

# **CHECK LIST**

**CESSNA 172 S  
LN-FTD**



**SOLA FLYKLUBB**

**NB: This checklist does not replace the official documentation**

**First created: 03 Feb 2010. Revised Aug 2020.**

**1 CABIN**

- |                                     |  |
|-------------------------------------|--|
| 1. Pitot tube cover                 | -REMOVED   |
| 2. Pilot Operating Handbook         | -ACCESSIBLE TO PILOT                             |
| 3. G1000 Cockpit Reference Guide    | -ACCESSIBLE TO PILOT                             |
| 4. Airplane documents / W&B         | -CHECKED   |
| 5. Parking brake                    | -SET   |
| 6. Control wheel lock               | -REMOVED   |
| 7. MAGNETOS Switch                  | -OFF   |
| 8. AVIONIC Switch (BUS 1 and BUS 2) | -OFF   |
| 9. MASTER Switch (ALT and BAT)      | -ON  |
| 10. PFD                             | -CHECK ( verify ON)                              |
| 11. FUEL QTY (L and R)              | -CHECK   |
| 12. LOW FUEL L and LOW FUEL R       | -CHECK(verify annunciators are not shown on PFD) |
| 13. OIL PRESSURE annunciator        | -CHECK (verify annunciator is shown)             |
| 14. LOW VACUUM Annunciator          | -CHECK (verify annunciator is shown)             |
| 15. AVIONIC Switch (BUS 1)          | -ON  |
| 16. Forward Avionic Fan             | -CHECK (verify fan is heard)                     |
| 17. AVIONIC Switch (BUS 1)          | -OFF   |
| 18. AVIONICS Switch (BUS 2)         | -ON  |
| 19. Aft Avionic Fan                 | -CHECK (verify fan is heard)                     |
| 20. AVIONIC Switch (BUS 2)          | -OFF   |
| 21. PITOT HEAT                      | -ON as required                                  |
| 22. LOW Volts Annunciator           | -CHECK (verify Annunciator)                      |
| 23. FLAPS                           | -DOWN  |
| 24. MASTER Switch (ALT and BAT)     | -OFF   |
| 25. Elevator Trim Control           | -TAKEOFF position                                |
| 26. FUEL SELECTOR                   | -BOTH  |
| 27. FUEL SHUT OFF VALVE             | -ON (Full push in)                               |
| 28. ALT STATIC VALVE                | -OFF (Full push in)                              |
| 29. Fire Extinguisher               | -CHECK (verify gage pointer in green )           |
| 30. First aid Kit                   | -CHECK   |

**CHECKLIST COMPLETED**

## **2 EMPENNAGE**

- |                      |   |
|----------------------|---|
| 1. Baggage Door      | -CHECK (lock with key)                  |
| 2. Tail Tie Down     | -DISCONNECT                             |
| 3. Control Surface   | -CHECK freedom of movement and security |
| 4. Elevator Trim Tab | -CHECK Security                         |
| 5. Antennas          | -CHECK for Security of attachment       |

## **3 RIGHT WING Trailing edge**

- |            |   |
|------------|---|
| 1. Flaps   | -CHECK for Security and condition       |
| 2. Aileron | -CHECK for freedom of movt and security |

## **4 RIGHT WING**

- |                                |   |
|--------------------------------|---|
| 1. Wing Tie Down               | -DISCONNECT                               |
| 2. Main Wheel Tire             | -CHECK for proper inflation and condition |
| 3. Brakes                      | -CHECK (condition,Leak)                   |
| 4. Fuel tank sump drain Valves | -DRAIN (5 under each wing)                |
| 5. Fuel Quantity               | -CHECK VISUALLY for desired level         |
| 6. Fuel filler Cap             | -SECURE and VENT CLEAR                    |

## **5 NOSE**

- |                                    |   |
|------------------------------------|---|
| 1. Fuel Strainer Drain Valves      | -DRAIN (3)                                  |
| 2. Engine oil dip stick/filler Cap | -CHECK oil level (6-8 Qts).CHECK Cap Secure |
| 3. Engine Cooling Air inlet        | -CLEAR of obstruction                       |
| 4. Propeller and spinner           | -CHECK for nicks and Security               |
| 5. Air Filter                      | -CHECK for obstruction                      |
| 6. Nose wheel strut and Tire       | -CHECK                                      |
| 7. Static Source opening           | -CHECK (verify opening is clear)            |
| 8. Windows / Wind Shield           | -CLEAN                                      |

## **6 LEFT WING Leading Edge**

- |                           |   |
|---------------------------|---|
| 1. Fuel Tank Vent opening | -CHECK for blockage                           |
| 2. Stall Warning Opening  | -CHECK for blockage                           |
| 3. Landing / Taxi lights  | -CHECK for condition and cleanliness of cover |

## **7 LEFT WING**

- |                         |   |
|-------------------------|---|
| 1. Wing Tie Down        | -DISCONNECT                               |
| 2. Fuel Qty             | -CHECK VISUALLY for desired level         |
| 3. Fuel filler Cap      | -SECURE and VENT clear                    |
| 4. Fuel Tank Sump Drain | -DRAIN (5)                                |
| 5. Main Wheel Tire      | -CHECK for proper inflation and condition |

## **8 LEFT WING Trailing Edge**

- |            |   |
|------------|---|
| 1. Aileron | -CHECK freedom of Movement and Security |
| 2. Flap    | -CHECK Security and condition           |

**CHECKLIST COMPLETED**

## **BEFORE STARTING ENGINE**

- |                                 |                                       |
|---------------------------------|---------------------------------------|
| 1. Preflight inspection         | -COMPLETE                             |
| 2. Tow bar /Chokes              | -REMOVE and STORED                    |
| 3. Passenger briefing           | -COMPLETE                             |
| 4. Seats                        | -ADJUST and LOCK                      |
| 5. Airbag seat belts            | -ADJUST (verify inertia reel locking) |
| 6. Brakes                       | -TEST and SET                         |
| 7. Circuit breakers             | -CHECK IN                             |
| 8. Electrical equipment         | -OFF                                  |
| 9. AVIONIC Switches BUS 1 and 2 | -OFF                                  |
| 10. FUEL SELECTOR Valve         | -BOTH                                 |
| 11. FUEL SHUTOFF Valve          | -ON (Full push in)                    |

