

# Tecnam P2006T F-ORCP

02/2023 Edition



# GBP

CENTRE POLYNÉSIE  
DE PERFECTIONNEMENT AU PILOTAGE

# CHECK LIST

Note : This check-list manual is conform to the P2006T Aircraft Flight Manual.

However it doesn't supplant it and an adequate knowledge of AFM is required.

## COLOR CODE :

**READ LIST**

ACTIONS TO PERFORM USING THIS DOCUMENT

**DO LIST**

ACTIONS TO PERFORM BY HEART

**CHECK LIST**

ALREADY PERFORMED ACTIONS, TO CHECK USING THIS DOCUMENT

**MEMORY ACTIONS**

EMERGENCY ACTIONS TO PERFORM BY HEART

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**PAGE LAISSÉE INTENTIONNELLEMENT BLANCHE**

### AIRSPEED LIMITATIONS

		KIAS	
Never Exceed Speed	<b>VNE</b>	171	
Maximum Structural Cruising Speed	<b>VNO</b>	138	
Designed Manoeuvring Speed	<b>VA</b>	122	
Maximum Flaps Extended Speed	<b>VFE</b>	<b>T/O</b>	122
		<b>LDG</b>	93
Maximum Gear Extended Speed	<b>VLE</b>	122	
Maximum Gear Operating Speed	<b>VLO</b>	122	
Stall Speed – Clean configuration	<b>VS1</b>	66	
Stall Speed – Landing configuration	<b>VS0</b>	53	
<b>Maximum demonstrated cross-wind</b>		17 kts	

### NORMAL OPERATIONS SPEED

		FLAPS	KIAS
Best Angle Climb Speed	<b>VX</b>	0° (UP)	72
Best Rate of Climb Speed	<b>VY</b>	0° (UP)	84

### OEI SPEED

		KIAS
Air Minimum Control Speed	<b>VMCA</b>	62
OEI Best Rate of Climb Speed	<b>VYSE</b>	84

#### FUEL

2 tanks	100 L each
Total Fuel	200 L
Total Usable Fuel	194.4 L

#### MASS

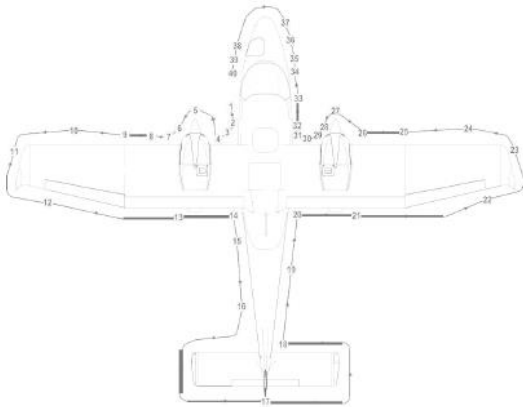
Empty Mass	880 kg
MTOW	1230 kg

FLIGHT PHASE			CONFIGURATION		ENGINE	
	PITCH	IAS	GEAR	FLAPS	MP	RPM
ROTATION	+5	65	DOWN	T/O	FULL (~29 inHg)	MAX (~2350 RPM)
INITIAL CLIMB	+7	90	UP	T/O	FULL	MAX
CLIMB	+7	100	UP	UP	28	2200
BEST RATE CLIMB	+12	84	UP	UP	FULL	MAX
BEST ANGLE CLIMB	+14	72	UP	UP	FULL	MAX
CRUISE	0	135	UP	UP	24	2200
DESCENT (VNO)	-2	138	UP	UP	23	2200
HOLDING	+5	100	UP	UP	20	2200
APPROACH	+4	90	DOWN	T/O	22	2200
FINAL APPROACH APP	-2	85	DOWN	T/O	16	2200
FINALE APPROACH LDG	-3	75	DOWN	LDN	20	MAX



## **WALK AROUND**

To perform the aircraft walk-around, carry out the checklists according to the pattern shown in the Figure below.



**If ignition switches are turned ON, a propeller movement can cause the engine starting with consequent hazard for people nearby**

***Visual inspection is defined as follows: check for defects, cracks, delamination, excessive play, unsafe or improper installation as well as for general condition, presence of foreign objects, slippage markers etc. For control surfaces, visual inspection also involves additional check for freedom of movement. Always check the ground in the area of the aircraft for evidence of fuel, oil or operating fluids leakages***

- |    |                               |  |
|----|-------------------------------|--|
| 1. | <b>Pilot door and cabin</b>   | Check door for integrity. Turn ON the Master Switch and check Stall Warning switch for operation and condition; check lighting of Landing/Taxi/Nav/Str<br>obe lights, then turn OFF the Master Switch.   |
| 2. | <b>Left main landing gear</b> | Check fuselage skin status, tire status (cuts, bruises, cracks and excessive wear), slippage markers integrity, gear structure and shock absorber, hoses, gear door attachments and gear micro-switches. There should be no sign of hydraulic fluid leakage. |
| 3. | <b>Wheel chock</b>            | Remove if employed   |
| 4. | <b>Propeller and spinner</b>  | The propeller blades and spinner should be free of cracks, nicks, dents and other defects and should rotate freely. Check fixing and lack of play between blades and hub.  |

