



Checklist für Diamond DA40-180 G1000 (Lycoming)

Edition #: **15.1** Edition date: **20.03.2014**

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 # 15.1 are on page 2 of this document

Checklist DA40-180 G1000 LEP

Page	Following Edition	Date
	(or any higher)	
	is valid	
Section : Normal Checklist		
1	14	01.12.2006
2	14.1	06.04.2010
3	15.1	20.03.2014
4	14.1	06.04.2010
5	15.1	20.03.2014
6	15.1	20.03.2014
7	14	01.12.2006
8	14.1	06.04.2010

Section: Emergency and Abnormal Checklist		
1	14.1	06.04.2010
2	15.1	20.03.2014
3	15	20.05.2010
4	14.1	06.04.2010
5	14	01.12.2006
6	14.1	06.04.2010
7	14	01.12.2006
8	14	01.12.2006
9	14	01.12.2006
10	14	01.12.2006
11	14	01.12.2006

Comments explaining Edition # 15.1

Adjustable backrests added

NORMAL CHECKLIST



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

This checklist is a Recommended Operator Checklist and for reference only. It is not a substitute for and does not supersede the current approved Airplane Flight Manual or any of its supplements or parts thereof, or any training or procedures required by any regulatory or advisory bodies.

This checklist may not contain all procedures shown in the Airplane Flight Manual. For a comprehensive listing of all procedures consult the Airplane Flight Manual.

Use of the checklist is at the user's sole risk and discretion.

Any possible liability of Diamond 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 Electric Master ON
Check battery voltage
- 11 Electric fuel pump ON + OFF
- 12 Check fuel quantity
- 13 External lights ON
- 14 Check external lights
- 15 External lights OFF
- 16 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

CHECK BEFORE ENGINE START

1	Preflight check	.....COMPLETED	1
2	Baggage and tow bar	..... SECURED	2
3	Parking brake	..... SET	3
4	Alternate Air	..... CLOSED	4
5	Electric master	..... OFF	5
6	Avionic master	..... OFF	6
7	Essential bus	..... OFF	7
8	Alternate static	..... CLOSED	8
9	All electrics	..... OFF	9
10	Horizon emergency switch	..... OFF / GUARDED	10
11	ELT	.....ARMED	11
12	Circuit breakers	..... CHECKED IN	12
13	Flap selector	..... UP	13
14	Pitot heat	..... OFF	14
15	Electric fuel pump	..... OFF	15
16	Electric Master	..... ON (check avionic fan noise)	16
17	Rudder pedals	..... ADJUSTED	17
18	Passengers	..... INSTRUCTED	18
19	Seat belts	..... FASTENED	19
20	Adjustable backrests	..... UPRIGHT	20
21	Rear door	..... CLOSED and LATCHED	21
22	Front canopy	..... POS 1 or 2	22
23	G1000	.....POWERED, ACKNOWLEDGED	23
24	Fuel quantity	..... CHECKED	24
25	Fuel selector	..... FULL TANK	25
26	MFD	..... ENGINE – SYSTEM	26
27	Fuel Quantity	..... RESET/SET if requ.	27
28	Total time in service	..... NOTED	28
29	MFD	..... ENGINE – DEFAULT	29
30	ACL (strobe)	..... ON	30
31	Propeller area	..... CLEAR	31

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 pumpCHECK OFF
 Throttle ½ inch OPEN

StarterENGAGE
 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 pumpOFF

CHECK AFTER ENGINE START

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

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 setupCOMPLETED	6
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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

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

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

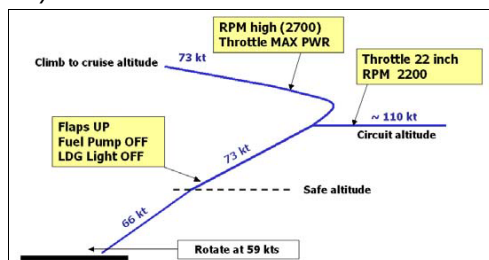
When cleared for Line Up:

