitot probe.
Attach tie down ropes to mooring points.
### OPERATING SPEEDS KIAS for MTOM 1785

<table>
<thead>
<tr>
<th>Speed (V)</th>
<th>1400 kg</th>
<th>1785 kg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stalling speed ($V_{SO}$) Flaps LDG</td>
<td>49</td>
<td>57</td>
</tr>
<tr>
<td>Stalling speed ($V_S$) Flaps APP</td>
<td>53</td>
<td>61</td>
</tr>
<tr>
<td>Stalling speed ($V_S$) clean</td>
<td>56</td>
<td>64</td>
</tr>
<tr>
<td>In Ice: + 4 Kt</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Best gliding angle (Flaps UP)</td>
<td>82</td>
<td></td>
</tr>
<tr>
<td>Best angle of climb ($V_x$)</td>
<td>79</td>
<td></td>
</tr>
<tr>
<td>Best rate of climb ($V_Y$)</td>
<td>79</td>
<td></td>
</tr>
<tr>
<td>Best rate of climb 1-eng. ($V_{VSE}$)</td>
<td>82</td>
<td></td>
</tr>
<tr>
<td>Min. control speed ($V_{MCA}$)</td>
<td>68</td>
<td></td>
</tr>
<tr>
<td>Min. control speed for TRG($V_{SSE}$)</td>
<td>82</td>
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</tr>
<tr>
<td>Min. control speed ($V_{MCA}$) in ice</td>
<td>72</td>
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</tr>
<tr>
<td>Operating speed in ice</td>
<td>121 - 160</td>
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<tr>
<td>Cruising climb speed</td>
<td>86</td>
<td></td>
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<tr>
<td>Rotation speed</td>
<td>72</td>
<td></td>
</tr>
<tr>
<td>Max. flap speed ($V_{FE}$) Flaps APP</td>
<td>137</td>
<td></td>
</tr>
<tr>
<td>Max. flap speed ($V_{FE}$) Flaps LDG</td>
<td>111</td>
<td></td>
</tr>
<tr>
<td>Max. LG extension ($V_{LOE}$)</td>
<td>194</td>
<td></td>
</tr>
<tr>
<td>Max. LG extended ($V_{LE}$)</td>
<td>194</td>
<td></td>
</tr>
<tr>
<td>Max. LG retraction ($V_{LOR}$)</td>
<td>156</td>
<td></td>
</tr>
<tr>
<td>Approach $V_{REF}$ Flaps UP</td>
<td>85</td>
<td>86</td>
</tr>
<tr>
<td>Approach $V_{REF}$ Flaps APP</td>
<td>82</td>
<td>82</td>
</tr>
<tr>
<td>Approach $V_{REF}$ Flaps LDG</td>
<td>76</td>
<td>78</td>
</tr>
<tr>
<td>Min. Go-around speed Flaps UP</td>
<td>82</td>
<td>82</td>
</tr>
<tr>
<td>Max. cruising speed ($V_{NO}$)</td>
<td>155</td>
<td></td>
</tr>
<tr>
<td>Never exceed speed ($V_{NE}$)</td>
<td>194</td>
<td></td>
</tr>
<tr>
<td>Manoeuvring speed ($V_A$)</td>
<td>120</td>
<td>126</td>
</tr>
</tbody>
</table>

### MASS

<table>
<thead>
<tr>
<th>Mass</th>
<th>Increased</th>
</tr>
</thead>
<tbody>
<tr>
<td>Max. TKOF mass</td>
<td>1785 kg</td>
</tr>
<tr>
<td>Max. ZF mass</td>
<td>1650 kg</td>
</tr>
<tr>
<td>Max. LDG mass</td>
<td>1700 kg</td>
</tr>
<tr>
<td>Empty mass</td>
<td>1295 kg</td>
</tr>
<tr>
<td>Max. baggage in NOSE</td>
<td>30 kg</td>
</tr>
<tr>
<td>Max. baggage in COCKPIT</td>
<td>45 kg</td>
</tr>
<tr>
<td>Max. baggage in rear EXTENSION</td>
<td>18 kg</td>
</tr>
<tr>
<td>Max. total of COCKPIT + EXTENSION</td>
<td>45 kg</td>
</tr>
</tbody>
</table>
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.

