



**COMMUTER CATEGORY CONVERSION
INCREASED MAXIMUM TAKEOFF WEIGHT**

PILOT CHECK LISTS

NORMAL PROCEDURES

EMERGENCY PROCEDURES

ABNORMAL PROCEDURES

FOR

**KING AIR B200GT and B200CGT AIRPLANES
IN THE KING AIR 250 CONFIGURATION**

**SERIALS: BY-1 and After
BZ-1 and After**

**MODIFIED IN ACCORDANCE WITH
CENTEX AEROSPACE HALO 250 STC SA11103SC**

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REFERENCE ONLY

This document is an abbreviation of the check lists and procedures contained in Section 3 Emergency Procedures, Section 3A Abnormal Procedures, and Section 4 Normal Procedures of the FAA Approved Airplane Flight Manuals for King Air B200GT series airplanes modified in accordance with STC SA02131SE (BLR Aerospace Ultimate Performance Package). This document also merges the respective procedures from the CenTex Aerospace Halo 250 STC (SA11103SC) Commuter Category conversion and gross weight increase so the pilot operator has a single document to go to for combined procedures. These procedures are in abbreviated form so most explanatory items and some notes and cautions have been omitted for brevity. Consequently, users of this check list must be familiar with and operate the airplane in accordance with the applicable procedures contained in the FAA Approved basic Airplane Flight Manual and STC SA11103SC Airplane Flight Manual Supplement.

NOTES

Operators should add to these check lists any procedures from the applicable Airplane Flight Manual or Pilot's Operating Handbook and AFM Supplement(s) not already included in these check lists as required by 14 CFR 91.503.

These check lists apply to B200GT in the King Air 250 configuration equipped with Rockwell Collins Pro Line Fusion integrated avionics.

Current with AFMS 006-4, Revision 3

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REFERENCE ONLY

**NORMAL PROCEDURES
PILOT CHECK LIST**

TABLE OF CONTENTS

<i>SUBJECT</i>	<i>PAGE</i>
AIRSPEDS FOR SAFE OPERATION	NP-2
PREFLIGHT INSPECTION	NP-3
CABIN/COCKPIT	NP-3
LEFT WING AND NACELLE	NP-4
NOSE SECTION	NP-5
RIGHT WING AND NACELLE	NP-6
RIGHT AFT FUSELAGE	NP-7
TAIL	NP-7
LEFT AFT FUSELAGE	NP-7
BEFORE ENGINE STARTING	NP-8
ENGINE STARTING (Battery)	NP-12
ENGINE STARTING (External Power)	NP-13
HOT START OR HUNG START	NP-14
NO LIGHT START	NP-14
ENGINE CLEARING	NP-14
BEFORE TAXI	NP-15
BEFORE TAKEOFF (Runup)	NP-16
BEFORE TAKEOFF (Final Items)	NP-17
TAKEOFF	NP-18
TAKEOFF SPEEDS – FLAPS UP	NP-18
TAKEOFF SPEEDS – FLAPS APPROACH	NP-18
CLIMB	NP-19
CLIMB IN ICING CONDITIONS	NP-19
CRUISE	NP-20
CRUISE IN ICING CONDITIONS	NP-20
OUTSIDE OF ICING CONDITIONS	NP-20
ICING CONDITIONS	NP-20
DESCENT	NP-23
BEFORE LANDING	NP-23
LANDING APPROACH SPEEDS	NP-24
NORMAL LANDING	NP-24
MAXIMUM REVERSE THRUST LANDING	NP-25
BALKED LANDING	NP-25
AFTER LANDING	NP-26
SHUTDOWN AND SECURING	NP-27
OPERATIONS AT AIRPORTS ABOVE 10,000 FEET PRESSURE ALTITUDE	NP-28
PRESSURIZATION CONTROLLER SETTING FOR LANDING	NP-29

NOTE

SEE POH FOR EXPANDED AND OTHER PROCEDURES NOT CONTAINED IN THIS CHECKLIST.

All airspeeds quoted in this section are indicated airspeeds (IAS) and assume zero instrument error.

AIRSPEDS FOR SAFE OPERATION

Maximum Demonstrated Crosswind Component	25 Knots
Maximum Demonstrated Wind Components for Coupled Approaches	
Crosswind.....	16 Knots
Tailwind.....	10 Knots
Takeoff - Flaps Up	
Decision Speed, V_1	See TAKEOFF SPEEDS – FLAPS UP, NP-18
Rotation, V_R	See TAKEOFF SPEEDS – FLAPS UP, NP-18
Safety Speed, V_2	See TAKEOFF SPEEDS – FLAPS UP, NP-18
Enroute Climb, V_{ENR}	See TAKEOFF SPEEDS – FLAPS UP, NP-18
Takeoff - Flaps Approach	
Decision Speed, V_1	See TAKEOFF SPEEDS – FLAPS APPROACH, NP-18
Rotation, V_R	See TAKEOFF SPEEDS – FLAPS APPROACH, NP-18
Safety Speed, V_2	See TAKEOFF SPEEDS – FLAPS APPROACH, NP-18
Enroute Climb, V_{ENR}	See TAKEOFF SPEEDS – FLAPS APPROACH, NP-18
Two-Engine Best Angle-of-Climb (V_X).....	100 Knots
Two-Engine Best Rate-of-Climb (V_Y)	125 Knots
Cruise Climb:	
Sea level to 10,000 feet	160 Knots
10,000 feet to 20,000 feet	140 Knots
20,000 feet to 25,000 feet	130 Knots
25,000 feet to 35,000 feet	120 Knots
Maximum Airspeed for Effective Windshield Anti-icing	226 Knots
Operating Maneuvering Speed (V_o)	181 Knots
Turbulent Air Penetration.....	170 Knots

CAUTION

For turbulent air penetration, use an airspeed of 170 knots. Avoid over-action on power levers. Turn off autopilot altitude hold. Keep wings level, maintain attitude and avoid use of trim. Do not chase airspeed and altitude. Penetration should be at an altitude which provides adequate maneuvering margins when severe turbulence is encountered.

Landing Approach, Flaps Down.....	V_{REF} , see LANDING SPEEDS, NP-24
Balked Landing Climb	V_{REF} , see LANDING SPEEDS, NP-24
Intentional One-Engine-Inoperative Speed (V_{SSE})	104 Knots
Air Minimum Control Speed (V_{MCA}), Flaps Up	92 Knots
Flaps Approach	87 Knots

END

PREFLIGHT INSPECTION

After the first flight of each day, the Preflight Inspection may be omitted except for items marked with a "+". Fuel tank caps, engine oil quantity, and filler cap need not be checked unless system(s) were serviced. External inspections with flaps down may be conducted at intervals deemed appropriate by the pilot.

CABIN/COCKPIT

1. Monogram Electric Toilet (If Installed) – KNIFE VALVE OPEN
- + 2. Baggage – SECURE
3. Emergency Lighting Cabin Switch – ON
4. Emergency Cabin Light Control Switch – ARM
5. Emergency Cabin Flood Lamps – CHECK (illuminated)
6. Emergency Exit – SECURE AND UNLOCKED
7. Control Locks – REMOVE AND STOWED
8. Trim Tabs – SET TO "0" UNITS

CAUTION

The elevator trim system must not be forced past the limits which are indicated on the elevator trim indicator scale, either manually, electrically, or by action of the autopilot.

9. Condition Levers – FUEL CUTOFF
10. Landing Gear Control – DN
11. Parking Brake – SET
12. Ignition and Engine Start – ENSURE OFF
13. Left PFD, MFD, Right PFD – CLEAN
(See Section 8, Handling, Servicing and Maintenance of the basic POH for instructions)
14. Battery – ON, CHECK 23 VOLT MINIMUM
15. Emergency Cabin Flood Lamps – CHECK (not illuminated)
16. Fuel Quantity (Main and Auxiliary) – CHECK
17. Gear Down Annunciators – ILLUMINATED
18. Flap Control (if desired) – APPROACH, THEN DOWN (check indicator)
19. Airstair Door Warning Annunciator Circuitry – CHECK
20. Oxygen System Preflight Inspection – COMPLETE
- + 21. Battery – OFF
22. Emergency Lighting Cabin Switch – OFF
23. Emergency Escape Path Markings – MUST BE UNCOVERED & VISIBLE

CONTINUED

LEFT WING AND NACELLE

1. Cabin Door Seal, Step Extension Cable, Light Wire, Damper, and Handrails – CHECK
2. Cabin Windows – CHECK
- + 3. Auxiliary Fuel Tank Cap – SECURE
4. Flaps (condition, asymmetry protection and flap tracks) – CHECK
5. Oil Breather Vent – CLEAR
- + 6. Brake Lines, Brake Wear, Brake Deice Lines (if installed) – CHECK
7. Fire Extinguisher – CHECK PRESSURE

FIRE EXTINGUISHER PRESSURE VS. TEMPERATURE

°F	-40	-20	0	20	40	60	80	100	120
°C	-40	-29	-18	-7	4	16	27	38	49
PSI	190	220	250	290	340	390	455	525	605
RANGE	To 240	To 275	To 315	To 365	To 420	To 480	To 550	To 635	To 730

8. Aileron and Aileron TrimTab – CHECK
9. Flush Outboard Wing Fuel Tank Sump – DRAIN
10. Static Wicks (4) – CHECK
11. Navigation, Recognition, & Strobe Lights – CHECK
- + 12. Main Fuel Tank Cap – SECURE
13. Stall Warning Vane – CHECK
- + 14. Tiedown – REMOVE
15. Outboard Deice Boot and Stall Strip – CHECK
16. Ice Light – CHECK
17. Heated Fuel Vent – CLEAR
18. Ram Scoop Fuel Vent – CLEAR
19. Gravity Line Drain – DRAIN
20. Inverter Cooling Louvers – CLEAR
21. Wing Leading Edge Tank Sump – DRAIN
- + 22. Landing Gear (Doors, Wheel Well, Strut, Tires, Brakes) – CHECK
- + 23. Chock – REMOVE
24. Fuel Filter and Fuel Strainer Drains – DRAIN
- + 25. Engine Oil - CHECK QUANTITY, CAP SECURE

CONTINUED

26. Engine Compartment Door (Outbd) – SECURE
27. Exhaust Stack (Outbd) – CHECK FOR CRACKS
28. Top Cowling Locks (Outbd) – SECURE
29. Nacelle Cooling Ram Air Inlets – CLEAR
- +30. Propeller – CHECK PROPELLER AND DEICE BOOT CONDITION
31. Engine Intake – CLEAR
32. Top Cowling Locks (Inbd) – SECURE
33. Exhaust Stack (Inbd) – CHECK FOR CRACKS
34. Generator Cooling Inlet – CLEAR
35. Engine Compart. Door (Inbd) – SECURE, BLEED VALVE EXHAUST CLEAR
36. Heat Exchanger Inlet – CLEAR
37. Hydraulic Landing Gear Service Door – SECURE
38. Inboard Deice Boot – CHECK
39. Heat Exchanger Outlet – CLEAR
40. Hydraulic Landing Gear Vent Lines – CLEAR
41. Auxiliary Fuel Tank Sump – DRAIN
42. Lower Antennas and Beacon – CHECK