5.                    **Left engine nacelle**
- a)        Perform following inspections:
  - b)        Check the surface conditions.
  - c)        Nacelle inlets and exhausts openings must be free of obstructions. If inlet and outlet plugs are installed, they should be removed.
  - d)        Check radiators. There should be no indication of leakage of fluid and they have to be free of obstructions.
  - e)        Only before the first flight of a day:
    - (1)        Verify coolant level in the expansion tank, replenish as required up to top (level must be at least 2/3 of the expansion tank).
    - (2)        Verify coolant level in the overflow bottle through the slot under the nacelle: level must be between min. and max. mark.

Replenish if required removing the upper cowling; after that, install upper cowling checking for interferences with radiators (3) Turn the propeller by hand to and fro, feeling the free rotation of 15° or 30° before the crankshaft starts to rotate. If the propeller can be turned between the dogs with practically no friction at all further investigation is necessary. Turn propeller by hand in direction of engine rotation several times and observe engine for odd noises or excessive resistance and normal

- compression.
- f) Check oil level and replenish as required. Prior to oil check, switch off both ignitions circuits and turn the propeller by hand in direction of engine rotation several times to pump oil from the engine into the oil tank. This process is finished when air is returning back to the oil tank and can be noticed by a murmur from the open oil tank. Prior to long flights oil should be added so that the oil level reaches the “max” mark.
- g) Drain off Gascolator for water and sediment (drain until no water comes off). Then make sure drain valve is closed.
- h) Check drainage hoses clamps
- i) Verify all parts are fixed or locked.
- j) Verify all inspection doors are closed.

6. **Air induction system**

Check engine air inlet for integrity and

correct fixing.  
The air intake filter  
must be free of  
obstructions.

7. **Left fuel tank**
- Check that the refuelling port cap is properly secured, then perform the fuel tank sump drainage operating the related valve which, after operation, must be checked closed. Fuel must be checked for water and sediment. Verify the tank vent outlet is clear.

8. **Landing and taxi lights**
- Visual inspection

9. **Left wing leading edge**
- Visual inspection. Check cabin ventilation inlet and carburettor heating inlet for condition and free of obstruction. Check stall strip.

10. **Left wing top and bottom panels**
- Visual inspection

11. **Left winglet, nav and strobe lights; static discharge wick**
- Check for integrity and fixing

12. **Left aileron and balance mass**
- Visual inspection, remove tie-down

		devices and control locks if employed.
13.	<b>Left flap and hinges</b>	Visual inspection
14.	<b>Left static port</b>	Remove protective cap – Visual inspection
15.	<b>Antennas</b>	Check for integrity
16.	<b>Gear pump, external power and battery compartment</b>	Check emergency landing gear extension system pressure (low pressure limit: 20 bar), external power and battery compartments closure.
17.	<b>Horizontal and vertical empennage and tabs. Static discharge wicks.</b>	Check the actuating mechanism of control surfaces and the connection with related tabs. Check wicks for integrity. Remove tie-down device if employed.
18.	<b>Stabilator leading edge</b>	Check for integrity
19.	<b>Fuselage top and bottom skin</b>	Visual inspection
20.	<b>Right static port</b>	Remove protective cap – Visual inspection
21.	<b>Right flap and hinges</b>	Visual inspection

- |     |   |   |
|-----|---|---|
| 22. | <b>Right aileron and balance mass</b>                               | Visual inspection, remove tie-down devices and control locks if employed  |
| 23. | <b>Right winglet, nav and strobe lights: static discharge wicks</b> | Check for integrity and fixing and lighting   |
| 24. | <b>Right wing top and bottom panels</b>                             | Visual inspection   |
| 25. | <b>Right wing leading edge</b>                                      | Visual inspection. Check cabin ventilation inlet and carburettor heating inlet for condition and free of obstruction. Check stall strip.  |
| 26. | <b>Right fuel tank</b>  | Check that the refuelling port cap is properly secured, then perform the fuel tank sump drainage operating the related valve which, after operation, must be checked closed. Fuel must be checked for water and sediment. Verify the tank vent outlet is clear. |
| 27. | <b>Propeller and spinner</b>  | The propeller blades and spinner should be free of cracks, nicks, dents and other   |



defects and should rotate freely. Check fixing and lack of play between blades and hub.