2 engines out landing .............................................page 2
G1000 Warnings ........................................................page 3

Engine
- Engine failure during take-off.................page 7
- Engine failure, engine shutdown in flight ....page 7
- Engine troubleshooting .................................page 8
- Engine restart................................................page 9
- Oscillating RPM .............................................page 10
- RPM overspeed .............................................page 10

Landing Gear
- Landing with defective main gear tire.......page 10
- Landing with defective brakes ...............page 10
- Landing gear unsafe warning .................page 11
- Manual extension of landing gear ..........page 11
- Landing gear up landing .........................page 11

Smoke and fire
- Engine fire on ground or during take-off.....page 6
- Engine fire in flight .................................page 6
- Electrical fire on ground .........................page 12
- Electrical fire in flight ..............................page 12

If Oxygen System is installed
- Cabin smoke, cabin fire, above 10.000 ft...page 13
- Oxygen pressure loss above 10.000 ft......page 13

Other Emergencies
- Emergency descent .................................page 13
- Unintentional flight into icing, Inadvertent icing encounter & excessive ice accumulation ....page 14
- Ice protection failure ..............................page 14
- Suspicion of carbon monoxide..............page 14

Electrical System
- Complete electrical failure .......................page 12
ENGINES OUT LANDING

1. Mayday call .................................. CONSIDER 1
2. Engine masters (2) .......................... OFF 2
3. Alternators (2) ............................... OFF 3
4. Fuel selectors (2) ............................. OFF 4
5. Avionic master ................................. OFF 5
6. Safety harnesses ....................... FASTENED and TIGHT 6

When sure of making landing area:

7. Flaps ................................ APP or LDG, as required 7
8. Approach speed ...... min (APP)82/(LDG)78 KIAS 8
9. Power levers (2) ................................. IDLE 9

Gear UP landing

After touchdown:

10. Electric master .............................. OFF 10

Gear DOWN landing

10. Gear ....................... DOWN, 3 GREENS CHECKED 10
11. Electric master .............................. OFF 11
**G1000 WARNINGS**

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Page</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>L/R ALTN AMPS</td>
<td>Pg. 3</td>
<td>High Current (red range)</td>
</tr>
<tr>
<td>L/R OIL PRES</td>
<td>Pg. 3</td>
<td>Oil pressure low (red range)</td>
</tr>
<tr>
<td>L/R OIL TEMP</td>
<td>Pg. 3</td>
<td>Oil temperature high (red range)</td>
</tr>
<tr>
<td>L/R GBOX TEMP</td>
<td>Pg. 4</td>
<td>Gearbox temperature high (red range)</td>
</tr>
<tr>
<td>L/R ENG TEMP</td>
<td>Pg. 4</td>
<td>Coolant temperature high (red range)</td>
</tr>
<tr>
<td>L/R FUEL TEMP</td>
<td>Pg. 4</td>
<td>Fuel temperature high (red range)</td>
</tr>
<tr>
<td>L/R FUEL PRES</td>
<td>Pg. 5</td>
<td>Fuel pressure low</td>
</tr>
<tr>
<td>L/R STARTER</td>
<td>Pg. 5</td>
<td>Starter not disengaging</td>
</tr>
<tr>
<td>DOOR OPEN</td>
<td>Pg. 5</td>
<td>Unlocked doors</td>
</tr>
<tr>
<td>L/R ENG FIRE</td>
<td>Pg. 6</td>
<td>Engine fire on ground, during take-off, in flight</td>
</tr>
</tbody>
</table>

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

*Abnormal Checklist starts at page 15*

**L/R ALTN AMPS**

- Check circuit breakers
- Reduce electrical load and land at nearest suitable airfield

**L/R OIL PRES**

- Reduce power on affected engine
- Be prepared for loss of oil and an engine failure; land at nearest suitable airfield

**L/R OIL TEMP**

- Check oil pressure
  - If oil pressure too low (outside green range):
    - Reduce power on affected engine
    - Expect loss of engine oil
    - Be prepared for an engine failure
  - If oil pressure in green range
    - Reduce power on affected engine
    - Increase airspeed
  - If oil temperature not returning to green range:
    - Be prepared for an engine failure; land at nearest suitable airfield
L/R GBOX TEMP
- Gearbox temperature high
- Reduce power on affected engine
- Increase airspeed
  - If gearbox temperature still in red range:
    - Land at nearest suitable airfield
    - Be prepared for an engine failure