NOSE SECTION

1. OAT Probe/Relief Tube Vent – CHECK
2. Brake Reservoir Vent – CLEAR
3. Left Avionics Access Panel – SECURE
4. Air Conditioner Condenser Exhaust Duct – CLEAR
5. Windshield and Wipers – CHECK
6. Radome – CHECK
7. Pitot Masts – CLEAR
8. Landing and Taxi Lights – CHECK
- + 9. Nose Gear (shimmy damper, stop block, torque knee strut, tire) – CHECK
- +10. Chocks – REMOVE
11. Nose Gear Doors and Wheel Well – CHECK
12. Air Conditioner Condenser Intake Duct – CLEAR
13. Right Avionics Access Panel – SECURE

CONTINUED

RIGHT WING AND NACELLE

1. Ejector Exhaust – CLEAR
2. Auxiliary Fuel Tank Sump – DRAIN
3. Battery Drain – CLEAR
4. Heat Exchanger Outlet – CLEAR
5. Inboard Deice Boot – CHECK
6. Heat Exchanger Inlet – CLEAR
- + 7. Engine Oil – CHECK QUANTITY, CAP SECURE
8. Engine Compartment Door (Inbd) – SECURE
9. Exhaust Stack (Inbd) – CHECK FOR CRACKS
10. Top Cowling Locks (Inbd) – SECURE
11. Nacelle Cooling Ram Air Inlets – CLEAR
- +12. Propeller – CHECK PROPELLER AND DEICE BOOT CONDITION
13. Engine Intake – CLEAR
14. Top Cowling Locks (Outbd) – SECURE
15. Exhaust Stack (Outbd) – CHECK FOR CRACKS
16. Generator Cooling Inlet – CLEAR
17. Engine Compart. Door (Outbd) – SECURE, BLEED VALVE EXHST CLEAR
18. Fuel Filter and Fuel Strainer Drains – DRAIN
- +19. Landing Gear (Doors, Strut, Tires, Wheel Well) – CHECK
20. Fire Extinguisher – CHECK PRESSURE
- +21. Chock – REMOVE
22. Heated Fuel Vent – CLEAR
23. Ram Scoop Fuel Vent – CLEAR
24. Gravity Line Drain – DRAIN
25. Inverter Cooling Louvers – CLEAR
26. Wing Leading Edge Tank Sump – Drain
- +27. External Power Door – CLOSED
28. Ice Light – CHECK
29. Outboard Deice Boot and Stall Strip – CHECK
- +30. Tiedown – REMOVE
31. Flush Outboard Wing Fuel Tank Sump – DRAIN
- +32. Main Fuel Tank Cap – SECURE
33. Navigation, Recognition, and Strobe Lights – CHECK
34. Static Wicks (4) – CHECK
35. Aileron and Bendable Tab – CHECK
36. Flaps – CHECK
(condition, asymmetry protection, flap tracks, limit switches,
and position transmitter)
- +37. Brake Lines, Brake Wear, Brake Deice Lines (If installed) - CHECK
38. Oil Breather Vent – CLEAR
- +39. Auxiliary Fuel Tank Cap – SECURE
40. Cabin Windows – CHECK

CONTINUED

RIGHT AFT FUSELAGE

1. Lower Antennas – CHECK
2. Ventral Fin Drain Holes – CLEAR
3. Lower Aft Cabin Access Door – SECURE
- + 4. Tiedown – REMOVED
5. Oxygen Service Access Door – SECURE
6. Static Ports – CLEAR
7. Cabin Air Exhaust – CLEAR
8. Access Panel – SECURE

TAIL

1. Ventral Fin and Static Wick (1) – CHECK
2. VOR Antennas (Right and Left) – CHECK
3. Rudder, Rudder Tab, Stinger and Static Wicks (4) – CHECK
4. Horizontal Stabilizer, Boots and Static Wicks (Right and Left) – CHECK
5. Elevator, Tab, and Static Wicks (3 each side) – CHECK
Verify Tabs are in “0” (Neutral) Position
6. Position Light, Tail Floodlights (Left and Right) - CHECK

NOTE

The elevator trim tab “0” (neutral) position is determined by observing that the trailing edge of the elevator trim tab aligns with the trailing edge of the elevator when the elevator is resting against the down stops.

LEFT AFT FUSELAGE

1. Access Panel – SECURE
2. Static Ports – CLEAR
3. Oxygen Overpressure Discharge and
Aft Compartment Drain Tubes – CLEAR
4. Relief Tube – CLEAR

END

BEFORE ENGINE STARTING

NOTE

Items marked with an “*” may be omitted at pilot’s discretion after the first flight of each day.

NOTE

Power Settings and Performance shall be based on the OAT from the pilot’s side console display and not from the temperature displayed on the EICAS.

WARNING

Only a crew member or properly trained ground personnel should close and lock the airstair door and cargo door (if installed).

1. Airstair Door (B200GT) – LOCKED
 - a. Close and lock the door.
 - b. Ensure that the door handle will not move out of the locked position without depressing the release button.
 - c. Lift the top door step and ensure that the red safety arm is around the plunger.
 - d. Ensure that the green index mark on each of the 4 locking bolts aligns with the black pointer in the observation port.
2. Cargo Door (B200CGT) – LOCKED
 - a. Check upper handle position – CLOSED AND LOCKED
(Open access panel on upper left side of door and attempt to open cargo door latches without releasing safety lock.)
 - b. Ensure that the orange index mark on each of the four rotary cam locks aligns with the notch in the plate on the door frame.
 - c. Check Lower Pin Lock Handle Position – CLOSED AND LOCKED
(Open access panel on lower forward area of door and attempt to rotate the handle without lifting the orange lock hook.)
 - d. Ensure that the orange stripe on the latch pin linkage is aligned with the orange pointer. (Observe through window at lower aft corner.)
3. Airstair Door (B200CGT) – LOCKED
 - a. Close and lock the door.
 - b. Ensure that the door handle will not move out of the locked position without depressing the release button.
 - c. Lift the door step and ensure that the red safety arm is around the plunger.
 - d. Ensure that the orange index mark on each of the six rotary cam locks aligns with the notch in the plate on the door frame.

CONTINUED

- * 4. Monogram Electric Toilet (if installed) – KNIFE VALVE CONFIRM OPEN
- 5. Emergency Lighting Cabin Switch – ON
- 6. Load and Baggage – CONFIRM SECURE
- 7. Weight and C.G. – CHECKED
- 8. Seats and Tables – POSITIONED
 - a. All Seats – Seat backs upright, Headrests fully extended
 - b. Lateral-tracking seats – Outboard position
 - c. Tables – Stowed
- 9. Emergency Exit – CONFIRM SECURE AND UNLOCKED
- 10. Passenger Briefing – COMPLETE
- 11. Control Locks – CONFIRM REMOVED
- 12. Seats and Rudder Pedals – ADJUSTED
- 13. Seatbelts and Shoulder Harnesses – FASTENED
- * 14. Oxygen System Preflight Inspection – CONFIRM COMPLETE
- 15. ELT – ARM, Yellow XMT Light – EXTINGUISHED
- 16. Fuel Panel Circuit Breakers – IN
- 17. Pilots Instrument Panel and Subpanel – CHECK
 - a. Standby Flight Display System Power – TEST
(Green Light ILLUMINATED)
 - b. Standby Flight Display System Power – ON
(Amber Light ILLUMINATED)
 - c. Parking Brake – CONFIRM SET
 - d. Engine Anti-ice Switches – ON

NOTE

The engine anti-ice system should be ON for all ground operations to minimize ingestion of ground debris. Turn engine anti-ice off when required to maintain oil temperature within limits.

- e. Landing Gear Control – DN
- f. Landing Gear Relay Circuit Breaker – IN
- g. All Other Switches – OFF
- 18. Pilot's Audio – SET
- 19. Power Console – CHECK
 - a. Power Levers – IDLE, FRICTION SET
 - b. Propeller Levers – FULL FORWARD, FRICTION SET
 - c. Condition Levers – FUEL CUT OFF, FRICTION SET
 - d. Elevator, Aileron, and Rudder Trim Controls – SET
 - e. Oxygen System Ready – CONFIRM ON
 - * f. Flashlight – CHECK
 - g. Landing Gear Alternate Extension Handle – STOWED

CONTINUED

20. Pedestal – CHECK
 - a. Cabin Pressure Switch – PRESS
 - b. Rudder Boost Switch – ON
 - c. Pressurization Controller – SET
21. Reversionary Switch Panel – CHECK
 - a. Prop Sync – ON
 - b. DG FREE/NORM – NORM
 - c. Slew +/- - CENTER
 - d. PFD1 – NORM
 - e. MFD – NORM
 - f. PFD2 – NORM
 - g. AHS – NORM
 - h. ADS – NORM
 - i. PFD1 Inhibit – NORM
 - j. MFD Inhibit – NORM
 - k. PFD2 Inhibit – NORM
 - l. Pilot Static Air Source – NORM
 - m. EMER FREQ – EXTINGUISHED
22. COPILOT'S Audio – SET
23. Copilot's Subpanel – CHECK
 - a. Cabin Sign – NO SMOKE & FSB
 - b. ECS Mode – OFF
 - c. Cockpit and Cabin Blowers – AUTO
 - d. Bleed Air Valve Switches – ENVIR OFF
 - e. Oxygen Pressure – CONFIRM
 - f. All Other Switches – OFF
24. Electric Heat – AS REQUIRED WITH GPU
 - a. Battery – VERIFY ON
 - b. External Power Source – TURN OFF, CONNECT TO AIRPLANE; TURN ON
 - c. Voltmeter – 27.5 to 28.4 VOLTS
 - d. External Power –

External Power

CAS MESSAGE DISPLAYED

- e. ECS Mode – ELEC HEAT

Electric Heat On

CAS MESSAGE DISPLAYED

- f. All other Switches – OFF

CAUTION

Do not operate the electric heat with the pedestal floor outlet blocked or the cockpit door closed.

Electric Heat On

CAS MESSAGE MUST BE REMOVED

when ELEC HEAT mode is de-selected. Electric heat must be off at least 2 minutes prior to and during engine start.