**CHECKLIST COMPLETED**

## **STARTING ENGINE**

1. Throttle Control -OPEN ¼ INCH
2. Mixture Control -IDLE CUTOFF
3. STBY BATT Switch

a -IFR ONLY: -TEST (Hold 20s, verify that green TEST light does not go off)

b -ARM (verify that PFD comes on)

4. Engine indicating System -CHECK PARAMETERS (verify no red X's)
5. BUS E Volts -CHECK (verify 23 volts minimum shown)
6. M BUS Volts -CHECK (verify 1.5 volts or less shown)
7. BATT S Amps CHECK (verify discharge shown (negative))
8. STBY BATT Annunciator -CHECK (verify annunciator is shown)
9. Propeller Area -CLEAR
10. Master Switch (**BATT ONLY**) -ON
11. BEACON Light Switch -ON

If **ENGINE COLD**

12. FUEL PUMP -ON
13. Mixture Control -SET to FULL RICH 3 to 5 sec Fuel Flow Stable then IDLE CUTOFF
14. FUEL PUMP Switch -OFF

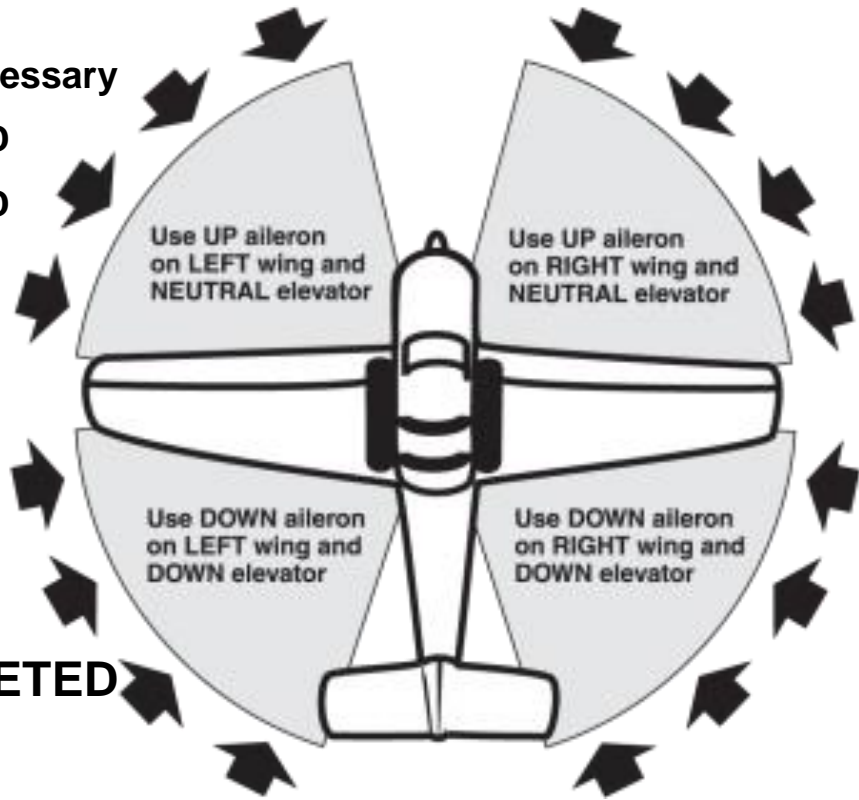
If **ENGINE WARM** Omit 12,13 and 14

15. MAGNETOS Switch -START
16. Mixture Control -ADVANCE Smoothly when engine starts
17. Oil Pressure -CHECK (Green arc within 30-60sec)
18. Master Switch **ALT** - ON
19. AMPS (M BATT and BATT S) -CHECK charge positive
20. LOW VOLTS Annunciator -CHECK not shown
21. NAV Light Switch -ON as required
22. AVIONIC Switch (BUS 1 and BUS 2) -ON
23. Flaps -UP
24. COM Frequency -SELECT (ATIS-GND-TWR)

**CHECKLIST COMPLETED**

## **TAXI**

- 1. Taxi Lights -ON, if necessary
- 2. Brakes -CHECKED
- 3. Flight Instruments -CHECKED



**CHECKLIST COMPLETED**

## **RUN UP-BEFORE DEPARTURE**

- 1. Nose into Wind -ALIGN
- 2. Parking Brake -SET
- 3. Pilot and Passengers seat backs -MOST UPRIGHT POSITION
- 4. Seats and seat belts -CHECK SECURE
- 5. Cabin Doors -CLOSED and LOCKED
- 6. Flight Controls -FREE and CORRECT
- 7. Flight Instruments (PFD) -CHECK (No Red X's)
- 8. Altimeters
  - a PFD (BARO) -SET
  - b STBY Instruments -SET
- 9. G1000 ALT SEL -SET
- 10. STBY Instruments -CHECK
- 11. Fuel Quantity -CHECK
- 12. Mixture Control -CHECK
- 13. FUEL SELECTOR Valve -BOTH

If **IFR**

- |                          |   |
|--------------------------|---|
| 14. Autopilot            | -ENGAGE   |
| 15. Flight Controls      | -CHECK (Verify autopilot can be overpowered in both pitch and roll) |
| 16. A/P TRIM DISC Button | -PRESS (verify autopilot disengages and aural alert)                |
| 17. Flight Director      | -OFF  |

If **VFR ONLY** Omit 14-17

- |                            |                                       |
|----------------------------|---------------------------------------|
| 19. Throttle Control       | -1800 RPM (Check Clear Area)          |
| a Magnetos Switch          | -R-BOTH-L-BOTH-CHECK Drop max 150/50  |
| b VAC Indicator            | -CHECK                                |
| c Ammeters and Voltmeters  | -CHECK Positive charge and Ca. 28 V   |
| 20. Annunciators           | -CHECK (verify no annunciators shown) |
| 21. Throttle Control       | -CHECK IDLE                           |
| 22. Throttle Control       | -1000 RPM                             |
| 23. Throttle Friction Lock | -ADJUST                               |
| 24. NAV Frequency          | -SET                                  |
| 25. GPS Flight Plan        | -AS DESIRED                           |
| 26. XPDR                   | -SET                                  |
| 27. CDI Softkey            | -SELECT NAV Source                    |
| 28. FLAPS                  | -SET 0-10°                            |
| 29. Cabin Windows          | -CLOSED and LOCKED                    |
| 30. DEPARTURE Briefing     |                                       |
| a Engine failure           | -EXPRESS PROCEDURE                    |
| b Outbound routing         | -DEFINE                               |