- |     |                                  |   |
|-----|----------------------------------|---|
| 28. | <b>Right engine nacelle</b>      | Apply check procedure reported in the walk-around station 5 and 6.  |
| 29. | <b>Passenger door and cabin</b>  | Check door for integrity. Check safety belts for integrity and baggage for correct positioning and fastening. Check ditching emergency exit safety lock. Check passengers ventilation ports for proper setting. |
| 30. | <b>Right main landing gear</b>   | <i>Apply check procedure reported in the walk-around Station 2</i>  |
| 31. | <b>Wheel chock</b>               | <i>Remove if employed</i>   |
| 32. | <b>Bottom fuselage antennas</b>  | <i>Check for integrity</i>  |
| 33. | <b>Right cabin ram-air inlet</b> | <i>Visual inspection</i>  |
| 34. | <b>Right Pitot tube</b>          | <i>Remove protective cap and check for any obstruction</i>  |
| 35. | <b>Nose landing gear</b>         | <i>Check tire status</i>  |

*(cuts, bruises, cracks and excessive wear), slippage markers integrity, gear structure and retraction mechanism, shock absorber and gear doors attachments. There should be no sign of hydraulic fluid leakage.*

36. **Radome** *Check for integrity*

37. **Radome access door** *Visual inspection*

38. **Left Pitot tube** *Remove protective cap and check for any obstruction*

## COCKPIT PREPARATION ACTIONS

AIRCRAFT DOCUMENTS ..... CHECK, ON BOARD  
 SEAT ..... ADJUST  
 SEAT BELT ..... FASTEN  
 DOORS ..... CLOSED AND LOCKED  
 ENGINE STARTING BATTERY VOLTMETER.....CHECK 12 TO 14 VOLT  
 PARKING BRAKE .....SET  
 ALTERNATE STATIC PORT ..... CHECK CLOSED  
 ALL EXTERNAL LIGHTS SWITCHES..... OFF  
 FLAPS LEVER .....UP  
 PROPELLER..... MAX RPM  
 CARBURATOR HEAT (2) ..... OFF  
 POWER LEVER..... IDLE  
 ENGINE LEVERS FRICTION ..... ADJUST  
 AVIONIC/CROSSBUS/FIELD SWITCHES ..... OFF  
 GEAR LEVER ..... DOWN  
 EMERGENCY BACK BATTERY SWITCH..... SECURED  
 ELT ..... CHECK ARM  
 CABIN HEAT ..... OFF  
 RH FUEL SELECTOR..... RIGHT  
 LH FUEL SELECTOR ..... LEFT  
 IGNITION SWITCHES..... OFF  
 BREAKERS ..... ALL IN

## **BEFORE START ACTIONS**

- MASTER SWITCH..... ON
- DEPARTURE BRIEFING..... PERFORMED
- STROBE ..... ON
- FUEL QUANTITY .....CHECK
- FUEL PUMP ..... ON, THEN OFF  
→ *Check normal fuel pressure gauge operation, and  
return to zero*
- FIRE DETECTOR SYSTEM.....CHECK

## BEFORE START CHECKLIST

1. DEPARTURE BRIEFING ..... PERFORMED
2. PARKING BRAKE ..... SET
3. MASTER SWITCH ..... ON
4. STROBE ..... ON
5. POWER LEVER ..... IDLE
6. DOORS ..... CLOSED & LOCKED

## RIGHT ENGINE START UP

- RH CHOKE ..... AS NECESSARY
- RH FUEL PUMP..... ON
- RH IGNITION SWITCHES (2 ..... ON
- RH OUTSIDE SAFETY .....CHECK
- RIGHT ENGINE START PUSHBUTTON .....ENGAGE
- *Do not engage starter for more than 10 seconds*
- RH CHOKE ..... OFF
- RIGHT ENGINE OIL PRESSURE.....CHECK, > 2 BAR
- RH THROTTLE LEVER ..... 1200 RPM
- *When power is low, RPM are controlled through manifold pressure lever*
- RH FIELD..... ON
- RH AVIONICS..... ON
- RH CROSS BUS..... ON
- RH AMMETER.....CHECK CHARGE

## LEFT ENGINE START UP

- LH CHOKE..... AS NECESSARY
- LH FUEL PUMP ..... ON
- LH IGNITION SWITCHES (2) ..... ON
- LH OUTSIDE SAFETY .....CHECK
- LEFT ENGINE START PUSHBUTTON .....ENGAGE
- *Do not engage starter for more than 10 seconds*
- LH CHOKE..... OFF
- LEFT ENGINE OIL PRESSURE .....CHECK, > 2 BAR
- LH THROTTLE LEVER..... 1200 RPM
- *When power is low, RPM are controlled through manifold pressure lever*
- LH FIELD ..... ON
- LH AVIONICS ..... ON
- LH CROSS BUS ..... ON
- LH AMMETER ..... CHECK CHARGE
- *Charge should be shared evenly between the two alternators*