CONTINUED

- 25. Right Panel Circuit Breakers – CHECK
- *26. Fire Extinguisher (Under Copilot's Chair) – CHECK
- 27. Battery – ON
- *28. Fuel System – CHECK
- 29. Fuel Quantity – (Main and Auxiliary) – CHECK
- *30. Landing Gear Handle Lights – PRESS TO TEST
- *31. Hydraulic Fluid Sensor – TEST,

Hyd Fluid Low

CAS MESSAGE DISPLAYED

- 32. Beacon – ON
- 33. DC Volt/Loadmeters – PRESS TO CHECK VOLTAGE, (23 volts minimum)
- *34. Annunciators – TEST
- *35. Stall Warning – TEST
- *36. Fire Detectors and Fire Extinguishers – TEST
- 37. Cockpit Voice Recorder Panel – TEST
- 38. Left Power Lever – ADVANCE TO AT LEAST 80% POSITION
- 39. Autofeather Switch – ARM
- 40. Elevator Trim Warning System – TEST
- 41. Elevator Trim Control – SET FOR TAKEOFF
- 42. Autofeather Switch – OFF
- 43. Left and Right Power Levers – IDLE

END

ENGINE STARTING (Battery)

1. Right Ignition and Engine Start – ON
RIGHT **IGN** DISPLAYED
Red [R Fuel Press] CAS MESSAGE REMOVED
2. Right Condition Lever (13% N₁ or above) – LOW IDLE
3. Right ITT and N₁ – MONITOR (1000°C maximum)

CAUTION

If no ITT rise is observed within 10 seconds after moving the condition lever to LOW IDLE, move the condition lever to FUEL CUTOFF. Allow 60 seconds for fuel to drain and starter to cool, and then follow ENGINE CLEARING Procedures.

4. Right Oil Pressure – CHECK
5. Right Ignition and Engine Start (50% N₁ or above) – OFF
6. Right Condition Lever – HIGH IDLE
7. Right Generator – RESET, THEN ON
8. Battery – CHARGE (until loadmeter reads approximately 50% or less)
9. Left ignition and Engine Start – ON
LEFT **IGN** DISPLAYED
Red [L Fuel Press] CAS MESSAGE REMOVED
10. Left Condition Lever (13% N₁ or above) – LOW IDLE
11. Left ITT and N₁ – MONITOR (1000°C maximum)
12. Left Oil Pressure – CHECK
13. Left Ignition and Engine Start (50% N₁ or above) – OFF
14. D.C. Volt/Loadmeters – PRESS TO CHECK VOLTAGE (27.5 to 29.0 volts)
15. Left Generator – RESET, THEN ON
16. Right Condition Lever – REDUCE TO LOW IDLE

END

ENGINE STARTING (External Power)

CAUTION

NEVER CONNECT AN EXTERNAL POWER SOURCE TO THE AIRPLANE UNLESS A BATTERY INDICATING A CHARGE OF AT LEAST 20 VOLTS IS IN THE AIRPLANE. If the battery voltage is less than 20 volts, the battery must be recharged, or replaced with a battery indicating at least 20 volts, before connecting external power.

NOTE

When an external power source is used, it must be set to 28.0 to 28.4 volts and be capable of producing 1000 amperes momentarily and 300 amperes continuously. The battery should be on to absorb transients present in some external power sources.

The **External Power** CAS MESSAGE IS DISPLAYED

to alert the crew when an external DC power plug is connected to the airplane.

1. Avionics Master Switch - CONFIRM OFF
 2. Left and Right Generator Switches - CONFIRM OFF
 3. Battery - ON
 4. External Power Source - TURN OFF, THEN CONNECT TO AIRPLANE
 5. External Power Source - TURN ON
 6. Voltmeter - 28.0 to 28.4 VOLTS
 7. Propeller Levers - FEATHER
 8. Right Ignition and Engine Start – ON
- RIGHT **IGN** DISPLAYED
Red [R Fuel Press] CAS MESSAGE REMOVED
9. Right Condition Lever (13% N₁ or above) - LOW IDLE
 10. Right ITT and N₁ - MONITOR (1000°C maximum)

CAUTION

If no ITT rise is observed within 10 seconds after moving the condition lever to LOW IDLE, move the condition lever to FUEL CUTOFF. Allow 60 seconds for fuel to drain and starter to cool, and then follow ENGINE CLEARING Procedures.

CONTINUED

11. Right Oil Pressure - CHECK
12. Right Ignition and Engine Start (50% N₁ or above) - OFF
13. Left Ignition and Engine Start – ON

LEFT **IGN** DISPLAYED

Red [L Fuel Press] CAS MESSAGE REMOVED

14. Left Condition Lever (13% N₁ or above) – LOW IDLE
15. Left ITT and N₁ - MONITOR (1000°C maximum)
16. Left Oil Pressure - CHECK
17. Left Ignition and Engine Start (50% N₁ or above) - OFF
18. External Power Source - TURN OFF, DISCONNECT, SECURE DOOR
19. Left and Right Generators - RESET, THEN ON
20. Propeller Levers - FULL FORWARD

HOT START OR HUNG START

If rate of ITT increase predicts an over-temperature occurrence, or if N₁ ceases to accelerate in a normal manner.

1. Condition Lever – FUEL CUTOFF
2. Ignition and Engine Start – STARTER ONLY (for remainder of time limitation)
3. Ignition and Engine Start – OFF
4. Do not attempt another start until the cause of the hot start or hung start has been corrected.

NO LIGHT START

If no ITT rise is observed within 10 seconds after moving the Condition Lever to LOW IDLE

1. Condition Lever – FUEL CUTOFF
2. Ignition and Engine Start – OFF
3. Follow ENGINE CLEARING procedure

ENGINE CLEARING

Use the following procedure to remove internally trapped fuel and vapor, or if there is evidence of a fire within the engine.

1. Condition Lever – CONFIRM FUEL CUT OFF
2. Starter – COOL FOR 1 MINUTE AFTER PREVIOUS START ATTEMPT
3. Ignition and Engine Start – STARTER ONLY (for a maximum of 40 seconds)
4. Ignition and Engine Start – OFF
5. Starter – COOL FOR 1 MINUTE BEFORE ATTEMPTING ANOTHER START

END

BEFORE TAXI

NOTE

Items marked with an “ * ” may be omitted at pilot’s discretion after the first flight of the day

1. Loadmeters – PARALLEL WITHIN 10%
2. Annunciators – TEST
3. Avionics Master – ON
 - a. Before entry of the first flight plan of the day, clear/delete the origin airport on both the active and secondary FMS plan pages and execute the modified flight plan.
4. External Lights – AS REQUIRED
5. Cabin Lights – AS REQUIRED
6. Furnishings – AS REQUIRED
7. Cabin Sign – NO SMK & FSB
8. Environmental System Controls – SET (see basic AFM/POH)
9. Bleed Air Valves – OPEN or ENVIR OFF
 - Use ENVIR OFF for more efficient cooling on the ground.
- * 10. Brake Deice (if installed) – CHECK (see basic AFM/POH)
11. Standby Flight Display System – INITIALIZATION COMPLETE
12. Prop Sync – ON
13. TCAS I (if installed) – TEST (see basic AFM/POH)
14. TCAS II (if installed) – TEST (see basic AFM/POH)
15. EMER FREQ – EXTINGUISHED
16. TAWS+ – PREFLIGHT (see basic AFM/POH)
17. Flight and Engine Instruments – CHECK
 - a. Altimeters – SET
 - b. Standby Flight Display Altimeter – SET
18. Flaps – CHECK AND SET
19. Flight Controls – CHECK FOR FULL FREEDOM OF MOVEMENT AND PROPER DIRECTION OF TRAVEL
20. Brakes – RELEASE AND CHECK

CAUTION

Never taxi with a flat tire or flat shock strut. During taxi operations, particular attention should be given to propeller tip clearance. Extreme caution is required when operating on unimproved or irregular surfaces or when high winds exist. If operations produce a propeller rpm over 1600, retard propeller levers to the detent to limit rpm to 1600 to help reduce the possibility of ingestion of ground debris.

END

BEFORE TAKEOFF (Runup)

NOTE

Items marked with an “ * ” may be omitted at pilot’s discretion after the first flight of the day.

1. Avionics and Radar - CHECK
2. Pressurization - CHECK AND SET
3. Autopilot – CHECK
4. Yaw Damp - CHECK
- * 5. Electric Pitch Trim - CHECK

WARNING

Operation of the electric elevator trim system should occur only when both elements of the dual-element switch are activated. Any movement of the elevator trim wheel while activating only one element denotes a system malfunction. The electric elevator trim must then be turned OFF and flight conducted only by manual operation of the elevator trim control.

6. Trim Tabs – CONFIRM SET
7. Engine Control Friction Locks - SET
- * 8. Primary Governors, Overspeed Governors and Rudder Boost - CHECK
- * 9. Autofeather – CHECK
10. Autofeather - ARM
11. Manual Prop Feathering – CHECK
- * 12. Vacuum and Pneumatic Pressure - CHECK
- * 13. Engine Anti-ice – CHECK

WARNING

Either the MAIN or STANDBY engine anti-ice actuator must be operational on each engine before takeoff.

14. Ice Protection Equipment (if required) - CHECK
15. Surface Deice Switch – SINGLE CYCLE, THEN RELEASE
16. Stall Warning Ice Mode Annunciator - ILLUMINATED
17. Stall Warning - TEST
18. Stall Warning Ice Mode Annunciator - PRESS (to select Normal Mode)

NOTE

The stall warning system must not be in the Ice Mode during takeoff and initial climb-out. If a takeoff is conducted with the stall warning system in the Ice Mode, a misleading stall warning following lift-off will likely occur.

19. Fuel Quantity, Flight and Engine Instruments – CHECK
20. V_1 , V_R , V_2 , V_{ENR} , and Minimum Takeoff Power - CONFIRM

END

BEFORE TAKEOFF (Final Items)

1. Auto Ignition – ARM (if required)
LEFT **IGN** and RIGHT **IGN** – DISPLAYED, if ARMED
2. Engine Anti-Ice – AS REQUIRED
L-R ENG ANTI-ICE – CAS MESSAGE DISPLAYED if ON
3. Autofeather – CONFIRM ARMED
4. Exterior Lights – AS REQUIRED
5. Ice Protection – AS REQUIRED
 - a. Windshield Anti-ice – NORMAL/HI (if required)
 - b. Prop Deice – (if required) AUTO
 - c. Left and Right Fuel Vent Heat – ON
 - d. Brake Deice (if installed) – OFF
 - e. Stall Warning Heat – ON
 - f. Left and Right Pitot Heat – ON
AMBER [L-R Pitot Heat] – CAS MESSAGE REMOVED
6. Transponder – *VERIFY CODE – TAKEOFF, AUTOMATICALLY ON*
7. Prop Levers – CONFIRM FULL FORWARD
8. Trim – CONFIRM SET
9. Flaps – CONFIRM SET
10. Interior Lights – AS REQUIRED
11. Bleed Air Valves – OPEN
12. Envir Bleed Air – SET
 - a. OAT above 10°C – AUTO or LOW
 - b. OAT at or below 10°C – AUTO or NORMAL
13. ECS Mode – AS REQUIRED
 - a. Cockpit and Cabin Blowers – AS REQUIRED
 - b. Cockpit and Cabin Temps – AS REQUIRED

CAUTION

Use of electric heat is for ground operations only and should not be selected for takeoff or flight operations.