## CHECKLIST COMPLETED

### **BEFORE, AND WHEN LINE UP**

- |                     |                                |
|---------------------|--------------------------------|
| 1. STROBE Light     | -ON                            |
| 2. LAND Light       | -ON                            |
| 3. Final and Runway | -CHECKED                       |
| 4. Magnetic compass | -CHECKED (same as RWY heading) |
| 5. Takeoff Time     | -LOGGED                        |

# AIRBORNE / CRUISING

## CLIMB

1. AIRSPEED -80 KIAS
  2. THROTLLE -FULL
  3. FLAPS -RETRACT at safe altitude
  4. Mixture Control -RICH
  5. Engine instruments -CHECK
  6. Altimeters
    - a.PFD (BARO) -SET
    - b.Standby Altimeter -SET
- Vy=79 KIAS  
Vx=60 KIAS

**CHECK LIST COMPLETED**

## CRUISE

1. POWER -SET (65% - 75%)
2. Elevator Trim Control -ADJUST
3. Mixture Control -LEAN as Required
4. Engine instruments -CHECK
5. FUEL Quantity -CHECK
6. Heading -SET

**CHECK LIST COMPLETED**

## AIRWORK / STALL CHECK

1. Loose Articles -SECURE
2. Altitude -MINI 3000' AGL
3. Forced Landing Area -LOCATED
4. Weight & Balance -CHECK
5. Seat Belts -ADJUST and LOCKED
6. FUEL SELECTOR -BOTH
7. Mixture Control -RICH
8. Clearance Turns -CHECK no Traffic

**CHECK LIST COMPLETED**



# AIRBORNE / LANDING

## DESCENT

1. Power -AS DESIRED
2. Mixture -ADJUST
3. Altimeters
  - a. PFD (BARO) -SET
  - b. Standby Altimeter -SET
4. FUEL SELECTOR valve -BOTH
5. Wing Flaps -AS DESIRED

**CHECK LIST COMPLETED**

## APPROACH

1. ATIS -RECEIVED
2. Altimeters
  - a. PFD (BARO) -SET
  - b. Standby Altimeter -SET
3. Heading -SET
4. Landing Lights -ON
5. Arrival Briefing -DONE

**CHECK LIST COMPLETED**

## PRE LANDING

1. Engine instruments -CHECKD
2. Mixture -RICH
3. Fuel Selector -BOTH
4. Landing Lights -ON
5. Autopilot -OFF
6. Seat / Belts -ADJUST / LOCKED
7. Wing Flaps -SET

**CHECK LIST COMPLETED**

## **DOWNWIND CHECK**

- |                     |          |
|---------------------|----------|
| 1. Magnetos         | -ON BOTH |
| 2. Master Switch    | -ON BOTH |
| 3. Landing Lights   | -ON      |
| 4. Mixture          | -RICH    |
| 5. Fuel Selector    | -ON BOTH |
| 6. Brake Pressure   | -CHECK   |
| 7. Harness          | -CHECK   |
| 8. Doors            | -LOCKED  |
| 9. Landing Briefing | -DONE    |
| 10. Final / Runway  | -CHECK   |

## **CHECK LIST COMPLETED**

## **GO AROUND**

- |                |                        |
|----------------|------------------------|
| 1. Throttle    | -FULL POWER            |
| 2. Mixture     | -RICH                  |
| 3. Wing Flaps  | -RETRACT 10° CAREFULLY |
| 4. Climb Speed | 60-80 KIAS             |
| 5. Wing Flap   | RETRACT 0°             |
| 5 Trim         | -SET                   |

## **CHECK LIST COMPLETED**

# GROUND / SHUTDOWN / PARKING

## SHUT DOWN

### **AFTER LANDING**

- |                 |              |
|-----------------|--------------|
| 1. Wing Flaps   | -UP          |
| 2. Lights       | -AS REQUIRED |
| 3. Radio        | -AS REQUIRED |
| 3. Landing Time | -LOGGED      |

### CHECK LIST COMPLETED

### **SHUT DOWN**

- |                                 |                  |
|---------------------------------|------------------|
| 1. Parking Brake                | -SET             |
| 2. Throttle                     | -IDLE (Full out) |
| 3. Electrical Equipments        | -OFF             |
| 4. Avionics Switch BUS 1 and 2  | -OFF             |
| 5. Mixture                      | -IDLE CUT OFF    |
| 6. Magnetos Switch              | -OFF             |
| 7. Tacometer Time               | -LOGGED          |
| 8. Master Switch (ALT and BATT) | -OFF             |
| 9. STBY BATT                    | -OFF             |
| 10. Control Lock                | -INSTALLED       |
| 11. Fuel Selector Valve         | -LEFT OR RIGHT   |
| 12. Cleaning (Inside / outside) | -DONE            |

### CHECK LIST COMPLETED

**EMERGENCY****ENGINE FAILURE****IN FLIGHT****NOSE DOWN****-Trim best glide 70 KIAS****SELECT FIELD****-CHECK SURFACE WIND****-SET Course****ELT****-ON****IDENTIFY****FUEL PUMP****-ON****MAGNETOS****-BOTH****MIXTURE****-FULL RICH****FUEL SHUTOFF Valve****-CHECK Full push in****FUEL SELECTOR****-BOTH****RADIO****-MAYDAY CALL****TRANSPONDER****-7700**