L/R ENG TEMP
- Coolant temperature high
- Check G1000 for LOW COOL LVL caution light
- If LOW COOL LVL caution light OFF
  - During climb:
    - Reduce power on affected engine by 10% or more as required
    - Increase airspeed by 10 KIAS or more as required
    - If coolant temp. not returning to green range within 60”:
      - Reduce power on affected engine as much as possible and increase airspeed
  - During cruise:
    - Reduce power on affected engine
    - Increase airspeed
    - If coolant temp. not returning to green range:
      - Be prepared for an engine failure; land at nearest suitable airfield
- If LOW COOL LVL caution light ON
  - Reduce power on affected engine
  - Expect loss of coolant fluid
  - Be prepared for an engine failure

L/R FUEL TEMP
- Fuel temperature high
- Reduce power on affected engine
- Increase airspeed
- Transfer fuel from AUX to MAIN tank if applicable
  - If not returning to green range:
    - Land at nearest suitable airfield
L/R STARTER

**On ground:**
- Affected power lever IDLE
- Affected engine master OFF
- Electric master OFF

**In flight:**
- Pull LDG LT/START CB (RH Main Bus; push again when LDG light needed)
- Watch engine cowling and instruments
- Land at nearest suitable airfield

DOOR OPEN

- Reduce airspeed immediately
- Check canopy visually
  - If open:
    - Airspeed below 140 KIAS, land at nearest suitable airfield
- Check rear door visually
  - If open:
    - Airspeed below 140 KIAS, land at nearest suitable airfield
    - Do not try to lock door in flight
- Check front baggage doors visually
  - If one or both open:
    - Reduce airspeed to keep door(s) in stable position, land at nearest suitable airfield
G1000 WARNING

L/R ENG FIRE

On ground:
1. Engine masters (2) .................................. OFF 1
2. Fuel selectors (2) ..................................... OFF 2
3. Mayday call ......................................... CONSIDER 3
4. Electric master ........................................ OFF 4
   When engine and aircraft stopped:
5. Canopy ............................................... OPEN 5

Evacuate

During Take-off
1. Cabin heat & defrost .................................... OFF 1
2. Emergency windows (2) ............................ OPEN 2
3. Proceed according
   ENGINE FAILURE DURING TAKE-OFF → page 7...

G1000 WARNING

L/R ENG FIRE

In flight:
⇒ Evaluate the situation
  • If Engine Fire observed:
    ⇒ Proceed according
       ENGINE FIRE IN FLIGHT → page 7
ENGINE FAILURE DURING TAKE-OFF

REJECTED TAKE-OFF OR EMERGENCY RE-LANDING

1. Power ..................................................... OFF 1
2. Brakes .................................................. APPLY 2
3. ATC ...................................................... INFORM 3

If necessary:
4. Engine Masters (2) ................................... OFF 4
5. Fuel selectors (2) ....................................... OFF 5
6. Electric Master .......................................... OFF 6

ENGINE FAILURE DURING FLIGHT

AND ENGINE SHUTDOWN

If airspeed below Vmca:
Perform Vmc recovery procedure

Airspeed above Vmca:

1. Power ..................................................... INCREASE up to MAX 1
2. Airspeed ................................................ min BLUE LINE 2
3. Landing gear ............................................. UP 3
4. Flaps ....................................................... UP 4
5. Power lever (affected engine) ........ REDUCE TO VERIFY 5
6. Engine Master (affected engine) .......... OFF 6

Above safe altitude

7. Power (life engine) ...... up to MAX CONTINUOUS 7
8. Alternator (dead engine) ................. OFF 8
9. Fuel selector (dead engine) ............... OFF 9

ENGINE FIRE IN FLIGHT

1. Cabin heat & defrost ............................... OFF 1
2. Canopy ................................................... UNLATCH if necessary 2

Max airspeed 120 KIAS

3. Shut down the engine according
   $\uparrow$ ENGINE SHUT DOWN$\downarrow$-procedure $\uparrow$
ENGINE TROUBLESHOOTING

1. Power lever (good engine). INCREASE up to MAX
2. Power lever (affected engine).................... IDLE

- If in icing conditions:
3. Alternate air ........................................ OPEN

4. Fuel quantity ......................................... CHECK
5. AUX transfer (affected engine) ........... CONSIDER
6. Fuel selector (affected engine) ....... ON or X-FEED
7. ECU swap (affected engine) ................. ECU B