The **Electric Heat On** CAS message must be removed when ELEC HEAT mode is de-selected.

14. Generator Load – CHECK
15. Battery Ammeter – CHECK (Charge current 10 amps or less if required)
16. CAS Messages – REMOVED OR CONSIDERED

END

TAKEOFF

WARNING

Do not cycle deice boots during takeoff.

1. Brakes - HOLD
2. Power - SET (Ensure Minimum Takeoff Power is available)
3. Left **AFX** and Right **AFX** – CONFIRM DISPLAYED ON EICAS
4. Brakes - RELEASED

NOTE

Increasing airspeed will cause torque and ITT to increase.

5. V_R - ROTATE TO APPROX 8° NOSE UP ATTITUDE
6. Landing Gear (when positive climb established) - UP
7. Airspeed - MAINTAIN V_2 UNTIL CLEAR OF OBSTACLES
8. Flaps (at $V_2 + 5$) – UP

TAKEOFF SPEEDS – FLAPS UP

Weight - Lbs	V_1	V_R	V_2	V_{ENR}
13,420	103	104	113	113
13,000	103	103	111	111
12,500	103	103	109	109
12,000	103	103	107	107
11,500	103	103	105	105
11,000 and less	103	103	104	104

TAKEOFF SPEEDS – FLAPS APPROACH

Weight - Lbs	V_1	V_R	V_2	V_{ENR}
13,420	98	98	101	113
13,000	98	98	100	111
12,500	98	98	99	109
12,000	98	98	99	107
11,500	98	98	99	105
11,000 and less	98	98	99	104

END

CLIMB

1. Yaw Damp – ON
2. Climb Power – SET
3. Propellers – 1800 RPM
4. Windshield Anti-Ice – NORMAL

CAUTION

It is recommended to turn on the windshield anti-ice early in the flight if it is anticipated that it will be required later. Activating the windshield anti-ice after the windshield has been cold-soaked may cause the windshield to crack.

5. Engine Instruments – MONITOR
6. Cabin Sign – AS REQUIRED
7. Pressurization - CHECK
8. ECS Mode – AS REQUIRED
 - a. Cockpit and Cabin Blowers – AS REQUIRED
 - b. Cockpit and Cabin Temps – AS REQUIRED
9. Lights – AS REQUIRED

CLIMB IN ICING CONDITIONS

1. Engine Anti-Ice – ON, **L-R ENG ANTI-ICE** – CAS MESSAGE DISPLAYED
2. Auto Ignition – ARM
3. Prop Deice – AUTO
4. Stall Warning Heat – CONFIRM ON
5. Left and Right Fuel Vent Heat – CONFIRM ON
6. Left and Right Pitot Heat – CONFIRM ON
7. Windshield Anti-Ice – CONFIRM NORMAL OR HI

At first sign of ice accretion on aircraft.

8. Surface Deice Switch – SINGLE AND RELEASE (repeat as required)
9. Stall Warning Ice Mode Annunciator – ILLUMINATED
10. Climb Power – SET MAX CONT POWER (to expedite climb)
11. Airspeed – 145 KNOTS MINIMUM AIRSPEED

END

CRUISE

WARNING

Do not lift power levers in flight.

NOTE

Power settings and performance shall be predicated on the OAT from the pilot's side console display and not from the temperature displayed on the EICAS.

1. Cruise Power – SET PER CRUISE POWER TABLES OR GRAPHS
2. Autofeather – OFF
3. Engine Instruments – MONITOR
4. Auxiliary Fuel Gages – MONITOR
(Ensure fuel is being transferred from the auxiliary tanks)
5. Pressurization – MONITOR
(Reset if cruise altitude changes by 1,000 feet or more)

CRUISE IN ICING CONDITIONS

At first sign of ice accretion on aircraft.

1. Airspeed – 145 KNOTS MINIMUM
2. Surface Deice Switch – SINGLE AND RELEASE
3. Stall Warning Ice Mode Annunciator – VERIFY ILLUMINATED

OUTSIDE OF ICING CONDITIONS AND WINGS FREE OF ICE

1. Stall Warning Ice Mode Annunciator – PRESS (to select Normal Mode)
2. Stall Warning Ice Mode Annunciator – EXTINGUISHED

ICING CONDITIONS

WARNING

Due to distortion of the wing airfoil, ice accumulation on the leading edges can cause a significant loss in rate of climb and in cruise speed, as well as increases in stall speed. Even after cycling deicing boots, the ice accumulation remaining on the boots plus ice accumulations on unprotected areas can cause large performance losses. In order to minimize ice accumulation on unprotected surfaces of the wing, maintain a minimum of 145 knots during operations in sustained icing conditions. In the event of windshield icing, reduce airspeed to 226 knots or below. Prior to a landing approach, cycle the deicing boots to shed any accumulated ice. The stall warning system will sound the aural warning at 15 to 20 knots above the normal warning speed when it is in the ice mode, which is appropriate when there is ice on the wings.

CONTINUED

1. Engine Ice Protection

When visible moisture is encountered at an OAT of +5°C and below, or;
At night when freedom from visible moisture is not assured at an OAT of +5°C and below (Operation of strobe lights will sometimes show ice crystals not normally visible)

a. Engine Anti-Ice – ON

L-R ENG ANTI-ICE

– CAS MESSAGE DISPLAYED

b. Check for proper operation by noting a drop in torque.

WARNING

Engine icing can occur even though no surface icing is present. If freedom from visible moisture cannot be assured, engine ice protection should be activated. Visible moisture is moisture of any form: clouds, ice crystals, snow, rain, sleet, hail or any combination of these. Operation of strobe lights will sometimes show ice crystals not normally visible. If in doubt, actuate the Engine Anti-Ice System.

NOTE

Display of the **L Engine Ice Fail**, **R Engine Ice Fail** or **L-R Engine Ice Fail** CAS message indicates failure of selected system on affected engine(s). Immediate display indicates loss of power to the actuator. Select the other actuator(s).

2. Auto Ignition – ARM

NOTE

Auto Ignition must be ARMED for icing flight, precipitation, and operation during turbulence. To prevent prolonged operation of the igniters with the system ARMED, do not reduce power levers below 500 ft-lbs torque.

3. Prop Deice – AUTO

- a. The system may be operated continuously in flight, and will function automatically until the switch is turned off.
- b. Relieve propeller imbalance due to ice by increasing rpm briefly and returning to the desired setting. Repeat as necessary.

CAUTION

If the deice ammeter does not indicate 18 to 24 amps or the automatic timer fails to switch, refer to AP-13, ABNORMAL PROCEDURES.

CONTINUED

4. Surface Deice

WARNING

All components of the surface deice system must be monitored during icing flight to ensure the system is functioning normally. These components include:

Pneumatic Pressure Gage

The gage should indicate 12.0 to 20.0 psi before activating boots. The pressure will momentarily decrease when the boots are activated.

Vacuum Gage

The gage should indicate in the green arc. Vacuum will momentarily decrease when the boots are activated.

Pneumatic Boots

Visually monitor the boots, where possible, to ensure ice is being removed.

CAUTION

Operation of the surface deice system in ambient temperatures below -40°C can cause permanent damage to the deice boots.

NOTE

Either engine will supply sufficient pneumatic pressure for deice operation.

At first sign of ice accretion on aircraft:

- a. Airspeed – 145 KNOTS MINIMUM
- b. Surface Deice Switch – SINGLE AND RELEASE
- c. Stall Warning Ice Mode Annunciator – VERIFY ILLUMINATED
- d. Repeat as required

If Single Position of the Surface Deice Switch Fails:

- e. Surface Deice Switch – MANUAL AND HOLD
FOR A MINIMUM OF 6 SECONDS, THEN RELEASE
- f. Stall Warning Ice Mode Annunciator – VERIFY ILLUMINATED
- g. Repeat as required.

OUTSIDE OF ICING CONDITIONS AND WINGS FREE OF ICE

- a. Stall Warning Ice Mode Annunciator – PRESS (to select Normal Mode)
- b. Stall Warning Ice Mode Annunciator – EXTINGUISHED

5. Windshield Anti-Ice – NORMAL/HIGH

NOTE: Maximum airspeed for effective windshield anti-icing is 226 Knots.

6. Left and Right Fuel Vent Heat – CONFIRM ON
7. Left and Right Pitot Heat – CONFIRM ON
8. Stall Warning Heat – CONFIRM ON
9. Ice Lights – AS REQUIRED
10. Alt Static Air Source (if req) – Refer to AP-15 ABNORMAL PROCEDURES

END

DESCENT

1. Pressurization – SET PER TABLE (Refer to NP-29)
 - a. Cabin Altitude – SET
 - b. Rate Control – AS DESIRED
2. Altimeter – SET
3. Cabin Sign – AS REQUIRED
4. Windshield Anti-ice – AS REQUIRED
5. ECS Mode – AS REQUIRED
 - a. Cockpit and Cabin Blowers – AS REQUIRED
 - b. Cockpit and Cabin Temps – AS REQUIRED
6. Fuel Balance - CHECK
7. Power - AS REQUIRED

NOTE

Approximately 75% N_1 is required to maintain the cabin pressurization schedule during descent.

8. Seats and Tables – POSITIONED
 - a. All Seats – Seatbacks Upright, Headrests fully extended
 - b. Lateral – tracking seats – Outboard position
 - c. Tables - Stowed

BEFORE LANDING

NOTE

With TAWS+, if either a non-precision or visual approach is being used at an airport and there is an active ILS frequency at the airport tuned into NAV 1, then unwarranted “GLIDESLOPE” cautions may be annunciated. To prevent this, either tune NAV 1 to another frequency or select the G/S INHIB switch/annunciator before starting the approach.

1. Landing Approach Speed – CONFIRM V_{REF}
2. Autofeather - ARM
3. Pressurization - CHECK
4. Cabin Sign - NO SMOKE & FSB
5. Flaps - APPROACH
6. Landing Gear - DN
7. Lights - AS REQUIRED

NOTE

Under low visibility conditions, landing and taxi lights should be left off due to light reflections.

8. Radar - AS REQUIRED
9. Surface Deice - CYCLE AS REQUIRED

CONTINUED

If wings are free of ice:

10. Stall Warning Ice Mode Switch - PRESS (to select Normal Mode)

If ice remains on wing boots and/or unprotected surfaces:

11. Surface Deice - CYCLE

12. Stall Warning Ice Mode Annunciator - ILLUMINATED

13. Approach Speed and Landing Distance – INCREASE V_{REF} BY 15 KNOTS AND INCREASE EXPECTED LANDING DISTANCE BY 25 PERCENT

NOTE

Prior to the landing approach, cycle the wing deice boots to shed as much ice as possible, regardless of the amount of ice remaining on the boots. Stall speeds can be expected to increase as much as 15 knots if ice is present on the wings and/or horizontal tail surfaces.