## AFTER START UP ACTIONS

XPDR ..... STBY  
 FMS - RADIO/RADIONAV/PROCEDURE.....SET  
 ATIS/DEPARTURE PARAMETERS.....OBTAINED  
 NAV LIGHTS..... ON  
 FUEL PUMPS ..... OFF  
 ALTIMETERS .....SET  
 ELECTRICAL TRIM ..... CHECK RANGE AND DISCONNECTION  
 AUTO PILOT ..... CHECK THEN OFF  
 FLIGHT CONTROLS ..... FREE  
 FLAPS .....CHECK THEN UP

## AFTER START UP CHECK-LIST

1. ENGINE OIL PRESSURE.....CHECK
2. AVIONICS / FIELD / CROSS BUS..... ON
3. FMS (RADIO/RADIONAV/PROCEDURE).....SET
4. ALTIMETERS .....SET
5. FLIGHT CONTROLS..... FREE
6. FLAPS .....UP
7. FUEL PUMPS..... OFF

## **TAXIING ACTIONS**

BLOCK TIME ..... REPORTED  
TAXI LIGHT ..... ON  
PARKING BRAKE ..... RELEASE  
BRAKES.....CHECK  
→ *Test right seat braking action if occupied*  
INSTRUMENTS & AHRS..... CHECKED DURING TURNS

## **ENGINE RUN-UP**

PARKING BRAKE .....SET  
TAXI LIGHT ..... OFF  
OIL TEMPERATURE.....CHECK  
FUEL PUMPS ..... ON  
RPM ..... 1650 RPM  
→ *Perform engine run-up on both engines at the same time*  
PROPELLER.....FEATHER CHECK

- *Go swiftly from max RPM to feather position then go back to max RPM, one handle at a time, do not drop more than 400 RPM.*
- *Repeat 3 times for each engine.*

IGNITION SWITCHES.....CHECK



→ *Perform check one ignition switch at a time.*  
*Check loss of RPM < 130 RPM and maximum*  
*in between < 50 RPM*

CARBURATORS HEAT.....CHECK

→ *Check loss of RPM of about 100 RPM and*  
*returning to normal*

AMMETER.....CHECK

POWER LEVERS ..... IDLE

→ *Check idle position > 750 RPM*

RPM ..... 1200 RPM

## BEFORE LINE UP ACTIONS

LANDING LIGHT..... ON

TRIMS..... SET NEUTRAL

HEADING AND ALTITUDE BUG..... AS NECESSARY

FLAPS ..... T/O

TAKE OFF BRIEFING ..... PERFORMED

## **BEFORE LINE UP CHECKLIST**

1. ENGINE RUN UP ..... PERFORMED
2. TAKE OFF BRIEFING ..... PERFORMED
3. FLAPS ..... T/O
4. FUEL PUMPS..... ON
4. RIGHT ENGINE FUEL SELECTOR . RIGHT POSITION
5. LEFT ENGINE FUEL SELECTOR ..... LEFT POSITION
6. PROPELLERS ..... MAX RPM
7. TRIMS..... NEUTRAL
8. XPDR ..... ALT

## **LINE-UP ACTIONS**

- QFU AND HEADING .....CHECK
- PITOT HEAT ..... AS NECESSARY
- CAS ALARM ..... CHECK GREEN

## **TAKE-OFF**

TAKE OFF TIME..... ANNOUNCED  
MAP 20 Hg THEN BRAKE RELEASED

POWER..... FULL  
→ *Check ~ 29 Hg, 2350 RPM*

ENGINE PARAMETERS ..... CHECK  
SPEED..... ALIVE AND CHECK

ANNUNCIATOR PANEL ..... CHECK  
ROTATION SPEED ..... 65 kt

→ *Wait for positive climb then*

LANDING GEAR ..... UP

## **AFTER TAKE-OFF ACTIONS**

→ *Wait upon reaching ASD (min. 400 ft AGL) then*

FLAPS ..... UP

FUEL PUMPS ..... OFF

LIGHTS (TAXI & LANDING) ..... OFF

ELECTRICAL FAN..... OFF

CLIMB POWER..... SET

→ *Manifold pressure : 28 Hg, RPM : 2200 RPM*

## **AFTER TAKE-OFF CHECKLIST**

1. LANDING GEAR..... UP, LOCKED
2. FLAPS .....UP
3. CLIMB POWER (MAP & RPM) .....SET
4. LIGHTS (TAXI & LANDING) ..... OFF
5. ELECTRICAL FAN.....OFF
6. FUEL PUMPS..... OFF

### **CLIMB ACTIONS**

- ALTIMETERS ..... SET, COMPARED  
ENGINE POWER ..... ADJUST

### **CRUISE ACTIONS**

- CRUISE POWER .....SET  
→ *See cruise performance table for correct manifold pressure and RPM settings*  
ENGINE PARAMETERS .....CHECK