If successful: land ASAP

If unsuccessful:
8. ECU swap (affected engine) ................. AUTO

9. Circuit breakers........................ CHECK / RESET

If successful: land ASAP

If unsuccessful:
continue with ENGINE FAILURE IN FLIGHT checklist
**ENGINE RESTART**

<table>
<thead>
<tr>
<th>Step</th>
<th>Action</th>
</tr>
</thead>
</table>
| 1    | Airspeed  
For starter assisted restart: ....... below 90 KIAS  
For windmilling restart: ............ 125 – 145 KIAS  
For TAE 125-01 engine: ................. 80 – 120 KIAS |
| 2    | Power (affected engine)  
For starter assisted restart: ENGAGE until 500 RPM or prop windmills  
For TAE 125-01 engine: do not engage starter if prop windmills |
| 3    | Fuel selector (affected engine)  
ON |
| 4    | Alternate air  
AS REQUIRED |
| 5    | Alternator (affected engine)  
ON |
| 6    | Engine Master (affected engine)  
ON |

For starter assisted restart:

7. **Starter** ENGAGE until 500 RPM or prop windmills

If engine started:

8. **Power (affected engine)** MODERATE  
9. Engine instruments: check GREEN RANGE  
10. Circuit breakers: CHECKED

If engine did not start (re-feathering procedure):

One attempt only, expect altitude loss of up to 800 (500) ft

8. **Airspeed** 82 KIAS  
9. **Power lever (affected engine)** MAX  
10. **Engine Master (affected engine)** CHECK ON  
11. **Airspeed** INCREASE to achieve 1800 RPM  
12. **Engine Master (affected engine)** OFF  
13. **Airspeed** REDUCE to 82 KIAS  
14. **Propeller** CHECK FEATHERED  
15. **Alternator (dead engine)** OFF  
16. **Fuel selector (dead engine)** OFF
OSCILLATING RPM

17 Power lever ........................................ change setting 1
   • If no success:
18 ECU swap............................................ ECU B 2
   • If no success:
19 ECU swap............................................ AUTO 3
   Land at nearest suitable airfield

RPM OVERSPEED

20 Power setting....................................... REDUCE 1
   • If no success:
21 ECU swap............................................ ECU B 2
   • If no success:
22 ECU swap............................................ AUTO 3
   Land at nearest suitable airfield
   Be prepared for ENGINE FAILURE IN FLIGHT

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):
23 Engine Masters (2) .................................... OFF 1
24 Fuel selectors (2) ..................................... OFF 2
25 Electric Master ....................................... OFF 3
LANDING GEAR UNSAFE WARNING

If on for more than 20 seconds:
1. Airspeed....................................max 156 KIAS  
   In cold temperature:
2. Airspeed....................................max 110 KIAS  
3. Gear selector .................................... RECYCLE  
   ➤ If landing gear extension unsuccessful:
   Continue with MANUAL EXTENSION
   ➤ If landing gear retraction unsuccessful:
   Consider flight with landing gear down

MANUAL EXTENSION OF LANDING GEAR

1. Airspeed....................................max 156 KIAS  
2. Gear indicator lights ................................TEST  
3. Electric master ..................................CHECK ON  
4. Bus voltage ..................................CHECK NORMAL  
5. Circuit breaker ..................................CHECK  
6. Gear selector ..................................DOWN  
7. Manual extension handle .......................PULL  
   If necessary
8. Airspeed....................................max 110 KIAS  
   Apply moderate yawing
9. Gear indicator lights .............. CHECK 3 GREENS

LANDING GEAR UP LANDING

(Landing gear completely retracted)
1. Approach ..................................NORMAL  
   If time/situation allows: just before touchdown:
2. Power lever .................................. IDLE  
3. Engine Masters (2) ............................OFF  
4. Fuel selectors (2) .............................OFF  
   Immediately after touchdown:
5. Electric Master .................................OFF
**ELECTRICAL FIRE ON GROUND**

1. Mayday call ......................................... CONSIDER 1
2. Electric Master ......................................... OFF 2
3. Power levers (2) ...................................... IDLE 3
4. Engine Masters (2) ................................... OFF 4
5. Fuel selectors (2) ..................................... OFF 5

When engine and aircraft stopped:
6. Canopy ............................................... OPEN 6
   Evacuate