**FIRE DURING START UP**

1. MAGNETOS Switch -START Continue cranking to start engine

**IF ENGINE STARTS**

2. Power -1800 RPM for a few minutes

3. Engine -SHUTDOWN and Inspection

**IF ENGINE FAILS TO START**

2. Throttle Control -FULL

3. Mixture Control -IDLE CUTOFF

4. MAGNETOS Switch -START continue cranking

5. FUEL SHUTOFF Valve -OFF

6. FUEL PUMP -OFF

7. MAGNETOS Switch -OFF

8. STBY BATT Switch -OFF

9. MASTER Switch (ALT and BATT)-OFF

10 Parking Brake -RELEASE

11. Fire extinguisher -OBTAIN

12. Airplane -EVACUATE

**ENGINE FAILURE ON RUNWAY**

1. Throttle Control -IDLE

2. Brakes -APPLY

3. Flaps -RETRACT

**IF INSUFFICIENT RUNWAY**

4. Mixture Control -IDLE CUTOFF

5. MAGNETOS Switch -OFF

6. STBY BATT Swich -OFF

7. MASTER Switch (ALT and BATT)-OFF

# EMERGENCY

# IN FLIGHT

## ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

- |                                 |  |
|---------------------------------|--|
| 1. Airspeed                     | -70 KIAS flaps up<br>-60 KIAS flaps 10°-FULL |
| 2. Mixture Control              | -IDLE CUT OFF                                |
| 3. FUEL SHUT OFF Valve          | -OFF (Full push in)                          |
| 3. MAGNETOS Switch              | -OFF   |
| 4. FLAPS                        | -AS Required                                 |
| 5. STBY BATT Switch             | -OFF   |
| 6. MASTER Switch (ALT and BATT) | -OFF   |
| 6. Cabin Doors                  | -UNLATCH                                     |
| 7. Land                         | -STRAIGHT AHEAD                              |

## ENGINE FAILURE DURING FLIGHT (Restart Procedures)

- |                        |  |
|------------------------|--|
| 1. Airspeed            | -70 KIAS (Best glide speed)              |
| 2. FUEL SHUT OFF Valve | -ON (Full Push In)                       |
| 3. FUEL SELECTOR Valve | -BOTH                                    |
| 4. FUEL PUMP Switch    | -ON                                      |
| 5. Mixture Control     | -RICH (If restart has not occurred)      |
| 6. MAGNETOS Switch     | -BOTH (or START if propeller is stopped) |
| 7. FUEL PUMP Switch    | -OFF                                     |

### WHEN UNABLE TO RESTART

## EMERGENCY LANDING WITHOUT ENGINE POWER

### SELECT AREA

- |                             |   |
|-----------------------------|---|
| 1. Airspeed                 | -70 KIAS (Best glide speed)                   |
| 1. Pilot and pax seat backs | -MOST UPRIGHT                                 |
| 2. Seat and Seatbelts       | -SECURE                                       |
| 3. Airspeed                 | -70 KIAS Flaps UP<br>-60 KIAS Flaps 10°- FULL |
| 4. Mixture Control          | -IDLE CUT OFF                                 |
| 5. FUEL SHUT OFF Valve      | -OFF  |

- 6. MAGNETOS Switch -OFF
- 7. FLAPS -AS REQUIRED
- 8. STBY BATT Switch -OFF
- 9. MASTER Switch (ALT and BATT) -OFF (When landing is assured)
- 10. Doors -UNLATCH
- 11. Touchdown -SLIGHTLY TAIL DOWN
- 12. Brakes -APPLY HEAVILY

### **ENGINE FIRE IN FLIGHT**

- 1. Mixture Control -IDDL E CUT OFF
- 2. FUEL SHUT OFF Valve -OFF
- 3. FUEL PUMP Switch -OFF
- 4. MASTER Switch (ALT and BATT) -OFF
- 5. Cabin Heat and Air -OFF
- 6. Airspeed -100 KIAS
- 7. Forced Landing -EXECUTE

### **ELECTRICAL FIRE IN FLIGHT**

- 1. STBY BATT Switch -OFF
- 2. MASTER Switches (ALT and BATT) -OFF
- 3. Vents/Cabin Air /Heat -CLOSED
- 4. Fire extinguisher -ACTIVATE
- 5. AVIONIC Switches (BUS 1 and BUS 2) -OFF
- 6. All other Switches ( except Magnetos) -OFF

### **AFTER FIRE EXTINGUISHED**

- 7. Vents/Cabin -OPEN
- 8. Circuit Breakers -CHECK for OPEN,do not reset
- 9. MASTER Switches (ALT and BATT) -ON
- 10. STBY BATT Switch -ARM
- 11. AVIONICS Switches (BUS 1) -ON
- 12. AVIONICS Switch (BUS 2) -ON
- 13 Landing -ASAP at nearest suitable airfield

## **CABIN FIRE**

1. STBY BATT Switch -OFF
2. MASTER Switch (ALT and BATT) -OFF
3. Vents/Cabin:Heat -CLOSED
4. Fire Extinguisher -ACTIVATE

### **AFTER FIRE EXTINGUISHED**

5. Vents/Cabin Air/Heat -OPEN
6. Landing -ASAP on nearest suitable airfield

## **WING FIRE**

1. LAND and TAXI Light Switches -OFF
2. NAV Light Switch -OFF
3. Strobe Light Switch -OFF
4. PITOT HEAT Switch -OFF

## **ELECTRICAL POWER SUPPLY SYSTEM MALFUNCTIONS**

### **HIGH VOLTS ANNUNCIATOR COMES ON OR M BATT AMPS MORE THAN 40**

1. MASTER Switch ( ALT only) -OFF
2. Electrical Load -REDUCE IMMEDIATELY
  - a AVIONICS Switch (BUS 1) -OFF
  - b PITOT HEAT -OFF
  - c BEACON Light -OFF
  - d LAND Light -OFF
  - e TAXI Light -OFF
  - f NAV Light -OFF
  - g STROBE Light -OFF
  - h CABIN PWR 12 V -OFF
  - i COM 1 and NAV 1 -TUNE to ACTIVE Frequency
  - k COM 1 MIC 1 -SELECT