## **CRUISE CHECKLIST**

1. CRUISE POWER.....SET
2. ENGINE PARAMETERS .....CHECK

## **BEFORE DESCENT ACTIONS**

- LANDING PARAMETERS.....OBTAINED  
FMS (RADIO/RADIONAV/PROCEDURE) .....SET  
ARRIVAL BRIEFING ..... PERFORMED

## **BEFORE DESCENT CHECKLIST**

1. FMS (RADIO/RADIONAV/PROCEDURE).....SET
2. ARRIVAL BRIEFING..... PERFORMED

## **APPROACH ACTIONS**

- ALTIMETERS ..... SET, COMPARED

## **APPROACH CHECKLIST**

1. ALTIMETERS ..... SET, COMPARED
2. TAXI LIGHT ..... ON

## BEFORE LANDING ACTIONS

FLAPS ..... TO/APPR  
 FUEL PUMP ..... ON  
 LANDING GEAR ..... DOWN  
 LANDING LIGHTS ..... ON  
 FLAPS ..... LDG  
 PROPELLERS ..... MAX RPM  
 AUTO PILOT ..... OFF

## BEFORE LANDING CHECKLIST

1. LANDING GEAR ..... DOWN, THREE GREENS
2. FLAPS ..... AS REQUIRED
3. PROPELLERS ..... MAX RPM
4. FUEL PUMPS ..... ON
5. LANDING LIGHTS ..... ON
6. AUTO PILOT ..... OFF

## AFTER LANDING ACTIONS

FLAPS ..... UP  
 LANDING LIGHTS ..... OFF  
 FUEL PUMPS ..... OFF  
 XPDR ..... STBY  
 TAXI LIGHT ..... ON

## AFTER LANDING CHECKLIST

1. FLAPS ..... UP
2. LANDING LIGHTS ..... OFF
3. FUEL PUMPS..... OFF
4. XPDR ..... STBY

## APRON CHECKLIST

1. PARKING BRAKE .....SET
2. TAXI & NAV LIGHT ..... OFF
3. AP ..... OFF
4. ELECTRICAL ..... OFF
5. FLIGHT TIME & ENGINE HOURS..... CHECKED
6. AVIONICS (RH AND LH) ..... OFF
7. CROSS BUS (RH AND LH) ..... OFF
8. FIELD (RH AND LH) ..... OFF
9. THROTTLE LEVERS ..... IDLE
  - *Allow one minute for engine cooldown if necessary*
10. IGNITION SWITCHES (RIGHT THEN LEFT) ..... OFF
  - *Turn off one at a time*
11. STROBE ..... OFF
12. MASTER SWITCH ..... OFF





**EMERGENCY AIRSPEEDS**

<b>OEI SPEED</b>		
		<b>KIAS</b>
Air Minimum Control Speed	<b>VMCA</b>	62
OEI Best Rate of Climb Speed	<b>VYSE</b>	84

**ENGINE FAILURES**

<b>ENGINE FIRE / FAILURE BEFORE V1</b>	
POWER LEVER .....	IDLE
BRAKES .....	APPLIED
→ <i>Maintain runway axis</i>	
FUEL SELECTORS.....	OFF
IGNITION SWITCHES.....	OFF
BATTERY .....	OFF
→ <i>Evacuate aircraft as necessary</i>	

**ENGINE FIRE / FAILURE AFTER V1**

AP ..... DISC  
 POWER ..... FULL  
 LANDING GEAR ..... UP  
 FLAPS ..... UP  
 → *Identify dead engine (dead foot, dead engine). It is designed engine X. (X being either RIGHT or LEFT)*  
 X ENGINE POWER ..... IDLE  
 → *Check nothing happens*  
 X ENGINE PROPELLER ..... FEATHER  
 → *Check feather*  
 → *Reach and climb to 84 kt (blue line)*

OPERATING ENGINE POWER ..... ADJUSTED  
 TRIMS ..... SET  
 X ENGINE FIELD ..... OFF  
 X ENGINE FUEL SELECTOR ..... OFF  
 X ENGINE IGNITION SWITCHES ..... OFF  
 X ENGINE FUEL PUMP ..... OFF  
 OPERATING ENGINE FUEL SELECTOR ..... CROSSFEED AS NECESSARY

**LAND AS SOON AS POSSIBLE**

**USE « ONE ENGINE INOPERATIVE APPROACH » CHECKLIST**

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**ENGINE FIRE / FAILURE IN FLIGHT**

AP .....	DISC
POWER .....	FULL
LANDING GEAR.....	UP
FLAPS .....	UP
→ <i>Identify dead engine (dead foot, dead engine). It is designed engine X. (X being either RIGHT or LEFT)</i>	
X ENGINE POWER.....	IDLE
→ <i>Check nothing happens</i>	
X ENGINE PROPELLER.....	FEATHER
→ <i>Check feather</i>	
→ <i>Reach and climb to 84 kt (blue line)</i>	
OPERATING ENGINE POWER.....	ADJUSTED
TRIMS .....	SET
X ENGINE FIELD .....	OFF
X ENGINE FUEL SELECTOR .....	OFF
X ENGINE IGNITION SWITCHES .....	OFF
X ENGINE FUEL PUMP .....	OFF
OPERATING ENGINE FUEL SELECTOR.....	CROSSFEED AS NECESSARY