**ELECTRICAL FIRE IN FLIGHT**

1. Emergency switch ...................................... ON 1
2. Mayday call ......................................... CONSIDER 2
3. Avionic master ......................................... OFF 3
4. Electric master ......................................... OFF 4
5. Cabin heat & defrost ................................... OFF 5
6. Emergency windows ............ OPEN as necessary 6
7. Canopy ............................................... UNLATCH if necessary 7

Max airspeed 120 KIAS  
Land at nearest suitable airfield

**COMPLETE ELECTRICAL FAILURE**

* Leave icing area

1. Circuit breakers................................. CHECK all IN 1
   • If no success:
2. Emergency switch ...................................... ON 2
3. Flood light, if necessary............................... ON 3
4. Power .................................................. SET 4
   according power lever position and/or engine noise
5. Flaps ............................................... VERIFY POSITION 5

Land at nearest suitable airfield  
Landing gear may slowly extend  
For landing apply “Manual extension of landing gear”
**CABIN SMOKE ABOVE 10.000 FT**

1. Oxygen .......................................... CHECK ON 1
2. Emergency descent ........................... INITIATE 2
   When passing 10.000 ft
3. Oxygen ................................................ OFF 3
   Land at nearest suitable airfield

**CABIN FIRE ABOVE 10.000 FT**

1. Oxygen ...........................................PUSH OFF 1
2. Emergency descent .......................... INTIITIATE 2
   Land at nearest suitable airfield

**OXYGEN PRESSURE LOSS ABOVE 10.000 FT**

1. Oxygen ...........................................PUSH OFF 1
2. Oxygen pressure ....................... CHECKED, note down 2
3. Emergency descent ............................. INTIITIATE 3
   When passing 10.000 FT:
4. Oxygen pressure ......................... CHECK AGAIN 4
   ⚠ If oxygen pressure constant:..... Continue flight
   ⚠ If oxygen pressure dropped: ....Land at nearest suitable airfield

**EMERGENCY DESCENT**

1. Flaps ......................................................... UP 1
2. Landing Gear ........................................ DOWN 2
3. Power levers .......................................... IDLE 3
4. Airspeed ........................................... AS REQUIRED 4
UNINTENTIONAL FLIGHT INTO ICING

Leave icing area, continue with item 1

* INADVERTENT ICING ENCOUNTER & EXCESSIVE ICE ACCUMULATION

1. Pitot heat ..............................................ON  
2. Cabin heat & defrost ................................ON  
3. Power ................................... INCREASE PERIODICALLY  
4. * De-ice systems ...................... USE as appropriate  
5. Alternate air ........................OPEN as required  
6. Emergency windows ...............OPEN as required  
   ● When pitot heat fails:  
7. Alternate static valve ............................ OPEN  
8. Emergency windows ............................ CLOSED  
   ● * When de-ice system does not work properly:  
      Continue with ICE PROTECTION FAILURE

* ICE PROTECTION FAILURE

1. Airspeed............................min 121 KIAS until final  
2. Flaps ..................................................UP  
3. Slip angle ................................. MINIMIZE  
4. Approach with residual ice ............ 91 KIAS  
5. Landing distance ........................................x1,4

SUSPICION OF CARBON MONOXIDE

1. Cabin heat & defrost .................................. OFF  
2. Ventilation ............................................. OPEN  
3. Emergency windows ............................. OPEN  
4. Airspeed ............................................ max 120 KIAS  
5. Canopy ................................................ UNLATCH