### **WHEN AVIONICS SWITCH BUS 2 IS SET TO OFF, AUDIO**

### **PANEL, TRANSPONDER, NAV2 AND MFD ARE NOT AVAILABLE**

- I AVIONICS Switch (BUS 2) -OFF
3. Landing -ASAP at nearest suitable airfield



## **LOW VOLTS ANNUNCIATOR COMES ON BELOW 1000 RPM**

1. Throttle Control -1000 RPM
2. Low Voltage annunciator -CHECK OFF

### **LOW VOLTAGE ANNUNCIATOR REMAINS ON AT 1000 RPM**

3. Cancel Flight -RETURN TO PARKING

## **LOW VOLTS ANNUNCIATOR COMES ON OR DOES NOT GO AT HIGHER RPM**

1. MASTER Switch ( ALT only) -OFF
2. Alternator Circuit Breaker ( ALT FIELD) -CHECK IN
3. MASTER Switch (ALT and BATT) -ON
4. Low Voltage annunciator (LOW VOLTS) -CHECK OFF
5. M BUS VOLTS -CHECK 27,5 V minimum
6. M BATT AMPS -CHECK CHARGING

### **IF LOW VOLTS ANNUNCIATOR REMAINS ON**

7. MASTER Switch (ALT only) -OFF
8. Electrical Load -REDUCE IMMEDIATELY
  - a AVIONICS Switch (BUS 1) -OFF
  - b PITOT HEAT -OFF
  - c BEACON Light -OFF
  - d LAND Light -OFF
  - e TAXI Light -OFF
  - f NAV Light -OFF
  - g STROBE Light -OFF
  - h CABIN PWR 12 V -OFF
  - i COM 1 and NAV 1 -TUNE to ACTIVE Frequency
  - k COM 1 MIC 1 -SELECT

### **WHEN AVIONICS SWITCH BUS 2 IS SET TO OFF,AUDIO**

### **PANEL, TRANSPONDER, NAV2 AND MFD ARE NOT AVAILABLE**

- I AVIONICS Switch (BUS 2) -OFF
3. Landing -ASAP at nearest suitable airfield

## **AIR DATA SYSTEM FAILURE**

### **RED X – PFD AIRSPEED INDICATOR**

- |                              |                             |
|------------------------------|-----------------------------|
| 1 ADC/AHRS Circuit Breakers  | -CHECK IN (RESET if needed) |
| 2 Standby Airspeed indicator | -USE FOR AIRSPEED           |

### **RED X – PFD ALTITUDE INDICATOR**

- |                             |                             |
|-----------------------------|-----------------------------|
| 1 ADC/AHRS Circuit Breakers | -CHECK IN (RESET if needed) |
| 2 Standby Altimeter         | -USE FOR ALTITUDE           |

## **ATTITUDE AND HEADING REFERENCE SYSTEM (AHRS) FAILURE**

### **RED X – PFD ATTITUDE INDICATOR**

- |                               |                               |
|-------------------------------|-------------------------------|
| 1. ADC/AHRS Circuit Breakers  | -CHECK IN (RESET if needed)   |
| 2. Standby Attitude Indicator | -USE FOR ATTITUDE INFORMATION |

### **RED X- HORIZONTAL SITUATION INDICATOR (HSI)**

- |                                    |                              |
|------------------------------------|------------------------------|
| 1. ADC/AHRS Circuit Breakers       | -CHECK IN (RESET if needed)  |
| 2. Non_stabilized Magnetic Compass | -USE FOR HEADING INFORMATION |

## **DISPLAY COOLING ADVISORY**

### **PFD1 COOLING or MFD1 COOLING ANNUNCIATOR(S)**

- |                          |  |
|--------------------------|--|
| 1. Cabin Heat (CABIN HT) | -REDUCE(Minimum preferred)                   |
| 2. Forward Avionics Fan  | -CHECK(Feel airflow from screen/glareshield) |

### **IF FORWARD AVIONICS FAN HAS FAILED**

- |                  |                |
|------------------|----------------|
| STBY BATT Switch | -OFF.LAND ASAP |
|------------------|----------------|

## **VACUUM SYSTEM FAILURE**

### **LOW VACUUM ANNUNCIATOR COMES ON**

- |                           |   |
|---------------------------|---|
| 1. Vacuum Indicator (VAC) | -CHECK EIS ENGINE page to make sure vacuum pointer is in green arc limits |
|---------------------------|---|