NOTE

If crosswind landing is anticipated, determine crosswind component from Section 5, PERFORMANCE. Immediately prior to touchdown, lower upwind wing and align the fuselage with the runway by use of rudder. During rollout, hold aileron control into the wind and maintain directional control with rudder and brakes. Use propeller reverse as desired.

LANDING APPROACH SPEEDS (Note - no ice on wings)

Weight Lbs	Flaps DOWN V_{REF} Speeds, Knots
13,420	105
13,000	104
12,500	103
12,000	102
11,000	99
10,000	96
9,000	93

NORMAL LANDING

1. Flaps – DOWN

2. Airspeed – V_{REF} (With ice on wings, $V_{REF} + 15$)

3. Yaw Damper – OFF

4. Power Levers – IDLE

5. Prop Levers – FULL FORWARD

CAUTION

To ensure constant reversing characteristics, the propeller levers must be in the high rpm position.

After Touchdown:

6. Power Levers – LIFT AND SELECT GROUND FINE

7. Brakes – AS REQUIRED

END

MAXIMUM REVERSE THRUST LANDING

When Landing Is Assured:

1. Flaps – DOWN
2. Airspeed – V_{REF} (With ice on wings, $V_{REF} + 15$)
3. Yaw Damp – OFF
4. Condition Levers – HIGH IDLE
5. Power Levers – IDLE
6. Propeller Levers – FULL FORWARD

After Touchdown:

7. Power Levers – LIFT THROUGH GROUND FINE AND LIFT TO REVERSE
8. Brakes – AS REQUIRED
9. Condition Levers – LOW IDLE

CAUTION

If possible, propellers should be moved out of reverse at approximately 40 knots to minimize blade erosion. Care must be exercised when reversing on runways with loose sand, dust, or snow on the surface. Flying gravel will damage propeller blades and dust or snow may impair the pilot's visibility.

BALKED LANDING

1. Power – MAXIMUM ALLOWABLE
2. Airspeed – MAINTAIN V_{REF}

When clear of obstacles or 400 Feet AGL, establish a normal climb

3. Flaps (at $V_{REF} + 10$) – APPROACH
4. Landing Gear – UP
5. Flaps (at 125 knots) – UP

END

AFTER LANDING

1. Auto Ignition – OFF
2. Engine Anti-ice – ON

L-R ENG ANTI-ICE

– CAS MESSAGE DISPLAYED

CAUTION

The engine anti-ice system should be on for all ground operations to minimize ingestion of ground debris. Turn engine anti-ice off, when required, to maintain oil temperatures within limits.

3. Lights – AS REQUIRED
4. Ice Protection – OFF
5. Transponder – STANDBY
6. Radar – AUTOMATICALLY OFF UPON LANDING
7. Trim Tabs – SET
8. Flaps – UP
9. Pressurization Differential – VERIFY 0
10. Bleed Air Valves – OPEN or ENVIR OFF

Use ENVIR OFF for more efficient cooling on the ground

END

SHUTDOWN AND SECURING

1. Parking Brake – SET
2. Standby Boost Pumps and Crossfeed – OFF
3. Avionics Master – OFF
4. Standby Flight Display System Power – OFF
5. Autofeather – OFF

Autofeather Off

– CAS MESSAGE DISPLAYED

6. Lights – OFF
7. Oxygen System Ready – PUSH OFF
8. ECS Mode – OFF
9. Cockpit and Cabin Blowers – AUTO
10. Battery – CHARGED
11. ITT – STABILIZED AT MIN OBTAINABLE TEMPERATURE FOR ONE MINUTE
12. Condition Levers – FUEL CUT OFF

CAUTION

Monitor ITT during shutdown. If sustained combustion is observed, proceed immediately to the engine clearing procedure. During shutdown, ensure that the compressors decelerate freely. Do not close the firewall fuel valves for normal engine shutdown.

13. Propeller Levers – FEATHER
14. DC Volt/Loadmeters – CHECK VOLTAGE
No voltage indicates current limiter is out
15. Overhead Panel Switches – OFF
16. Emerg Cabin Lt Switch – OFF
17. Battery and Generator Switches (below 15% N₁) – OFF

NOTE

N₁ decreasing below 15% indicates the starter relay is not engaged.

18. Control Locks – INSTALL
19. Emergency Exit – LOCKED
20. Emergency Cabin Light Power Switch – OFF
21. Monogram Electric Toilet (if installed) – SERVICE AS REQUIRED
22. Tiedowns and Chocks – AS REQUIRED
23. External Covers – AS REQUIRED
24. Propeller Locks – AS REQUIRED
25. Oil Quantity – CHECK IF REQUIRED
26. Parking Brake – OFF
27. Baggage Compartment Light – OFF
28. Cabin Entry Lights – OFF

END

OPERATIONS AT AIRPORTS ABOVE 10,000 FEET PRESSURE ALTITUDE

BEFORE ENGINE STARTING

Prior to turning battery on:

Oxygen Controls..... DO NOT PULL ON

WARNING

With the Oxygen Controls not pulled on, crew oxygen and automatic deployment of the passenger oxygen masks is not available.

After turning battery on:

Cabin Alt High

CAS MESSAGE DISPLAYED
(above approximately 12,000 feet)

BEFORE TAKEOFF (FINAL ITEMS)

Envir Bleed Air.....LOW

CLIMB

1. Envir Bleed Air.....AUTO
2. Cabin ControllerSET AT PLANNED CRUISE
ALTITUDE PLUS 500 FEET (if desired)
3. Pressurization.....CHECK
4. Oxygen Controls (after cabin altitude descends
through 11,000 feet) PULL ON SYSTEM READY

DESCENT

When landing at field elevations above 11,000 feet pressure altitude:

1. Oxygen Controls (prior to cabin altitude climbing
through 11,000 feet) PUSH OFF
2. Envir Bleed Air.....LOW
3. Cabin Alt High CAS MESSAGE DISPLAYED
(above approximately 12,000 feet)

WARNING

With the Oxygen Controls not pulled on, crew oxygen and automatic deployment of the passenger oxygen masks is not available.

END

PRESSURIZATION CONTROLLER SETTING FOR LANDING

Closest <u>Altimeter Setting</u>	Add to <u>Airport Elevation</u>
28.00.....	+2400
28.10.....	+2300
28.20.....	+2200
28.30.....	+2100
28.40.....	+2000
28.50.....	+1900
28.60.....	+1800
28.70.....	+1700
28.80.....	+1600
28.90.....	+1500
29.00.....	+1400
29.10.....	+1300
29.20.....	+1200
29.30.....	+1100
29.40.....	+1000
29.50.....	+900
29.60.....	+800
29.70.....	+700
29.80.....	+600
29.90.....	+500
30.00.....	+400
30.10.....	+300
30.20.....	+200
30.30.....	+100
30.40.....	0
30.50.....	-100
30.60.....	-200
30.70.....	-300
30.80.....	-400
30.90.....	-500

END

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REFERENCE ONLY



EMERGENCY PROCEDURES - PILOT CHECK LIST
TABLE OF CONTENTS

SUBJECT	
EMERGENCY AIRSPEEDS	EP-2
ENGINE FAILURE	
EMERGENCY ENGINE SHUTDOWN.....	EP-3
ENGINE FIRE ON GROUND	EP-3
EMERGENCY ENGINE SHUTDOWN ON GROUND.....	EP-3
ENGINE FAILURE DURING TAKEOFF (AT OR BELOW V ₁) – TAKEOFF ABORTED	EP-4
ENGINE FAILURE DURING TAKEOFF (AT OR ABOVE V ₁) – TAKEOFF CONTINUED	EP-4
ENGINE FAILURE IN FLIGHT BELOW AIR MIN CONTROL SPEED	EP-4
ENGINE FLAMEOUT (2 ND ENGINE).....	EP-5
OIL PRESSURE LOW.....	EP-5
FUEL SYSTEM	
FUEL PRESSURE LOW	EP-5
SMOKE AND FUME ELIMINATION	
WINDSHIELD ELECTRICAL FAULT	EP-6
ELECTRICAL SMOKE OR FIRE	EP-6
ENVIRONMENTAL SYSTEM SMOKE OR FUMES.....	EP-8
AIRSTAIR DOOR/CARGO DOOR UNLOCKED	EP-9
EMERGENCY DESCENT.....	EP-9
GLIDE	EP-9
ELECTRICAL	
DUAL GENERATOR FAILURE.....	EP-10
ENVIRONMENTAL SYSTEMS	
USE OF OXYGEN	EP-11
PRESSURIZATION LOSS.....	EP-12
HIGH DIFFERENTIAL PRESSURE	EP-13
AUTO-DEPLOYMENT OXYGEN SYSTEM FAILURE	EP-13
BLEED AIR FAIL.....	EP-13
EMERGENCY EXIT.....	EP-14
SPINS.....	EP-14
FLIGHT CONTROLS	
UNSCHEDULED ELECTRIC ELEVATOR TRIM ACTIVATION	EP-15
UNSCHEDULED RUDDER BOOST ACTIVATION	EP-15
AVIONICS	See basic AFM/POH and applicable system AFM Supplement

EMERGENCY PROCEDURES

All airspeeds quoted in this section are Indicated Airspeeds (IAS) and assume zero instrument error.

NOTE

Immediate action procedures are delineated by bold type with the remaining procedures following.

EMERGENCY AIRSPEEDS

One-Engine Inoperative Best Angle-of-Climb (V_{XSE})	105 Knots
One Engine Inoperative Best Rate-of-Climb (V_{YSE})	116 Knots
One-Engine-Inoperative Enroute Climb (V_{ENR}):	
13,420 pounds	113 Knots
13,000 pounds	111 Knots
12,000 pounds	107 Knots
11,000 pounds	104 Knots
10,000 pounds	104 Knots
Air Minimum Control Speed (V_{MCA})	92 Knots
Emergency Descent	181 Knots
Maximum Range Glide	136 Knots

END

ENGINE FAILURE

NOTE

To obtain best performance with one engine inoperative, the airplane must be banked 3° to 5° into the operating engine while maintaining a constant heading.

EMERGENCY ENGINE SHUTDOWN

*UNSCHEDULED ENGINE TORQUE INCREASE IN FLIGHT
(Not Responsive to Power Lever Movement)*

ENGINE FIRE IN FLIGHT

L Engine Fire OR **R Engine Fire** OR **L-R Engine Fire**

ENGINE FAILURE IN FLIGHT

Affected Engine:

1. Condition Lever – FUEL CUTOFF
2. Propeller Lever – FEATHER
3. Firewall Shutoff Valve – CLOSE
4. Fire Extinguisher (if fire warning persists) – ACTUATE

5. Generator – OFF
6. Auto Ignition – OFF
7. Autofeather – OFF
8. Brake Deice (if installed) - OFF
9. Electrical Load – MONITOR

ENGINE FIRE ON GROUND

L Engine Fire OR **R Engine Fire** OR **L-R Engine Fire**

Affected Engine:

1. Condition Lever – FUEL CUTOFF
2. Firewall Shutoff Valve – CLOSE
3. Ignition and Engine Start – STARTER ONLY

If fire warning persists

4. Fire Extinguisher – ACTUATE

EMERGENCY ENGINE SHUTDOWN ON THE GROUND

1. Condition Levers – FUEL CUTOFF
2. Prop Levers – FEATHER
3. Firewall Shutoff Valves – CLOSE
4. Master Switch, Left & Right Generator Switches (gang bar) – OFF
5. SFDS Power - OFF

CONTINUED

**ENGINE FAILURE DURING TAKEOFF (AT OR BELOW V_1) –
TAKEOFF ABORTED**

1. Power Levers – GROUND FINE
2. Brakes – AS REQUIRED TO ACHIEVE STOPPING DISTANCE
3. Operative Engine – MAXIMUM REVERSE or AS REQUIRED

WARNING

Extreme care must be exercised when using single engine reversing on surfaces with reduced traction.