**LAND AS SOON AS POSSIBLE**

**USE « ONE ENGINE INOPERATIVE APPROACH » CHECKLIST**

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## PROPELLER OVERSPEEDING

X ENGINE POWER LEVER ..... REDUCE  
X ENGINE PROPELLER ..... REDUCE AS PRACTICAL

**IF UNSUCCESSFUL APPLY “ENGINE SECURING” PAGE 37**

## ENGINE FIRE / FAILURE ON FINAL

AP ..... DISC  
POWER ..... ADJUSTED  
FLAPS ..... APP

→ *Identify dead engine (dead foot, dead engine). It is  
designed engine X. (X being either RIGHT or LEFT)*

X ENGINE POWER ..... IDLE

→ *Check nothing happens*

X ENGINE PROPELLER ..... FEATHER

→ *Check feather*

**PROCEED FOR SAFE LANDING IF STABLIZED, OR PERFORM  
ONE ENGINE INOPERATIVE GOING AROUND PROCEDURE**

## ENGINE SECURING

OPERATING ENGINE POWER .....	ADJUSTED
LANDING GEAR .....	UP
FLAPS .....	UP
X ENGINE POWER LEVER .....	IDLE
X ENGINE IGNITION SWITCHES .....	OFF
X ENGINE PROPELLER .....	FEATHER
→ <i>Check feather</i>	
X ENGINE FUEL PUMP .....	OFF
X ENGINE FIELD .....	OFF
X ENGINE FUEL SELECTOR .....	OFF
OPERATING ENGINE FUEL SELECTOR.....	CROSSFEED AS NECESSARY

**INFLIGHT ENGINE RESTART**

- CARBURATOR HEAT .....AS REQUIRED
- X ENGINE ELECTRICAL FUEL PUMP .....ON
- FUEL SELECTORS..... CHECK
- X ENGINE FIELD ..... OFF
- X ENGINE IGNITION SWITCHES .....ON
- X ENGINE POWER LEVER.....IDLE
- X ENGINE PROPELLER..... FULL FORWARD
- X ENGINE STARTER..... ENGAGED
- *Stay idle while engine is warming up*
- X ENGINE FIELD .....ON

**If engine restart is unsuccessful :**

- EMERGENCY BATTERY SWITCH .....ON
- *Repeat engine restart procedure*

**IF ENGINE RESTART IS STILL UNSUCCESSFUL APPLY ENGINE  
 SECURING PROCEDURE AND USE ONE ENGINE INOPERATIVE  
 APPROACH CHECKLIST PAGE 41**

### **LOW FUEL PRESSURE**

FUEL QUANTITY INDICATOR..... CHECK

**If a fuel leakage can be excluded:**

FUEL PUMP .....ON

FUEL SELECTOR..... CONSIDER CROSSFEEDING

**If a fuel leakage is suspected:**

**APPLY “ENGINE SECURING” PROCEDURE PAGE 37 ON  
AFFECTED ENGINE, AND DO NOT CROSSFEED**

### **LOW OIL PRESSURE**

POWER (AFFECTED ENGINE) .....IDLE

OIL TEMPERATURE ..... CHECK

**IF OIL TEMPERATURE IS RISING APPLY « ENGINE SECURING»  
PROCEDURE PAGE 37**

### **EXCESSIVE OIL TEMPERATURE**

POWER (AFFECTED ENGINE) .....IDLE

OIL PRESSURE ..... CHECK

**IF OIL PRESSURE IS UNDER ACCEPTABLE APPLY « ENGINE  
SECURING» PROCEDURE PAGE 37**

**EXCESSIVE CHT**

POWER (AFFECTED ENGINE) .....REDUCE  
AIRSPEED ..... INCREASE AS PRACTICAL  
OIL TEMPERATURE ..... CHECK

**IF CHT IS STILL RISING APPLY « ENGINE SECURING »  
PROCEDURE PAGE 37**

**COOLANT LIQUID LOW LEVEL**

CHT (AFFECTED ENGINE) ..... CHECK

**If CHT is above 135 °C:**

POWER (AFFECTED ENGINE) .....REDUCE  
AIRSPEED ..... INCREASE AS PRACTICAL  
OIL TEMPERATURE ..... CHECK

**IF CHT IS STILL RISING APPLY « ENGINE SECURING »  
PROCEDURE PAGE 37**



## **ONE ENGINE INOPERATIVE APPROACH**

ALTIMETERS ..... SET, COMPARED  
FUEL SELECTORS..... STOP CROSSFEED OPERATIONS

**SPEED AND FINAL CONFIGURATION: 90 kt, FLAPS  
APPROACH.**

**DO NOT EXTEND GEAR BEFORE REACHING FINAL DESCENT  
GLIDE PATH**

## **FIRE**

### **ENGINE FIRE ON GROUND**

FUEL SELECTORS..... BOTH OFF  
POWER LEVER ..... FULL  
STARTER ..... ENGAGE  
→ *Continue to crank while carrying the following actions*  
MASTER SWITCH ..... OFF  
CABIN HEAT ..... OFF  
PARKING BRAKE ..... SET