## **HIGH CARBON MONOXIDE (CO) LEVEL ANNUNCIATOR**

### **CO LVL HIGH ANNUNCIATOR COMES ON**

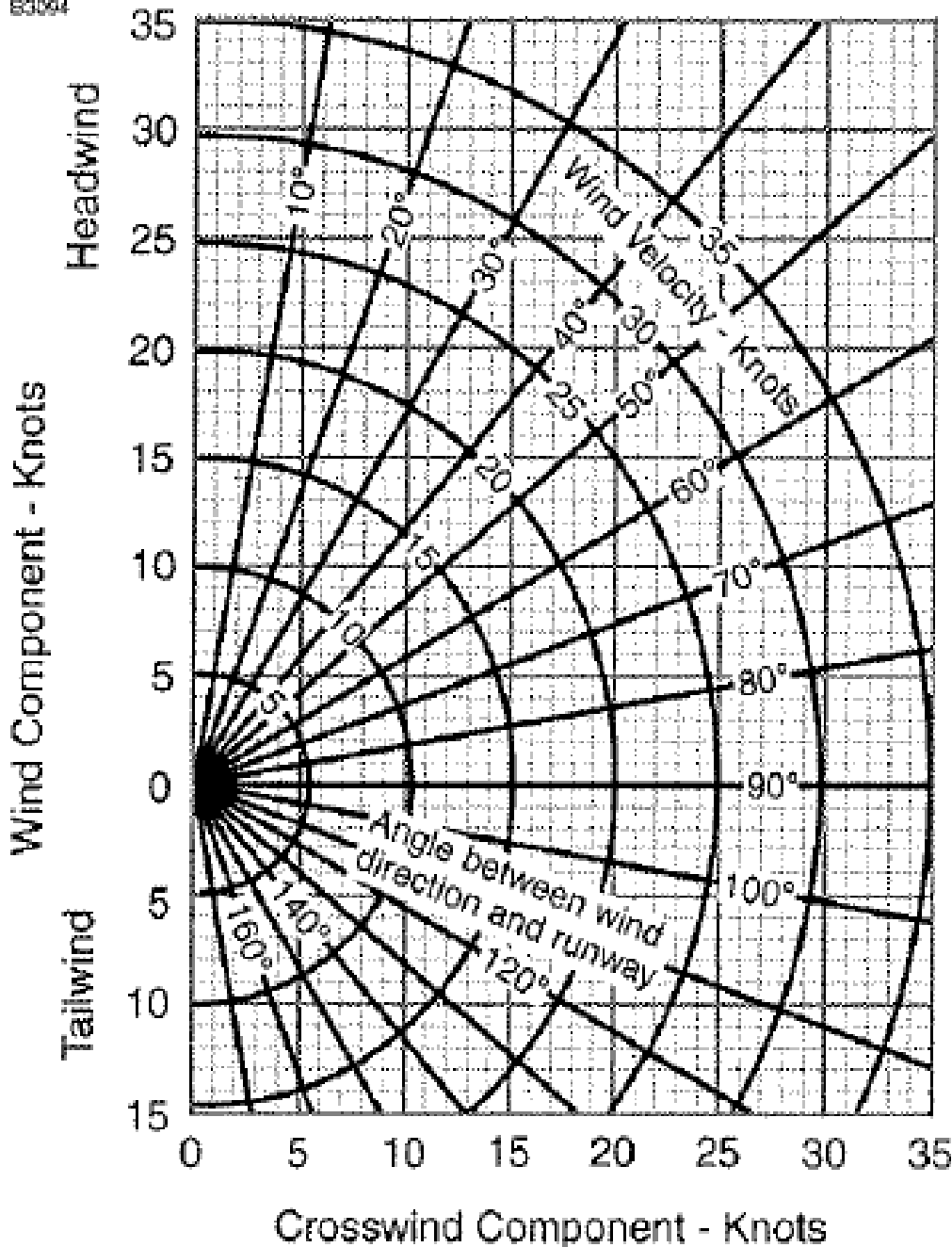
- |                    |                      |
|--------------------|----------------------|
| 1. Cabin Heat Knob | -OFF (push full in)  |
| 2. Cabin Air Knob  | -ON (pull full out)  |
| 3. Cabin Vent      | -OPEN                |
| 4. Cabin Windows   | -OPEN (163 KIAS max) |

### **CO LVL HIGH ANNUNCIATOR REMAINS ON**

5. Land as soon as practical

### CROSSWIND COMPONENT

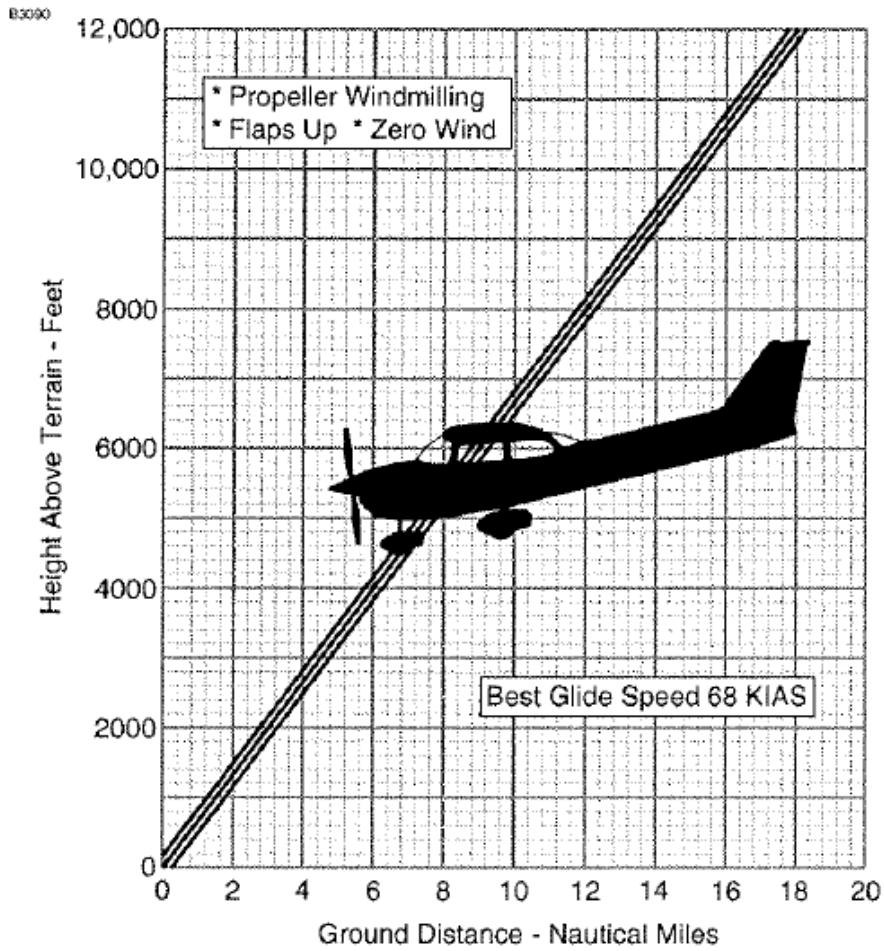
63094



#### NOTE

Maximum demonstrated crosswind velocity is 15 knots (not a limitation).

### MAXIMUM GLIDE



### MAXIMUM RATE OF CLIMB AT 2550 POUNDS

CONDITIONS:

Flaps UP  
Full Throttle

| Pressure Altitude Feet | Climb Speed - KIAS | Rate of Climb - FPM |     |      |      |
|------------------------|--------------------|---------------------|-----|------|------|
|                        |                    | -20°C               | 0°C | 20°C | 40°C |
| Sea Level              | 74                 | 855                 | 785 | 710  | 645  |
| 2000                   | 73                 | 760                 | 695 | 625  | 560  |
| 4000                   | 73                 | 685                 | 620 | 555  | 495  |
| 6000                   | 73                 | 575                 | 515 | 450  | 390  |
| 8000                   | 72                 | 465                 | 405 | 345  | 285  |
| 10,000                 | 72                 | 360                 | 300 | 240  | 180  |
| 12,000                 | 72                 | 255                 | 195 | 135  | ---  |

**NOTE**

Mixture leaned above 3000 feet pressure altitude for maximum RPM.