**ENGINE FAILURE DURING TAKEOFF (AT OR ABOVE V_1) –
TAKEOFF CONTINUED**

1. V_R Speed – ROTATE TO APPROX 8° NOSE UP ATTITUDE
2. Landing Gear (when positive climb established) – UP
3. Airspeed – V_2 (MAINTAIN TO 400 FEET AGL)
4. Propeller Inoperative Engine – VERIFY FEATHERED
5. Airspeed at 400 Feet AGL – V_{ENR}
6. Flaps (if extended) – UP AT $V_2 + 5$
7. Climb to 1,500 Feet AGL

WARNING

Do not retard engine power lever until the Autofeather system has completely feathered the propeller and propeller rotation has stopped. To do so will deactivate the autofeather circuit and prevent automatic feathering.

8. Clean up (Inoperative engine)
 - a. Condition Lever – FUEL CUTOFF
 - b. Propeller Lever – FEATHER
 - c. Firewall Shutoff Valve – CLOSE
 - d. Auto Ignition – OFF
 - e. Autofeather – OFF
 - f. Generator – OFF
9. Electrical Load – MONITOR

ENGINE FAILURE IN FLIGHT BELOW AIR MIN CONTROL SPEED V_{MCA} .

1. Power – Reduce as required to maintain directional control.
2. Nose – Lower to accelerate above V_{MCA} .

3. Power (operative engine) – AS REQUIRED
4. Failed Engine – SECURE (See EMERGENCY ENGINE SHUTDOWN)

CONTINUED

ENGINE FLAMEOUT (2ND Engine)

1. Power Lever - IDLE
2. Propeller Lever - DO NOT FEATHER
3. Condition Lever - FUEL CUT OFF
4. Conduct Air Start Procedures (ABNORMAL PROCEDURES - AP-2)

NOTE

The propeller will not unfeather without engine operating.

OIL PRESSURE LOW

L Oil Press Low OR **R Oil Press Low** OR **L-R Oil Press Low**

1. Oil Pressure – CONFIRM BELOW 60 PSI

If Confirmed

2. Engine – SECURE (See Emergency Engine Shutdown)

Or

3. Land at the nearest suitable airport using the minimum power required to sustain flight.

FUEL SYSTEM

FUEL PRESSURE LOW

L Fuel Press OR **R Fuel Press** OR **L-R Fuel Press**

1. Standby Pump (Failed Side) – ON

2. Red [L Fuel Press] or [R Fuel Press] or [L-R Fuel Press] CAS Message – REMOVED

3. Oil Temperature and Pressure Indicators (failed side) – MONITOR

END

SMOKE AND FUME ELIMINATION

Attempt to identify the source of smoke or fumes. Smoke associated with electrical failures is usually gray or tan in color, and irritating to the nose and eyes. Smoke produced by environmental system failures is generally white in color, and much less irritating to the nose and eyes. If smoke is prevalent in the cabin, cabin oxygen should not be intentionally deployed. If masks are automatically deployed due to an increase in cabin altitude, passengers should be instructed not to use them unless the cabin altitude exceeds 15,000 feet.

WINDSHIELD ELECTRICAL FAULT

The smell of an electrical overheat, or observing smoke and/or fire at the lower inboard corner of either windshield, adjacent to the center post, may indicate an overheat condition in the electrical power terminal for the normal heat mode of the pilot's or copilot's windshield heat.

1. WSHLD ANTI-ICE – OFF

If Smoke and /or Fire does not cease:

2. Conduct ELECTRICAL SMOKE OR FIRE procedure.

If Smoke and/or Fire cease:

3. Continue flight with Windshield Anti-Ice OFF, if possible.

If Windshield Anti-Ice is required:

4. If the source of the smell, smoke, or fire can be isolated to the pilot's or copilot's windshield, the opposite windshield (without the overheat condition) may be operated in the NORMAL or HI windshield heat mode.

ELECTRICAL SMOKE OR FIRE

WARNING

When operating at airports above 10,000 feet, normal procedures require oxygen to be off, therefore, crew oxygen and automatic deployment of the passenger oxygen masks are not available until the Oxygen System is turned ON.

1. Oxygen Mask(s) - DON
2. Mask Selector Switch – EMER POSITION
3. MIC Switch(es) - OXY

4. ECS Mode – MAN HEAT
5. Envir Bleed Air - NORMAL
6. Cockpit Temp – FULL INCREASE
7. Cabin Temp – FULL DECREASE
8. Man Temp – AS REQUIRED
9. Cockpit and Cabin Blowers – AS REQUIRED
10. Master Switches (Batt. & Generators) – OFF (Use SFDS for airplane control)
11. Avionics Master – OFF
12. Nonessential Electrical Equipment – OFF
13. Cockpit Door – OPEN
14. If Fire or Smoke Persists – SKIP TO STEP 26

CONTINUED

If Fire or Smoke Ceases:

WARNING

Dissipation of smoke is not sufficient evidence that a fire has been extinguished. If it cannot be visually confirmed that no fire exists, land at the nearest suitable airport.

15. Instrument Panel
 - a. No. 3 and No. 4 Bus Feeder Circuit Breakers
(2 each on Fuel Panel) – PULL
 - b. Avionics No. 2 and No. 3 Circuit Breakers (Right Panel) – PULL
16. Battery – ON
17. Generators – ON
18. Avionics – ON
19. Maintain Wings-Level Unaccelerated Flight by the SFDS until AHS alignment is complete.
20. The following avionics will be available:
 - PFD1, NAV1, ATC1, AHS1, ADS1, CAS1&2, CCP1, MKP, Audio 1, Audio Control 1, Aural Warnings, Flight Director, Left IAPS, ELT, GPS1, Engine Indications (DCU), FMS1, CVR
21. If required, exercise caution restoring pulled circuit breakers – RESTORE ONE AT A TIME

If smoke resumes, isolate equipment by pulling circuit breaker.

22. Avionics No. 2 Circuit Breaker (Right Panel) – PULL
23. Avionics No. 3 Circuit Breaker (Right Panel) – PULL
24. Bus Feeder No. 3 Circuit Breaker (2 each on Fuel Panel) – PULL
25. Bus Feeder No. 4 Circuit Breaker (2 each on Fuel Panel) – PULL

If Smoke Persists or if Extinguishing of Fire is Not Confirmed:

26. Cabin Pressure (if required) – DUMP
(battery must be ON while dumping pressure)
27. Storm Window (if required) – OPEN
28. Flaps – DO NOT ACTIVATE
29. Landing Gear – LOWER MANUALLY
30. Land – NEAREST SUITABLE AIRPORT

CONTINUED

ENVIRONMENTAL SYSTEM SMOKE OR FUMES

WARNING

When operating at airports above 10,000 feet, normal procedures require oxygen to be off, therefore, crew oxygen and automatic deployment of the passenger oxygen masks are not available until the Oxygen System is turned ON.

1. Oxygen Mask(s) – DON
2. Mask Selector Switch – EMER POSITION
3. MIC Switch(es) – OXY

4. ECS Mode – MAN HEAT
5. Cockpit and Cabin Blowers – AS REQUIRED
6. Left Bleed Air Valve – ENVIR OFF

L Bleed Air Off

CAS MESSAGE DISPLAYED

If Smoke Decreases:

7. Continue operation with left bleed air off.

If Smoke Does Not Decrease:

8. Left Bleed Air Valve - OPEN
9. Right Bleed Air Valve - ENVIR OFF

R Bleed Air Off

CAS MESSAGE DISPLAYED

If Smoke Decreases:

10. Continue operation with right bleed air off

NOTE

Each bleed air valve must remain closed long enough to allow time for smoke purging to positively identify the smoke source.

If smoke persists:

11. Bleed Air Valves – ENVIR OFF

L-R Bleed Air Off

CAS MESSAGE DISPLAYED

12. Cabin Pressurization – DUMP
13. Storm Window (if required) – OPEN
14. Land – NEAREST SUITABLE AIRPORT

END

AIRSTAIR DOOR / CARGO DOOR UNLOCKED

Door Unlocked

WARNING

Do not attempt to check the security of the airstair door or cargo door in flight. Remain as far from the door as possible with seatbelts securely fastened.

If the **Door Unlocked** CAS MESSAGE IS DISPLAYED,
Or If An Unlatched Airstair Door/Cargo Door Is Suspected:

1. **All Occupants - SEATED WITH SEAT BELTS SECURELY FASTENED**
2. Cabin Sign - NO SMOKE & FSB
3. Cabin Differential Pressure - REDUCE TO LOWEST VALUE PRACTICAL
(zero is preferred)
 - a. Descend and/or
 - b. Select higher cabin altitude setting.
4. Oxygen - AS REQUIRED
5. Land – NEAREST SUITABLE AIRPORT.

EMERGENCY DESCENT

1. **Power Levers – IDLE**
2. **Prop Levers – FULL FORWARD**
3. **Flaps (200 knots maximum – APPROACH**
4. **Landing Gear – (181 knots maximum) – DN**
5. **Airspeed – 181 KNOTS MAXIMUM**

GLIDE

1. **Landing Gear – UP**
2. **Flaps – UP**
3. **Propellers – FEATHERED**
4. **Airspeed – 136 KNOTS**

WARNING

Determine that procedures for restarting first and second failed engines are ineffective before feathering second engine propeller.

5. Glide Ratio – 2.0 nautical miles for each 1000 feet of altitude.
Decrease by 0.2 nautical miles for each 10 knots of headwind.
6. ELT Switch – ON (Yellow XMT – BLINKING)

END

ELECTRICAL

DUAL GENERATOR FAILURE

L-R DC Generator

The following procedure will provide 30 minutes of battery duration if the following criteria are met:

NOTE

Ensure that the IGNITION AND ENGINE START switches are selected OFF otherwise it will not be possible to reset the generators.

- Load shedding is completed within 5 minutes
- Discharge current at completion of load shedding does not exceed approximately 35 amps.
- The battery is in good condition and was not subjected to cold soaking prior to the flight.