Push up and lock in cooling gap position
## G1000 CAUTION LIGHTS

<table>
<thead>
<tr>
<th>Light Code</th>
<th>Page</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>L/R ECU A FAIL</td>
<td>16</td>
<td>ECU A failed</td>
</tr>
<tr>
<td>L/R ECU B FAIL</td>
<td>16</td>
<td>ECU B failed</td>
</tr>
<tr>
<td>L/R VOLTS LOW</td>
<td>16</td>
<td>Bus voltage too low</td>
</tr>
<tr>
<td>L/R ALTN FAIL</td>
<td>16</td>
<td>Alternator failed</td>
</tr>
<tr>
<td>L+R ALTN FAIL</td>
<td>17</td>
<td>Both Alternators failed</td>
</tr>
<tr>
<td>L/R COOL_LVL</td>
<td>17</td>
<td>Engine coolant level low</td>
</tr>
<tr>
<td>PITOT FAIL</td>
<td>17</td>
<td>Pitot heating system failed</td>
</tr>
<tr>
<td>PITOT HT OFF</td>
<td>17</td>
<td>Pitot heating system OFF</td>
</tr>
<tr>
<td>STALL HT FAIL</td>
<td>17</td>
<td>Stall warning heating failed</td>
</tr>
<tr>
<td>STALL HT OFF</td>
<td>17</td>
<td>Stall warning heating OFF</td>
</tr>
<tr>
<td>L/R FUEL LOW</td>
<td>17</td>
<td>Main tank fuel qty low</td>
</tr>
<tr>
<td>L/R AUX FUEL E</td>
<td>17</td>
<td>L/R auxiliary fuel tank empty</td>
</tr>
<tr>
<td>STICK LIMIT</td>
<td>18</td>
<td>Stick limiting system failed</td>
</tr>
<tr>
<td>DEICE_LVL LO</td>
<td>18</td>
<td>De-icing fluid level low</td>
</tr>
<tr>
<td>DEIC PRES LO</td>
<td>18</td>
<td>De-icing pressure low</td>
</tr>
<tr>
<td>DEIC PRES HI</td>
<td>18</td>
<td>De-icing pressure high</td>
</tr>
</tbody>
</table>

### Engine instrument indications outside of green range
- COOLANT temperature high/low ................................ page 19
- OIL temperature high/low....................................... page 19
- OIL pressure high/low.......................................... page 19
- FUEL temperature high/low................................. page 19
- VOLT low........................................................... page 20
- RPM high.......................................................... page 20

### Other abnormal situations
- Both alternators failed............................... page 20
- Hydraulic pump fail or continuous ops... page 20
- AUX fuel transfer fail .............................. page 20
CAUTION ALERTS ON THE G1000

L/R ECU A OR B FAIL ON GROUND

- Discontinue operation, terminate flight preparation

L/R ECU A FAIL DURING FLIGHT

Remark: in case of ECU A fail the system automatically switches to ECU B

- Press ECU TEST button for more than 2 seconds
- If ECU A caution message re-appears or cannot be reset:
  - Land at nearest suitable airfield
- If ECU A caution message can be reset
  - Continue flight. Engine must be serviced after LDG

L/R ECU B FAIL DURING FLIGHT

- Press ECU TEST button for more than 2 seconds
- If ECU B caution message re-appears or cannot be reset:
  - Land at nearest suitable airfield
- If ECU B caution message can be reset
  - Continue flight. Engine must be serviced after LDG

L/R VOLTS LOW BUS VOLTAGE TOO LOW

Remark: possible reasons are
- fault in the electrical power supply
- Alternators OFF

- Continue with “Engine instrument indications outside of green range”
  - VOLTS low, page 20

L/R ALTN FAIL ALTERNATOR FAILED

- If in icing conditions:
  - Leave icing area as soon as practicable
- Alternator on affected side OFF
- Monitor bus voltage
- Reduce electrical consumers
- If both alternators failed:
  - See Abnormal Checklist “Both Alternators failed”, page 20
**L ALTN FAIL** + **BOTH ALTERNATORS FAILED**

**R ALTN FAIL**

Reduce all electrical equipment to a minimum:
- Avionic Master: OFF
- LH/RH Alternator: OFF
- Transponder: STBY
- Gear: DOWN

- When down and locked:
  - Pull manual gear extension handle
  - Stall/Pitot heat: OFF
  - All lights:OFF
  - Expect battery power to last for 30 minutes
  - Expect engine stoppage after this time
  - Land ASAP

**L/R COOL LVL**

- Monitor annunciations / engine instruments
- Check coolant temperature
- See “Engine instrument indications outside of green range” – COOLANT TEMPERATURE

**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 (see Emergency Checklist page 14 “Unintentional flight into icing”)

**STALL HT FAIL**

- expect loss of aural stall warning

**L/R FUEL LOW**

- Check fuel quantity
  - If LH & RH quantities show remarkable difference:
    - Expect loss of fuel on side with lower indication
    - Use x-feed: Fuel selector to x-feed on side with LOW FUEL indication