**EVACUATE THE AIRCRAFT**

**ELECTRICAL FIRE / SMOKE ON GROUND**

MASTER SWITCH ..... OFF  
 CABIN HEAT ..... OFF  
 FUEL SELECTORS..... BOTH OFF  
 POWER LEVER ..... IDLE  
 IGNITION SWITCHES ..... OFF  
 PARKING BRAKE .....SET

**EVACUATE THE AIRCRAFT**

**ELECTRICAL FIRE / SMOKE IN FLIGHT**

EMERGENCY LIGHT.....AS NECESSARY  
 STBY ATTITUDE INDICATOR.....AS NECESSARY  
 MASTER SWITCH ..... OFF  
 RH & LH FIELD..... OFF  
 RH & LH AVIONICS ..... OFF  
 RH & LH CROSS BUS ..... OFF

**IF FAULTY SOURCE CAN BE FOUND, IT MAY BE POSSIBLE TO  
 RESTORE NON FAULTY POWER SOURCE *ONE AT A TIME***

**ELECTRICAL FAILURES**

**TOTAL ELECTRICAL FAILURE**

EMERGENCY LIGHT..... AS NECESSARY  
 MASTER SWITCH ..... OFF  
 RH & LH FIELD..... OFF  
 MASTER SWITCH .....ON  
 RH & LH FIELD.....ON

**IF FAILURE PERSIST, ENGAGE EMERGENCY BATTERY AND  
 LAND AS SOON AS PRACTICAL**

## SINGLE ALTERNATOR FAILURE

LH (OR RH) FIELD ..... OFF  
 LH (OR RH) FIELD .....ON

**If the LH (or RH) ALT caution stays displayed:**

LH (OR RH) FIELD ..... OFF  
 LH (OR RH) AVIONIC ..... OFF

**If conditions permit:**

LH (OR RH) CROSS BUS ..... OFF

Equipment will be lost according to the following table:

Cross Bus LH	Cross Bus RH	Avionic Bus LH	Avionic Bus RH
Field LH	Field RH	Avionic bus LH	ADF
Taxi Light	Rudder Trim	Trim A/P	COM 2
Pitot Heat	Co-pilot seat	A/P	NAV2
Voltage regulator LH	Voltage regulator RH	XPDR	AP (*)
Cabin fan	Nav Light	D M E	AP pitch trim (*)
	Audio panel	Turn coord	(*) if installed
	Avionic Fan	TCAS	

**AVIONICS FAILURES**

**LOSS OF AIRSPEED / ALTITUDE / VERTICAL SPEED  
/ HEADING**

**LOSS OF INFORMATION IS MATERIALIZED BY A RED 'X'.  
REFER TO STANDBY INDICATOR MD 302**

**DISPLAY FAILURE**

**DISPLAY BACK UP BUTTON..... PUSH**

**ATTITUDE FAILURE IN IMC**

**ATTITUDE REFERENCE ..... STBY INDICATOR  
DISPLAY BACK UP BUTTON..... PUSH**

**IF UNSUCCESSFUL, SEEK VMC CONDITIONS AS SOON AS  
PRACTICAL.**

**USE MD 302 INDICATOR AS SOLE ATTITUDE REFERENCE**

**LANDING GEAR**

**LANDING GEAR UNSAFE WARNING**

**GEAR LEVER ..... RECYCLED**

**IF LANDING GEAR EXTENSION IS UNSUCCESSFUL APPLY  
« MANUAL GEAR EXTENSION » PAGE 45**

## MANUAL LANDING GEAR EXTENSION

SPEED ..... < 122 KT  
GEAR LEVER .....DOWN  
EMERGENCY GEAR EXTENSION ACCESS DOOR ..... REMOVED  
RH CONTROL LEVER .....ROTATE 90° COUNTERCLOCKWISE  
→ *Wait at least 20 seconds*  
LH CONTROL LEVER .....ROTATE 180° COUNTERCLOCKWISE  
LANDING GEAR ..... CHECK 3 GREENS