## CRUISE PERFORMANCE

### CONDITIONS:

2550 Pounds

Recommended Lean Mixture

| Pressure<br>Altitude<br>Feet | RPM  | 20°C BELOW<br>STANDARD TEMP |      |      | STANDARD<br>TEMPERATURE |      |      | 20°C ABOVE<br>STANDARD TEMP |      |     |
|------------------------------|------|-----------------------------|------|------|-------------------------|------|------|-----------------------------|------|-----|
|                              |      | %<br>MCP                    | KTAS | GPH  | %<br>MCP                | KTAS | GPH  | %<br>MCP                    | KTAS | GPH |
| 2000                         | 2550 | 83                          | 117  | 11.1 | 77                      | 118  | 10.5 | 72                          | 117  | 9.9 |
|                              | 2500 | 78                          | 115  | 10.6 | 73                      | 115  | 9.9  | 68                          | 115  | 9.4 |
|                              | 2400 | 69                          | 111  | 9.6  | 64                      | 110  | 9.0  | 60                          | 109  | 8.5 |
|                              | 2300 | 61                          | 105  | 8.6  | 57                      | 104  | 8.1  | 53                          | 102  | 7.7 |
|                              | 2200 | 53                          | 99   | 7.7  | 50                      | 97   | 7.3  | 47                          | 95   | 6.9 |
|                              | 2100 | 47                          | 92   | 6.9  | 44                      | 90   | 6.6  | 42                          | 89   | 6.3 |
| 4000                         | 2600 | 83                          | 120  | 11.1 | 77                      | 120  | 10.4 | 72                          | 119  | 9.8 |
|                              | 2550 | 79                          | 118  | 10.6 | 73                      | 117  | 9.9  | 68                          | 117  | 9.4 |
|                              | 2500 | 74                          | 115  | 10.1 | 69                      | 115  | 9.5  | 64                          | 114  | 8.9 |
|                              | 2400 | 65                          | 110  | 9.1  | 61                      | 109  | 8.5  | 57                          | 107  | 8.1 |
|                              | 2300 | 58                          | 104  | 8.2  | 54                      | 102  | 7.7  | 51                          | 101  | 7.3 |
|                              | 2200 | 51                          | 98   | 7.4  | 48                      | 96   | 7.0  | 45                          | 94   | 6.7 |
|                              | 2100 | 45                          | 91   | 6.6  | 42                      | 89   | 6.4  | 40                          | 87   | 6.1 |
| 6000                         | 2650 | 83                          | 122  | 11.1 | 77                      | 122  | 10.4 | 72                          | 121  | 9.8 |
|                              | 2600 | 78                          | 120  | 10.6 | 73                      | 119  | 9.9  | 68                          | 118  | 9.4 |
|                              | 2500 | 70                          | 115  | 9.6  | 65                      | 114  | 9.0  | 60                          | 112  | 8.5 |
|                              | 2400 | 62                          | 109  | 8.6  | 57                      | 108  | 8.2  | 54                          | 106  | 7.7 |
|                              | 2300 | 54                          | 103  | 7.8  | 51                      | 101  | 7.4  | 48                          | 99   | 7.0 |
|                              | 2200 | 48                          | 96   | 7.1  | 45                      | 94   | 6.7  | 43                          | 92   | 6.4 |

### NOTE

- Maximum cruise power using recommended lean mixture is 75% MCP. Power settings above 75% MCP are listed to aid interpolation. Operations above 75% MCP must use full rich mixture.
- Cruise speeds are shown for an airplane equipped with speed fairings. Without speed fairings, decrease speeds shown by 2 knots.

## CRUISE PERFORMANCE






CONDITIONS:  
 2550 Pounds  
 Recommended Lean Mixture

| Pressure<br>Altitude<br>Feet | RPM  | 20°C BELOW<br>STANDARD TEMP |      |      | STANDARD<br>TEMPERATURE |      |      | 20°C ABOVE<br>STANDARD TEMP |      |     |
|------------------------------|------|-----------------------------|------|------|-------------------------|------|------|-----------------------------|------|-----|
|                              |      | %<br>MCP                    | KTAS | GPH  | %<br>MCP                | KTAS | GPH  | %<br>MCP                    | KTAS | GPH |
| 8000                         | 2700 | 83                          | 125  | 11.1 | 77                      | 124  | 10.4 | 71                          | 123  | 9.7 |
|                              | 2650 | 78                          | 122  | 10.5 | 72                      | 122  | 9.9  | 67                          | 120  | 9.3 |
|                              | 2600 | 74                          | 120  | 10.0 | 68                      | 119  | 9.4  | 64                          | 117  | 8.9 |
|                              | 2500 | 65                          | 114  | 9.1  | 61                      | 112  | 8.6  | 57                          | 111  | 8.1 |
|                              | 2400 | 58                          | 108  | 8.2  | 54                      | 106  | 7.8  | 51                          | 104  | 7.4 |
|                              | 2300 | 52                          | 101  | 7.5  | 48                      | 99   | 7.1  | 46                          | 97   | 6.8 |
|                              | 2200 | 46                          | 94   | 6.8  | 43                      | 92   | 6.5  | 41                          | 90   | 6.2 |
| 10,000                       | 2700 | 78                          | 124  | 10.5 | 72                      | 123  | 9.8  | 67                          | 122  | 9.3 |
|                              | 2650 | 73                          | 122  | 10.0 | 68                      | 120  | 9.4  | 63                          | 119  | 8.9 |
|                              | 2600 | 69                          | 119  | 9.5  | 64                      | 117  | 9.0  | 60                          | 115  | 8.5 |
|                              | 2500 | 62                          | 113  | 8.7  | 57                      | 111  | 8.2  | 54                          | 109  | 7.8 |
|                              | 2400 | 55                          | 106  | 7.9  | 51                      | 104  | 7.5  | 49                          | 102  | 7.1 |
|                              | 2300 | 49                          | 100  | 7.2  | 46                      | 97   | 6.8  | 44                          | 95   | 6.5 |
| 12,000                       | 2650 | 69                          | 121  | 9.5  | 64                      | 119  | 8.9  | 60                          | 117  | 8.5 |
|                              | 2600 | 65                          | 118  | 9.1  | 61                      | 116  | 8.5  | 57                          | 114  | 8.1 |
|                              | 2500 | 58                          | 111  | 8.3  | 54                      | 109  | 7.8  | 51                          | 107  | 7.4 |
|                              | 2400 | 52                          | 105  | 7.5  | 49                      | 102  | 7.1  | 46                          | 100  | 6.8 |
|                              | 2300 | 47                          | 98   | 6.9  | 44                      | 95   | 6.6  | 41                          | 92   | 6.3 |

### NOTE

- Maximum cruise power using recommended lean mixture is 75% MCP. Power settings above 75% MCP are listed to aid interpolation. Operations above 75% MCP must use full rich mixture.
- Cruise speeds are shown for an airplane equipped with speed fairings. Without speed fairings, decrease speeds shown by 2 knots.