**L/R AUX FUEL E**

- L/R auxiliary fuel pump OFF

**ENGINE COOLANT LEVEL LOW**

- Monitor annunciations / engine instruments
- Check coolant temperature
- See “Engine instrument indications outside of green range” – COOLANT TEMPERATURE

**MAIN TANK FUEL QTY LOW**

- Check fuel quantity
  - If LH & RH quantities show remarkable difference:
    - Expect loss of fuel on side with lower indication
    - Use x-feed: Fuel selector to x-feed on side with LOW FUEL indication
STICK LIMIT

VARIABLE ELEVATOR BACKSTOP SYSTEM FAILED

1 or 2 power levers set for MORE than 20% load:
   ➔ Elevator variable backstop is INOP
   ➔ Do not stall in any configuration!

2 power levers set for LESS than 20% load:
   ➔ Elevator variable backstop always ACTIVE
   ➔ Reduced elevator capacity
   ➔ For approach min VREF 79/82 KIAS

DEICE LVL LO

DE-ICING FLUIS LEVEL LOW

- Maximum duration of ice protection in
  NORMAL mode: 30 min, in HIGH mode: 15 min

DEIC PRES LO

DE-ICING PRESSURE LOW

- Switch DE-ICE to HIGH
  ➔ If DEIC PRES LO light still ON
    ➔ PUMP1 / PUMP2: select other pump
    ➔ If necessary prime pump by activating
      windshield pump
  ➔ If DEIC PRES LO light still ON
    ➔ Activate ALTERNATE switch
      ➔ If DEIC PRES LO light still ON
        ➔ Go to Emergency Checklist page 14
        ICE PROTECTION FAILURE

- If DEIC PRES LO light OFF
  ➔ Continue flight
    (de-icing fluid flow: 30 lt/hr)
  ➔ Monitor ice protection system operation
  ➔ Check de-icing fluid level periodically

DEIC PRES HI

DE-ICING PRESSURE HIGH

- Possible reduced system performance
- Filter cartridge to be replaced at next scheduled maintenance
ENGINE INSTRUMENT INDICATIONS OUTSIDE OF GREEN RANGE

**COOLANT temperature high**
- Refer to Emergency Checklist page 4, “L/R ENG TEMP”

**COOLANT temperature low**
Remark: During low power descent from high altitude coolant temperature may decrease. Consider increasing power.
- Check G1000 for LOW COOLANT LVL caution light
  - If “LOW COOLANT LVL caution light” ON
    - Reduce power on affected engine
    - Expect loss of coolant fluid
    - Be prepared for an engine failure

**OIL temperature high**
- Refer to Emergency Checklist page 3, “L/R OIL TEMP”

**OIL temperature low**
- Increase power
- Reduce airspeed

**OIL pressure high**
- Check oil temperature and coolant temperature
  - If within green range
    - Oil pressure indication may be faulty; watch temperatures
  - If outside of green range
    - Reduce power on affected engine;
    - Be prepared for an engine failure;
    - Land at nearest suitable airfield

**OIL pressure low**
- Refer to Emergency Checklist page 3, “L/R OIL PRES”

**FUEL temperature high**
- Refer to Emergency Checklist page 4, “L/R FUEL TEMP”

**FUEL temperature low (JET Fuel operation)**
- Monitor fuel temperature
  - If fuel temperature decreases to red range (< 30°C):
    - Increase power on affected engine
    - Reduce airspeed
      - If not returning to yellow range:
        - Land at nearest suitable airfield

**FUEL temperature low (Diesel Fuel operation)**
- Increase power on affected engine
- Reduce airspeed
  - If not returning to green range:
    - Land at nearest suitable airfield
VOLTS low

On ground:
- Check alternators ON
- Check circuit breakers
  - If LOW VOLTS CAUTION still indicated on the G1000:
    - Discontinue operation; terminate flight preparation

In flight:
- Check alternators ON
- Check circuit breakers
- Switch off unnecessary electrical equipment
  - If LOW VOLTS CAUTION still indicated on the G1000:
    - Apply L/R ALTN FAIL caution procedure, page 16

RPM high

- Reduce power on affected engine
- Keep RPM in green range with appropriate power lever setting
  - If problem not solved:
    - Refer to Emergency Checklist page 10 “RPM overspeed”
    - Land at nearest suitable airfield