1. Generators – RESET, THEN ON

If Either Generator Will Reset:

2. Operating Generator Loadmeter – DO NOT EXCEED 100%
(88% above 31,000 feet)
3. Inoperative Generator – OFF

If Neither Generator Will Reset:

4. No. 3 & No. 4 Bus Feeder Circuit Breakers (2 ea. On Fuel Panel) – PULL
5. Avionics No. 2 & Avionics No. 3 Circuit Breakers (right panel) – PULL
6. ECS Mode – OFF
7. Cockpit and Cabin Blowers – AUTO
8. Generators – OFF
9. Non-Essential Equipment
 - a. Auto Ignition – OFF
 - b. Engine Anti-Ice – LEAVE IN EXISTING POSITION
 - c. All Exterior Lights – OFF, Beacon ON when required
 - d. All Ice Protection except L Pitot Heat – OFF
 - e. Cabin Furnishings, Lights, No Smoke/FSB – OFF *Pro Line Fusion*
 - f. Right Bleed Air Valve – ENVIR OFF

R Bleed Air Off

CAS MESSAGE DISPLAYED

- g. Instrument Indirect Lights – ON (if required)
 - h. All Other Cockpit Lights – OFF
10. Land – NEAREST SUITABLE AIRPORT
 11. Flaps – DO NOT LOWER
 12. Landing Gear – EXTEND MANUALLY
 13. Battery Ammeter – MONITOR BATTERY DISCHARGE CURRENT
(should not exceed approximately 35 amps)
 14. Revert to the Standby Flight Display if the Pilot's PFD fails.
 15. The following equipment will be operational until the airplane battery is depleted:

Pilot's PFD, Nav 1, ATC 1, GPS1, Aural Warnings, FMS 1, AHS 1, ADS1, CAS 1&2, CCP1, MKP, Audio 1, Audio Control, ELT, CVR, Engine Indications (DCU), Flight Director, Left IAPS

END

ENVIRONMENTAL SYSTEMS

USE OF OXYGEN

WARNING

Beards and mustaches should be carefully trimmed so that they will not interfere with the proper sealing of an oxygen mask. The fit of the oxygen mask around the beard or mustache should be checked on the ground for proper sealing. Studies conducted by the military and the FAA conclude that oxygen masks do not seal over beards and mustaches. Hats and "ear-muff" type headsets must be removed prior to donning crew oxygen masks. Headsets and eyeglasses worn by crew members may interfere with quick-donning capabilities.

WARNING

The following table sets forth the average time of useful consciousness (TUC) (time from onset of hypoxia until loss of effective performance) at various altitudes. Rapid decompression can reduce these times to 1/3 – 1/2 of their original value.

Cabin Pressure Altitude	Time of Useful Consciousness
35,000 feet	1/2 - 1 minute
30,000 feet	1 - 2 minutes
25,000 feet	3 to 5 minutes
22,000 feet	5 to 10 minutes
12 - 18,000 feet	30 minutes or more

WARNING

When operating at airports above 10,000 feet, normal procedures require oxygen to be off, therefore, crew oxygen and automatic deployment of the passenger oxygen masks are not available until the Oxygen System is turned ON.

CREW

1. Oxygen Masks – DON
2. Mic Switches – OXY

3. Oxygen Duration – CONFIRM

(Refer to Oxygen Duration in Section 4 of POH)

To Discontinue Use:

4. Oxygen Mask(s) – RETURN TO OVERHEAD COMPARTMENT
5. Mic Switches – NORMAL

CONTINUED

PASSENGERS

WARNING

Adequate oxygen pressure is not provided to the passengers for sustained flight at cabin altitudes above 34,000 feet. The highest recommended cabin altitude for sustained flight is 25,000 feet.

1. Passenger Manual Drop-Out – PULL ON

PAX Oxy On

CAS MESSAGE DISPLAYED

1. Lanyard Pin For Each Mask Used – PULL OUT
2. Mask – DON
3. Oxygen Duration – CONFIRM
(refer to Oxygen Duration in Section 4, NORMAL PROCEDURES of AFM)

To Discontinue Use:

4. Passenger Manual Drop-Out – PUSH OFF
5. Lanyard Pin – INSERT
6. Mask – RETURN TO COMPARTMENT
7. Compartment Cover (if cabin altitude is below 12,500 feet) – CLOSE

FIRST AID OXYGEN

1. Oxygen Compartment – PULL COVER TO OPEN
2. ON/OFF Valve – ON
3. Mask – DON

To Discontinue Use:

4. ON/OFF Valve – OFF
5. Mask – RETURN TO COMPARTMENT
6. Compartment Cover – CLOSE

PRESSURIZATION LOSS

Cabin Alt High

1. Oxygen Mask(s) - DON
2. Mic Switch(es) - OXY
3. Passenger Manual Drop-Out – PULL ON

PAX Oxy On

CAS MESSAGE DISPLAYED

4. Descend – AS REQUIRED

5. Passengers – PULL LANYARD PIN, DON MASK

WARNING

Adequate oxygen pressure is not provided to the passengers for sustained flight at cabin altitudes above 34,000 feet. The highest recommended cabin altitude for sustained flight is 25,000 feet.

6. Range – DETERMINE FOR FINAL CRUISE ALTITUDE
7. Oxygen Duration – CONFIRM
(refer to Oxygen Duration in Section 4, NORMAL PROCEDURES of AFM)

CONTINUED

HIGH DIFFERENTIAL PRESSURE

(Cabin Differential Pressure Exceeds 6.6 psi)

1. Bleed Air Valves – ENVIR OFF
2. Oxygen (Crew and Passengers) – AS REQUIRED
3. Descend – AS REQUIRED

AUTO-DEPLOYMENT OXYGEN SYSTEM FAILURE

Cabin Alt High DISPLAYED, **PAX Oxy On** NOT DISPLAYED

1. Passenger Manual Drop Out – PULL ON
 2. First Aid Mask (if required) – DEPLOY MANUALLY
- To Isolate Oxygen Supply to the Crew and First Aid Mask:
3. OXYGEN CONTROL Circuit Breaker – PULL
 4. Passenger Manual Drop Out – PUSH OFF

BLEED AIR FAIL

L Bleed Air Fail OR **R Bleed Air Fail** OR **L-R BI Air Fail**

A bleed air warning CAS message in flight indicates a possible rupture of a bleed air line aft of the engine firewall.

1. Bleed Air Valve (affected engine) – PNEU & ENVIR OFF

L Bleed Air Off OR **R Bleed Air Off** OR **L-R Bleed Air Off**
CAS MESSAGE DISPLAYED

NOTE

The bleed air warning CAS message will not be removed after closing the Bleed Air Valve.

If **L Bleed Air Fail** or **R Bleed Air Fail** CAS Message is Displayed:

2. ECS Mode – MAN HEAT
3. MAN TEMP INCR/DECR – FULL DECREASE (30 SECONDS)
4. Engine Instruments – MONITOR

If **L-R BI Air Fail** CAS Message is Displayed:

5. Engine Instruments – MONITOR

END

EMERGENCY EXIT

•Emergency Exit Handle – PULL

NOTE

This is a plug-type hatch that opens into the cabin. The hatch can either be set aside inside the cabin, or placed outside the cabin through the hatch opening.

The outside handle may be locked from the inside with the EXIT LOCK lever. The inside EXIT-PULL handle will unlatch the door regardless of the position of the EXIT LOCK lever. Before flight, make certain the lock lever is in the unlocked position.

SPINS

Intentional spins are prohibited. If an unintended spin is encountered, perform the following procedure IMMEDIATELY – THE LONGER THE DELAY, THE MORE DIFFICULT RECOVERY WILL BECOME. Steps 1 through 3 should be done AGGRESSIVELY and SIMULTANEOUSLY. The full forward position of the control column may be reduced slightly, if required, to prevent the airplane from exceeding a 90° nose down (inverted) attitude.

- 1. Control Column - FULL FORWARD, AILERONS NEUTRAL**
- 2. Full Rudder - OPPOSITE THE DIRECTION OF SPIN**
- 3. Power Levers - IDLE**
- 4. Rudder - NEUTRALIZE WHEN ROTATION STOPS**
- 5. Execute a smooth pullout.**

NOTE

The Federal Aviation Administration does not recommend the spin-testing of multi-engine airplanes. The recovery technique presented above is based upon the best available information, but shall not be construed as any assurance that the airplane can, in fact, be recovered from a spin. In accordance with industry practice, no spin tests have been conducted on this airplane.

END

FLIGHT CONTROLS

UNSCHEDULED ELECTRIC ELEVATOR TRIM ACTIVATION

1. Airplane Attitude – MAINTAIN (using elevator control)
2. AP/Trim Disconnect – DEPRESS FULLY & HOLD

TRIM

DISPLAYED ON PFDs

NOTE

Autopilot will disengage when the disconnect switch is depressed.

3. Manually retrim airplane.
4. AP/Trim Disconnect – RELEASE

If Trim Continues to Run:

5. AP/Trim Disconnect – DEPRESS FULLY & HOLD

TRIM

DISPLAYED ON PFDs

6. Pitch Trim Circuit Breaker (R/H CB Panel) – PULL
7. AP/Trim Disconnect – RELEASE
8. Manually retrim airplane.
9. Autopilot – DO NOT ENGAGE

UNSCHEDULED RUDDER BOOST ACTIVATION

Rudder boost operation without a large variation of power between the engines indicates a failure of the system.

1. Directional Control – MAINTAIN USING RUDDER PEDALS
 2. Rudder Boost – OFF
- If Condition Persists*
3. Rudder Boost Circuit Breaker – PULL

4. Either Bleed Air Valve – PNEU & ENVIR OFF
5. Rudder Trim – AS REQUIRED
6. Perform normal landing.

AVIONICS

See basic AFM/POH and applicable system AFM Supplement(s).