# SIGNALS FOR AERODROME TRAFFIC

| Light Signal   | Meaning to Aircraft in Flight   | Meaning to Aircraft on Aerodrome                                   |
|--|---|--|
| STEADY GREEN<br>    | Authorised to land if pilot satisfied no collision risk exists  | Authorised to take-off if pilot satisfied no collision risk exists |
| STEADY RED<br>      | Give way to other aircraft and continue circling  | Stop   |
| GREEN FLASHES<br> | Return, wait for permission to land   | Authorised to taxi IF pilot satisfied no collision risk exists     |
| RED FLASHES<br>   | <ul style="list-style-type: none"> <li>- Do not land,</li> <li>- Aerodrome not available for landing</li> </ul> | Taxi clear of landing area in use                                  |
| WHITE FLASHES<br> | Land at this aerodrome, after receiving continuous green light  | Return to starting point on aerodrome                              |



## Prosedyrer for avskjæring

Dersom du blir avskjært av luftfartøy fra Forsvaret, sørg først og fremst å fly på en forutsigbar måte. Dersom forholdene tillater det oppretthold høyde, kurs og hastighet, inntil du mottar instruksjoner fra luftfartøyet som avskjærer deg. Som fartøysjef er du forpliktet til å følge instruksene umiddelbart.

- ⇒ Følg instruksene som gis via visuelle hjelpemidler, visuelle signaler eller radio.
- ⇒ Forsøk å oppnå kontakt med flyet som avskjærer deg eller lufttrafikkjentesten ved å gjøre et opprop på nødfrekvensen (121,5 MHz). Oppgi registrering, posisjon og formålet med flygingen.
- ⇒ Dersom du har transponder, sett kode 7700, med mindre lufttrafikkjentesten gir beskjed om noe annet. Har du ADS-B eller ADS-C, velg relevant nødfunksjon, med mindre lufttrafikkjentesten gir beskjed om noe annet.
- ⇒ Du må følge instruksene og signalene fra det avskjærende luftfartøyet inntil du har fått klarering til å fortsette på egenhånd.

Mer informasjon finner du i forordning (EU) nr. 923/2012, SERA.11015 Avskjæring

### Visuelle signaler

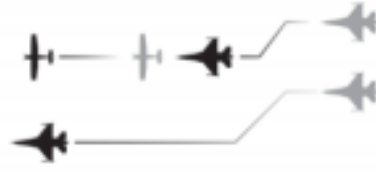
| Avskjærende luftfartøy (avskjærer)   | Betydning  | Du skal   |
|--|--|---|
| Nærmer seg på flygerens side med samme hastighet og kurs. Om natten; Blinker med lys,                                  | Du har blitt avskåret.   | Dag; Vink med vingene for å bekrefte.<br>Natt: Vink med vingene og blink med navigasjonslysene.   |
| Starter en svak sving med lav krengevinkel.  | Følg meg – Fly denne retningen.  | Sett samme kurs som avskjærer.  |
| Krapp sving foran deg . Kan også slippe «flares».  | ADVARSEL! Endre kurs nå og følg avskjærer.   | Sett umiddelbar samme kurs som avskjærer.   |
| Sirkler over en landingsplass og senker understell. Overflyr flyplassen i en retning. Om natten settes landingslys på. | Land på denne landingsplassen.   | Land på rullebanen. Dersom landingsplassen ikke er egnet, blink med landingslyset og deretter sirkle i 1000-2000 fot AGL til du mottar nye instruksjoner fra avskjærer. |
| Utfører «breakaway» manøver.   | Avskjærer forstår dine intensjoner. Avskjæringen er avsluttet og du kan fortsette. | Kan du ikke følge instruksene; blink med lysene med jevne pulser.<br>Har du en nødsituasjon; blink med lysene med ujevne pulser.  |

# Radioprosedyrer

| Uttale  | Betydning                      | Uttale   | Betydning                  |
|---------|--------------------------------|----------|----------------------------|
| KÅLSAIN | Hva er din registrering?       | KÅLSAIN  | Min registrering er....    |
| FÅLLÅ   | Følg min retning.              | VILKO    | Jeg følger instruksen.     |
| DISENT  | Stig ned.                      | DISEND   | Jeg må stige ned.          |
| JU LÆND | Land på denne landingsplassen. | KÆNNÅT   | Kan ikke følge instruksen. |
| PROSIID | Du kan fortsette.              | RIPIT    | Gjenta.                    |
|         |                                | MEIDEI   | Jeg er i nød.              |
|         |                                | HAIDSJÆK | Jeg er kapret.             |
|         |                                | ÆM LÅSST | Jeg vet ikke hvor jeg er.  |

## Tilnærming og Identifikasjon

Det er vanlig at to flyr sammen. Det ene jagerflyet vil legge seg ved siden av deg (hvis hastigheten tillater det) for å oppnå kontakt med deg. Det andre flyet ligger bak deg. Avskjæring kan også utføres med helikopter.



## Fly i denne retningen

Dersom jagerflyet flyr en svak sving med lav krengevinkel skal du følge på i samme retning. Se opp for eventuell vingeturbulens.



## «Breakaway» manøver

Jagerflyene vil utføre en krapp sving vekk fra deg dersom de er kjent med din intensjon og du ikke utgjør en fare.