- 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

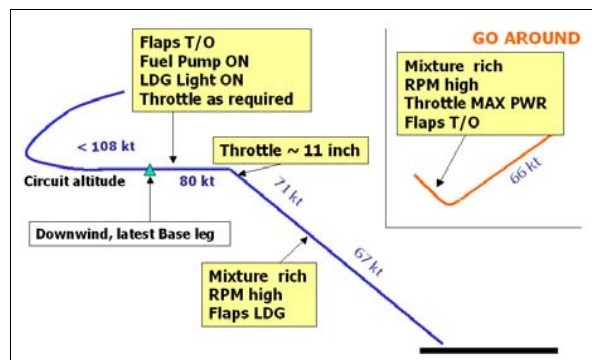
BEFORE LANDING PROCEDURE

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

End of Checklist

PARKING CHECK

- | | | | |
|----|--|-----------------|----|
| 1 | Parking brake..... | SET | 1 |
| 2 | Engine instruments | CHECKED | 2 |
| 3 | Engine / System page TTL TIME IN SVC NOTED | | 3 |
| 4 | ELT..... | 121,5 CHECKED | 4 |
| 5 | Avionic master | OFF | 5 |
| 6 | Electrical consumers except ACL (strobe) ... | OFF | 6 |
| 7 | Throttle | 1000 RPM | 7 |
| 8 | Ignition | GROUNDING CHECK | 8 |
| 9 | Mixture | IDLE CUT OFF | 9 |
| 10 | Ignition | OFF | 10 |
| 11 | ACL (strobe) | OFF | 11 |
| 12 | Electric Master..... | OFF | 12 |
| 13 | Interior light | CHECKED OFF | 13 |
| 14 | Start key | REMOVED | 14 |

End of Checklist

OPERATING SPEEDS KIAS					
	850 kg	1000 kg	1150 kg	1200 kg	
Best gliding angle (Flaps UP)	60	68	73	76	
Best angle of climb (V _X)					
Best rate of climb (V _Y)	54	60	66	67	
Cruising climb speed	60	68	73	76	
Rotating speed	49	55	59	60	
Max. flap speed (V _{FE}) T/O	108				
Max. flap speed (V _{FE}) LDG	91				
Stalling speed (V _{SO}) LDG	42	<-980 kg->	49	52	
Stalling speed (V _S) T/O	44	<-980 kg->	51	52	
Stalling speed (V _S) clean	47	<-980 kg->	52	53	
Max. cruising speed (V _{NO})	129				
Never exceed speed (V _{NE})	178				
Manoeuvring speed (V _A)	94	<-980 kg->	108		
Manoeuvring speed (V _A)	94	<-1036kg->		111	
Max. turbulence speed	129				
Approach speed Flaps UP	60	68	73	76	
Approach speed Flaps T/O	59	66	72	74	
Approach speed Flaps LDG	850 kg	1000 kg	1092 kg	1150 kg	1200 kg
	58	63	67	71	73

Mass		
Max. TKOF mass	1150 kg	Optional: 1200 kg
Empty mass	795 kg	
Max. LDG mass	1092 kg	
Full tanks	108 kg	
Max. baggage in front	45 kg	45 kg
Max. baggage in rear	18 kg	

P Alt	45%			55%			65%			75%		
	MP	RPM	TAS	MP	RPM	TAS	MP	RPM	TAS	MP	RPM	TAS
2000	22.1	1800	101	23.3	2000	113	24.2	2200	123	25.2	2400	132
3000	21.8	1800	102	23.0	2000	114	23.8	2200	125	24.8	2400	134
4000	21.5	1800	103	22.7	2000	116	23.5	2200	127	24.5	2400	135
5000	21.2	1800	104	22.3	2000	117	23.1	2200	128	24.1	2400	137
6000	20.9	1800	105	22.0	2000	118	22.8	2200	129	-----	-----	
7000	20.5	1800	106	21.7	2000	119	21.1	2400	130	-----	-----	
8000	20.2	1800	107	21.3	2000	120	21.0	2400	131	-----	-----	
9000	19.9	1800	108	21.1	2000	121	20.7	2400	131	-----	-----	
10000	19.6	1800	109	19.4	2200	121	-----	-----		-----	-----	
Econ	5.8 G/h			7.0 G/h			8.2 G/h			9.5 G/h		
Pwr	-----			-----			9.6 G/h			11 G/h		

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.



Abnormal Checklist starts at page 7

WARNING LIGHTSpage 2

Engine

- Rough engine and/or power loss page 2
- Windmill engine start page 3
- Powered engine start page 3
- Fluctuating RPM page 4
- RPM overspeed page 4
- RPM underspeed page 4

Electric System

- Under/over voltage page 6
- Total electrical fail page 6

Smoke and Fire

- Fire / smoke on ground page 5
- Fire / smoke in continued TKOF page 5
- Engine fire in flight page 5
- Electric fire / smoke in flight page 6

Other Emergencies

- Fuel transfer pump u/s page 3
- Suspicion of carbon monoxide page 6

EMERGENCY LANDING

- 1 Airspeed..... 73/68/60 KIAS 1
- 2 ATC..... INFORM 2
- 3 Emergency fuel valve..... OFF 3
- 4 Engine Master..... OFF 4
- On final:
- 5 FlapsLDG 5
- 6 Safety harnesses..... TIGHT 6
- 7 Electric master switch OFF 7