OTHER ABNORMAL SITUATIONS

Both alternators failed
- Avionic Master: OFF
- LH/RH Alternator: OFF
- Transponder: STBY
- Gear: DOWN
  - When down and locked:
    - Pull manual gear extension handle
- Stall/Pitot heat: OFF
- All lights: OFF
  - Expect battery power to last for 30 minutes
  - Expect engine stoppage after this time
  - Land ASAP

Hydraulic pump: failure or continuous operation
- Check gear indication lights
- Prepare for manual landing gear extension

L/R Auxiliary fuel XFER FAIL
- Both x-fer pumps OFF
- Check fuel quantity
- Use X-feed to keep main tank fuel unbalance within 1 USG
- Switch remaining x-fer pump ON
- Use X-feed to keep main tank fuel unbalance within 1 USG
- Amend flight plan to allow for reduced amount of available fuel
# FMS Initialization – AUX 4 page

Recommended and compulsory settings

<table>
<thead>
<tr>
<th>TIME FORMAT</th>
<th>UTC</th>
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<tbody>
<tr>
<td>NAV ANGLE</td>
<td>AUTO</td>
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<tr>
<td>DIS. SPD</td>
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<tr>
<td>ALT. VS</td>
<td>FEET</td>
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<td>TEMP</td>
<td>CELSIUS</td>
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<tr>
<td>FUEL, FF</td>
<td>GALLONS</td>
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<tr>
<td>POSITION</td>
<td>HDDD°MM.MM’</td>
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<tr>
<td>AIRSPACE ALERTS</td>
<td>As desired</td>
</tr>
<tr>
<td>ARRIVAL ALERT</td>
<td>As desired</td>
</tr>
<tr>
<td>VOICE</td>
<td>As Desired</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>MFD DATA BAR FIELDS</th>
<th>1  GS</th>
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<tbody>
<tr>
<td></td>
<td>2  DIS</td>
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<td></td>
<td>3  ETE</td>
</tr>
<tr>
<td></td>
<td>4  TRK</td>
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<table>
<thead>
<tr>
<th>GPS CDI</th>
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<tbody>
<tr>
<td>SELECTED</td>
<td>AUTO</td>
</tr>
<tr>
<td>COM CHANNEL SPACING</td>
<td>25,0 KHZ</td>
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<tr>
<td></td>
<td>OR 8,33 KHZ</td>
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<table>
<thead>
<tr>
<th>NEAREST APT</th>
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<tbody>
<tr>
<td>RWY SURFACE</td>
<td>As desired</td>
</tr>
<tr>
<td>MIN LENGHT</td>
<td>As desired</td>
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</tbody>
</table>

### Compulsory:

#### ARINC 424 Distance Coding:

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</table>
NORAD / FAA / ICAO INTERCEPT PROCEDURES

Intercept Procedures
- Typically two fighters approach from the stern -- you may only see one
- Fighter rocks wings to signal intercept
- Fighter responsible for safe separation

Your Actions
- Remain predictable – Altitude, heading, airspeed, don’t descend
- Acknowledge fighter with wing rock
- Talk to ATC
- Talk to fighter on 121.5

Post Intercept
- Comply with instructions
- Land where directed

DAY INTERCEPT SIGNALS

<table>
<thead>
<tr>
<th>Interceptor Signals</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fighter slow turn to desired heading</td>
<td>FLY THIS WAY</td>
</tr>
<tr>
<td>Fighter abrupt turn across nose to desired heading and may dispense flares</td>
<td>WARNING: TURN NOW (DIRECTION OF FIGHTER)</td>
</tr>
<tr>
<td>Fighter circles airport, lowers landing gear, overflies runway in direction of landing</td>
<td>LAND HERE</td>
</tr>
</tbody>
</table>

NIGHT INTERCEPT SIGNALS

<table>
<thead>
<tr>
<th>Interceptor Signals</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flash navigation lights</td>
<td>You have been intercepted</td>
</tr>
<tr>
<td>Turn on landing lights</td>
<td>Land here</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Your Signal</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flash navigation lights</td>
<td>I will comply</td>
</tr>
<tr>
<td>Turn on landing light</td>
<td>I will land</td>
</tr>
<tr>
<td>Flash landing light</td>
<td>Airport inadequate</td>
</tr>
<tr>
<td>Flash all lights regular</td>
<td>Can not comply</td>
</tr>
<tr>
<td>Flash all lights irregular</td>
<td>Distress</td>
</tr>
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</table>