**LAND AS SOON AS PRACTICAL**

## MISCELLANEOUS

### UNINTENTIONAL SPIN

POWER LEVERS ..... IDLE  
RUDDER ..... FULL OPPOSITE TO ROTATION  
AILERONS ..... NEUTRAL  
STICK ..... FULL FORWARD  
FLAPS ..... UP

#### WHEN ROTATION STOPS :

RUDDER ..... NEUTRAL  
STICK ..... SMOOTHLY RECOVER

**EMERGENCY DESCENT**

POWER ..... IDLE  
PROPELLER ..... MAX RPM  
AIR SPEED ..... 122 KT  
LANDING GEAR ..... DOWN  
PITCH ..... -15°

**ADJUST PITCH TO MAINTAIN VLE**

**DITCHING**

LANDING GEAR ..... DOWN  
FLAPS ..... FULL

**Before impact:**

FUEL SELECTORS ..... BOTH OFF  
IGNITION SWITCHES ..... BOTH OFF  
FUEL PUMPS ..... BOTH OFF  
AVIONICS / FIELD / CROSS BUS SWITCHES ..... OFF  
MASTER SWITCH ..... OFF

**EVACUATE THE AIRCRAFT THROUGH DITCHING EMERGENCY  
EXIT.**

**ROTATE HANDLE CLOCKWISE.**

**DO NOT INFLATE LIFE VESTS BEFORE EXITING THE AIRCRAFT.**

**PITOT HEATING SYSTEM FAILURE**

PITOT HEAT SWITCH ..... OFF  
 BREAKER ..... CHECK  
 PITOT HEAT SWITCH ..... ON

**IF PITOT HEAT CAUTION LIGHT STILL DISPLAYED, AVOID IMC  
 CONDITIONS WITH OAT BELOW 10 °C**

**STATIC PORT FAILURE**

CABIN VENTILATION ..... OFF  
 ALTERNATE STATIC PORT ..... OPEN

**CONTINUE THE MISSION**

**FLAPS SYSTEM MALFUNCTION**

FLAPS CONTROL ..... CHECK  
 BREAKERS ..... CHECK

**IF FLAPS STAY JAMMED, USE TABLE BELOW :**

FLAPS	APPROACH SPEED	LANDING DISTANCE
UP	90 kt	D*1.6
APP	85 kt	D*1.4



**INTENTIONNALLY LEFT BLANK**

**BEFORE START CHECKLIST**

1. DEPARTURE BRIEFING ..... PERFORMED
2. PARKING BRAKE ..... SET
3. MASTER SWITCH ..... ON
4. STROBE ..... ON
5. POWER LEVER ..... IDLE
6. DOORS ..... CLOSED & LOCKED

**AFTER START UP CHECK-LIST**

1. ENGINE OIL PRESSURE ..... CHECK
2. AVIONICS / FIELD / CROSS BUS ..... ON
3. FMS (RADIO/RADIONAV/PROCEDURE) . SET
4. ALTIMETERS ..... SET
5. FLIGHT CONTROLS ..... FREE
6. FLAPS ..... UP
7. FUEL PUMPS ..... OFF

**BEFORE LINE UP CHECK-LIST**

1. ENGINE RUN UP ..... PERFORMED
2. TAKE OFF BRIEFING ..... PERFORMED
3. FLAPS ..... T/O
4. FUEL PUMPS ..... ON
5. RIGHT ENGINE FUEL SELECTORS ..RIGHT POSITION
6. LEFT ENGINE FUEL SELECTORS..... LEFT POSITION
7. PROPELLERS ..... MAX RPM
8. TRIMS ..... NEUTRAL
9. XPDR ..... ALT

**AFTER TAKE-OFF CHECKLIST**

1. LANDING GEAR ..... UP, LOCKED
2. FLAPS ..... UP
3. CLIMB POWER (MAP & RPM) ..... SET
4. LIGHTS (TAXI & LANDING) ..... OFF
5. ELECTRICAL FAN ..... OFF
6. FUEL PUMPS ..... OFF

**CRUISE CHECKLIST**

1. CRUISE POWER ..... SET
2. ENGINE PARAMETERS ..... CHECK

**BEFORE DESCENT CHECKLIST**

1. FMS (RADIO/RADIONAV/PROC) ..... SET
2. ARRIVAL BRIEFING ..... PERFORMED

**APPROACH CHECKLIST**

1. ALTIMETERS ..... SET, COMPARED
2. TAXI LIGHT ..... ON

**BEFORE LANDING CHECKLIST**

1. LANDING GEAR... DOWN, THREE GREENS
2. FLAPS ..... AS REQUIRED
3. PROPELLERS ..... MAX RPM
4. FUEL PUMPS ..... ON
5. LANDING LIGHTS ..... ON
6. AUTO PILOT ..... OFF

**AFTER LANDING CHECKLIST**

1. FLAPS ..... UP
2. LANDING LIGHTS ..... OFF
3. FUEL PUMPS ..... OFF
4. XPDR ..... STBY