WARNING LIGHTS

STARTER

- 1 Power lever IDLE 1
- 2 Engine master..... OFF 2
- 3 Electric master OFF 3

STARTER NOT DISENGAGING

DOORS

- 1 Airspeed..... REDUCE 1
- 2 Canopy and rear doorCHECK visually 2

DOOR(S) OPEN OR UNLOCKED

If unlocked:
Airspeed below 140 KIAS, land ASAP
Do not try to lock the rear door in flight

TRIM FAIL

- 1 AP DISC switch (red button) PRESS 1
- 2 AP circuit breakerPULL 2

AUTOPILOT TRIM FAIL

ROUGH ENGINE AND/OR POWER LOSS

- 1 Airspeed..... 73/68/60 KIAS 1
- 2 Power lever MAX 2
- 3 Engine caution lightcheck 3
- If ON: CHECK CED
- 4 Alternate air in icing conditions: OPEN 4
- 5 Main tank fuel quantity CHECK 5
- 6 Fuel transfer pump ON 6
- 7 Emergency fuel valve..... CHECK NORMAL 7
- 8 ECU swap..... ECU B 8
- In case of power loss: ECU reset:
- 9 Engine master..... OFF – ON 9
- If no success:
- 10 ECU swap.....AUTO 10

If no success and insufficient power:
Land ASAP

WINDMILL ENGINE START

1	Airspeed.....	73 - max 110 KIAS	1
2	Pressure Altitude.....	max 6000 ft	2
3	Power lever	IDLE	3
4	Emergency fuel valve.....	CHECK NORMAL	4
5	Alternate air	OPEN	5
6	Fuel transfer pump	ON	6
7	Avionic master	OFF	7
8	Electric master.....	ON	8
9	Engine master.....	OFF, then ON	9
10	Avionic master	ON	10

POWERED ENGINE START

1	Gliding airspeed	73/68/60 KIAS	1
2	Pressure Altitude.....	max 6000 ft	2
3	Engine master.....	OFF	3
4	Power lever	IDLE	4
5	Emergency fuel valve.....	CHECK NORMAL	5
6	Alternate air	OPEN	6
7	Fuel transfer pump	ON	7
8	Avionic master	OFF	8
9	Electric master.....	ON	9
10	Engine master.....	ON	10
11	Glow indication	CHECK ON, wait for OFF	11
12	Electric master.....	START	12
13	Avionic master	ON	13

FUEL TRANSFER PUMP U/S

1	Emergency fuel valve.....	EMERG. TRANSFER	1
2	AUX fuel quantity	CHECK min 1 USG	2
3	MAIN fuel quantity.....	CHECK max 15 USG	3
4	Emergency fuel valve.....	reset to NORMAL	4

FLUCTUATING RPM

1	Power lever	CHANGE SETTING	1
	• If no success:		
2	ECU swap.....	ECU B	2
	• If no success:		
3	ECU swap.....	AUTO	3
	• If no success:		
		Land ASAP	

RPM OVERSPEED

1	Power lever	ADJUST to max. 2300 RPM	1
2	Flaps	UP	2
3	Airspeed.....	73 KIAS	3
4	Power lever	AS REQUIRED	4
		but do not exceed 2300 RPM	
5	ECU swap.....	ECU B	5
	• If no success:		
6	ECU swap.....	AUTO	6
		Land ASAP	
		If increased climb rate required:	
7	Flaps	T/O	7
8	Airspeed.....	66 KIAS	8
9	Power lever	ADJUST to max. 2300 RPM	9

RPM UNDERSPEED

1	Power lever	AS REQUIRED	1
2	ECU swap.....	ECU B	2
	• If no success:		
3	ECU swap.....	AUTO	3
		Land ASAP	

FIRE / SMOKE ON GROUND

- | | | | |
|----------------------|---------------------------|------|---|
| 1 | Power lever | IDLE | 1 |
| 2 | Cabin heat..... | OFF | 2 |
| 3 | Emergency fuel valve..... | OFF | 3 |
| 4 | Fuel transfer pump | OFF | 4 |
| 5 | Engine master..... | OFF | 5 |
| 6 | Electric master..... | OFF | 6 |
| When engine stopped: | | | |
| 7 | Canopy | OPEN | 7 |

Evacuate

FIRE / SMOKE DURING CONTINUED TKOF

- | | | | |
|-----------------------|---------------------------|----------------------|---|
| 1 | Cabin heat..... | OFF | 1 |
| Land ASAP | | | |
| When landing assured: | | | |
| 2 | Emergency fuel valve..... | OFF | 2 |
| 3 | Fuel transfer pump | OFF | 3 |
| 4 | Engine master..... | OFF | 4 |
| 5 | Electric master..... | OFF | 5 |
| 6 | Emergency window..... | OPEN as necessary | 6 |
| 7 | Canopy | UNLATCH as necessary | 7 |

ENGINE FIRE IN FLIGHT

- | | | | |
|-----------------------|------------------------------|----------------------|----|
| 1 | Cabin heat..... | OFF | 1 |
| 2 | Emergency landing | PREPARE | 2 |
| 3 | Airspeed..... | 73/68/60 KIAS | 3 |
| 4 | ATC..... | INFORM | 4 |
| 5 | Emergency window..... | OPEN as necessary | 5 |
| 6 | Canopy | UNLATCH as necessary | 6 |
| When landing assured: | | | |
| 7 | Emergency fuel valve..... | OFF | 7 |
| 8 | Power lever | MAX | 8 |
| 9 | Engine Master..... | OFF | 9 |
| On final: | | | |
| 10 | Flaps | LDG | 10 |
| 11 | Electric master switch | OFF | 11 |

ELECTRIC FIRE / SMOKE IN FLIGHT

- | | | | |
|-----------|------------------------|----------------------|---|
| 1 | Emergency switch | ON | 1 |
| 2 | Avionic master..... | OFF | 2 |
| 3 | Electric master..... | OFF | 3 |
| 4 | Cabin heat..... | OFF | 4 |
| 5 | Emergency window..... | OPEN as necessary | 5 |
| 6 | Canopy | UNLATCH as necessary | 6 |
| Land ASAP | | | |

SUSPICION OF CARBON MONOXIDE

- | | | | |
|--|---------------------------|--------------|---|
| 1 | Cabin heat & defrost..... | OFF | 1 |
| 2 | Ventilation..... | OPEN | 2 |
| 3 | Emergency windows | OPEN | 3 |
| 4 | Airspeed..... | max 120 KIAS | 4 |
| 5 | Canopy | UNLATCH | 5 |
| Push up and lock in cooling gap position | | | |

UNDER / OVER VOLTAGE

- | | | | |
|-----------|---------------------|----|---|
| 1 | Essential bus | ON | 1 |
| Land ASAP | | | |

TOTAL ELECTRIC FAIL

- | | | | |
|--|--------------------------------|-----------------|---|
| 1 | Circuit breakers..... | CHECK ALL IN | 1 |
| 2 | Essential bus | ON | 2 |
| If no success: | | | |
| 3 | Emergency switch | ON | 3 |
| 4 | Flood light, if necessary..... | ON | 4 |
| 5 | Power | SET | 5 |
| according power lever position and/or engine noise | | | |
| 6 | Flaps | VERIFY POSITION | 6 |
| Land ASAP | | | |

ELECTRIC FIRE / SMOKE IN FLIGHT

- | | | | |
|--|-----------------------------------|----------------------|----|
| 1 | Horizon emergency switch | ON | 1 |
| 2 | Canopy | UNLATCH as necessary | 2 |
| 3 | Master switch (ALT/BAT) | OFF | 3 |
| 4 | Cabin heat | OFF | 4 |
| 5 | Emergency window | OPEN as necessary | 5 |
| Land ASAP | | | |
| If electronics/avionics required: apply isolation procedure as follows | | | |
| 6 | Master switch (BAT) | ON | 6 |
| 7 | Essential bus | ON | 7 |
| If smoke decreases: Land ASAP | | | |
| If smoke persists: | | | |
| 8 | Master switch (ALT) | ON | 8 |
| 9 | Essential bus | OFF | 9 |
| 10 | BATT and ESS TIE circuit breakers | PULL | 10 |
| Land ASAP | | | |

ELECTRIC FIRE / SMOKE ON GROUND

- | | | | |
|----------------------|---------------------|--------------|---|
| 1 | Master switch (BAT) | OFF | 1 |
| 2 | Throttle | IDLE | 2 |
| 3 | Mixture | IDLE CUT OFF | 3 |
| When engine stopped: | | | |
| 4 | Canopy | OPEN | 4 |
| 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

PITOT OFF	No procedure	Pitot heating system OFF
PITOT FAIL	Pg. 9	Pitot heating system failed
L FUEL LOW	No procedure	Left tank fuel qty low (< 3 USG)
R FUEL LOW	No procedure	Right tank fuel qty low (< 3 USG)
LOW VOLTS	Pg 9	Bus voltage too low

Engine instrument indications outside of green range

OIL pressure low / highpage 10
OIL temperature highpage 10
CYLINDER Head Temp high / lowpage 11
EXHAUST GAS Temp high / low.....page 11
FUEL FLOW highpage 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)

BUS VOLTAGE TOO LOW**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