END

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REFERENCE ONLY



ABNORMAL PROCEDURES

PILOT CHECK LIST

TABLE OF CONTENTS

<i>SUBJECT</i>	<i>PAGE</i>
AIR START	
STARTER ASSIST	AP-2
NO STARTER ASSIST (Wind-milling Engine and Propeller)	AP-3
LANDING	
FLAPS UP LANDING	AP-4
ONE-ENGINE INOPERATIVE APPROACH AND LANDING	AP-6
ONE-ENGINE INOPERATIVE GO-AROUND	AP-7
OVERWEIGHT LANDING	AP-7
SYSTEMS	
ENGINE OIL SYSTEM.....	AP-8
LOW/HIGH OIL PRESSURE INDICATION.....	AP-8
CHIP DETECT	AP-8
FUEL SYSTEM	AP-9
CROSSFEED.....	AP-9
AUXILIARY FUEL TRANSFER FAILURE	AP-9
ELECTRICAL SYSTEM.....	AP-10
SINGLE GENERATOR FAILURE.....	AP-10
EXCESSIVE LOADMETER INDICATION.....	AP-10
CIRCUIT BREAKER TRIPPED	AP-10
BUS FEEDER CIRCUIT BREAKER TRIPPED	AP-10
EXTERNAL POWER.....	AP-10
LANDING GEAR SYSTEM.....	AP-11
HYDRAULIC FLUID LOW.....	AP-11
LANDING GEAR MANUAL EXTENSION.....	AP-11
ENVIRONMENTAL SYSTEMS.....	AP-12
BLEED AIR OFF.....	AP-12
DUCT OVERTEMPERATURE	AP-12
ELECTRIC HEAT ON.....	AP-12
ICE PROTECTION SYSTEM.....	AP-13
ELECTROTHERMAL PROPELLER DEICE (Auto System)	AP-13
ELECTROTHERMAL PROPELLER DEICE (Manual System).....	AP-13
ENGINE ANTI-ICE FAILURE	AP-13
PITOT STATIC MAST HEAT FAILURE.....	AP-14
BRAKE DEICE	AP-14
STALL WARNING SYSTEM.....	AP-14
STATIC AIR SYSTEM	AP-15

TABLE OF CONTENTS (CONTINUED)

CRACKED OR SHATTERED WINDSHIELD AP-16
CRACK IN ANY SIDE WINDOW (COCKPIT OR CABIN)AP-16
SEVERE ICING CONDITIONS AP-17
PROPELLERS AP-17
 AUTOFEATHER OFF AP-17
 REVERSERS NOT READY AP-17
AVIONICS See basic AFM/POH and applicable system AFM Supplement

All airspeeds quoted in this section are indicated airspeeds (IAS) and assume zero instrument error.

AIR START

CAUTION

The pilot should determine the reason for engine failure before attempting an air start. Do not attempt an air start if N₁ indicates zero and mechanical failure is suspected.

STARTER ASSIST

CAUTION

Air starts may not be possible above 25,000 feet. Descend to a lower altitude if necessary. Above 20,000 feet, starts tend to be hotter. During engine acceleration to idle speed, it may become necessary to move the condition lever periodically into FUEL CUT OFF in order to avoid an over temperature condition.

- 1. ECS Mode – OFF
- 2. Cockpit and Cabin Blowers – AUTO
- 3. Bleed Air Valve (inoperative engine) – ENVIR OFF

L Bleed Air Off OR **R Bleed Air Off** CAS MESSAGE DISPLAYED

- 4. Furnishings – OFF
- 5. Radar – STANDBY
- 6. Windshield Heat – OFF
- 7. Power Lever – IDLE
- 8. Prop Lever (inoperative engine) – LOW RPM
- 9. Condition Lever – FUEL CUTOFF
- 10. Firewall Shutoff Valve – OPEN
- 11. Generator (inoperative engine) – OFF

NOTE

If Conditions permit, reduce operative engine ITT to 700°C or less to reduce the possibility of exceeding ITT limit. Reduce electrical load to minimum consistent with flight conditions.

- 12. Ignition and Engine Start – ON, **IGN** DISPLAYED ON EICAS

CONTINUED

13. Condition Lever ($N_1 \geq 13\%$) – LOW IDLE
14. ITT and N_1 – MONITOR (1000°C maximum)
15. Ignition and Engine Start ($>50\% N_1$) – OFF
16. Prop Lever – AS REQUIRED
17. Power Lever – AS REQUIRED
18. Generator – ON
19. Auto Ignition – ARM
20. Bleed Air Valve – OPEN
21. ECS Mode – AUTO
22. Electrical Equipment – AS REQUIRED
23. Cockpit/Cabin Blower – AS REQUIRED
24. Radar – AS REQUIRED
25. Windshield Heat – AS REQUIRED

NO STARTER ASSIST (WINDMILLING ENGINE AND PROPELLER)

CAUTION

Windmill air starts tend to be hotter if the start N_1 is less than 13%. During engine acceleration to idle speed, it may become necessary to move the condition lever periodically into FUEL CUTOFF to avoid an over temperature condition.

1. Power Lever – IDLE
2. Propeller Lever – FULL FORWARD, CONFIRM 2000 RPM
3. Condition Lever – FUEL CUTOFF
4. Engine Anti-ice (inoperative engine) – OFF
5. Firewall Shutoff Valve – OPEN
6. Generator (inoperative engine) – OFF
7. Airspeed – 140 KNOTS MINIMUM
8. Altitude – BELOW 20,000 Feet
9. Auto Ignition – ARM, **IGN** DISPLAYED ON EICAS
10. Condition Lever (11.5% N_1 or above) – LOW IDLE
11. ITT and N_1 – MONITOR (1000°C MAXIMUM)
12. Power (after ITT has peaked) – AS REQUIRED
13. Generator – ON

END

LANDING

FLAPS UP LANDING

Refer to Section 5 of Supplement AFM 006-4 for Flaps Up Landing Distance.

Weight Lbs	Flaps UP V _{REF} Speeds, Knots
13,420	124
13,000	121
12,500	119
12,000	115
11,000	111
10,000	106
9,000	101

1. Approach Speed, V_{REF} (Flaps UP) – CONFIRM
2. Autofeather – ARM
3. Pressurization – CHECK
4. Cabin Sign – NO SMOKE & FSB
5. Flaps – UP

CAUTION

Do not silence the landing gear warning horn, since the flap actuated portion of the landing gear warning system will not be actuated during a flaps-up landing.

6. Flap Override – SELECT

NOTE

If the FLAP OVRD switch/annunciator is deselected below 500 feet AGL, the ACTIVE annunciator will extinguish; but, the MODE 4b, "TOO LOW FLAPS" protection will not be rearmed and no Mode 4b "TOO LOW FLAPS" protection will be provided to the pilot. Mode 4b, "TOO LOW FLAPS" protection will rearm after the airplane has landed or has climbed back to an altitude higher than 500 feet AGL.

7. Landing Gear – DN
8. Lights – AS REQUIRED

NOTE

Under low visibility conditions, landing and taxi lights should be left off due to light reflections.

9. Radar – AS REQUIRED

CONTINUED

10. Surface Deice - CYCLE AS REQUIRED

If wings are free of ice:

11. Stall Warning Ice Mode Switch – PRESS (to select Normal Mode)

If residual ice remains on wing boots:

12. Surface Deice – CYCLE

13. Stall Warning Ice Mode Annunciator – ILLUMINATED

14. Approach Speed and Landing Distance – INCREASE V_{REF} BY 15 KNOTS AND
INCREASE LANDING DISTANCE BY 25 PERCENT.

See LANDING DISTANCE chart in Section 5 of Supplement AFM 006-4.

NOTE

Prior to the landing approach, cycle the wing deice boots to shed as much ice as possible, regardless of the amount of ice remaining on the boots. Stall speeds can be expected to increase as much as 15 knots if ice is present on the wings and/or horizontal tail surfaces.

NOTE

If crosswind landing is anticipated, determine Crosswind Component from Section 5, PERFORMANCE. Immediately prior to touchdown, lower upwind wing and align the fuselage with the runway. During rollout, hold aileron control into the wind and maintain directional control with rudder and brakes. Use propeller reverse as desired.

When Landing Is Assured:

15. Approach Speed, V_{REF} – ESTABLISHED (With ice on wings, $V_{REF} + 15$)

16. Yaw Damp – OFF

17. Power Levers - IDLE

18. Propeller Levers - FULL FORWARD

After Touchdown:

19. Power Levers - LIFT AND SELECT GROUND FINE OR REVERSE (as required)

20. Brakes - AS REQUIRED

END

ONE-ENGINE-INOPERATIVE APPROACH AND LANDING

Weight Lbs	Flaps DOWN V_{REF} Speeds, Knots
13,420	105
13,000	104
12,500	103
12,000	102
11,000	99
10,000	96
9,000	93

1. Approach Speed, V_{REF} – CONFIRM
2. Fuel Balance – CHECK
3. Pressurization – CHECK
4. Cabin Sign – NO SMOKE & FSB

When it is certain that the field can be reached:

5. Flaps – APPROACH
6. Landing Gear – DN
7. Propeller Lever – FULL FORWARD
8. Airspeed – $V_{REF} + 10$
9. Interior and Exterior Lights – AS REQUIRED
10. Radar – As Required
11. Surface Deice – CYCLE AS REQUIRED

If wings are free of ice:

12. Stall Warning Ice Mode Switch – PRESS (to select Normal Mode)

If residual ice remains on wing boots:

13. Surface Deice – CYCLE
14. Stall Warning Ice Mode Annunciator – ILLUMINATED
15. Approach Speed and Landing Distance – INCREASE V_{REF} BY 15 KNOTS AND INCREASE LANDING DISTANCE BY 25 PERCENT

See LANDING DISTANCE chart in Section 5 of Supplement AFM 006-4.

NOTE

Prior to the landing approach, cycle the wing deice boots to shed as much ice as possible, regardless of the amount of ice remaining on the boots. Stall speeds can be expected to increase as much as 15 knots if ice is present on the wings and/or horizontal tail surfaces.

NOTE

If crosswind landing is anticipated, determine Crosswind Component from Section 5, PERFORMANCE. Immediately prior to touchdown, lower upwind wing and align the fuselage with the runway. During rollout, hold aileron control into the wind and maintain directional control with rudder and brakes.

CONTINUED

When It is Certain There is No Possibility of a Go-Around

16. Flaps – DN
17. Airspeed – V_{REF} (With ice on wings, $V_{REF} + 15$)
18. Perform normal landing.

NOTE

Single-engine reverse thrust may be used with caution
after touchdown on smooth, dry, paved surfaces.

ONE-ENGINE-INOPERATIVE GO-AROUND

1. Power – MAXIMUM ALLOWABLE
2. Landing Gear – UP
3. Flaps – UP AT $V_{REF} + 10$
4. Airspeed – $V_{REF} + 20$

OVERWEIGHT LANDING

WEIGHT ~ POUNDS	V_{REF} ~ KNOTS
13,420	105
13,000	104
12,500	103

When Landing Is Assured:

1. Flaps – DOWN
2. Airspeed – V_{REF}
3. Yaw Damp – OFF
4. Power Levers – IDLE
5. Propeller Levers – FULL FORWARD
6. Sink Rate – TOUCHDOWN WITH NOMINAL OR LESS SINK RATE

After Touchdown:

7. Power Levers – LIFT AND SELECT GROUND FINE
8. Brakes – AS REQUIRED

NOTE

An overweight landing is defined as any landing made when the airplane gross weight is greater than 12,500 pounds, which is the maximum landing weight limitation. When the airplane is landed at a gross weight above 12,500 pounds the pilot should request that an inspection in accordance with the King Air 200 Series Maintenance Manual Section 5-50-00 Inspection After Hard Landing be performed before the next flight. Also, an overweight landing where the touchdown sink rate is nominal will not result in damage to the landing gear or airframe structure.

END

SYSTEMS

ENGINE OIL SYSTEM

LOW OIL PRESSURE INDICATION (60 PSI THROUGH 89 PSI, YELLOW INDICATION)

1. 85-89 PSI at 21,000 Feet and Above – NO ACTION REQUIRED
2. 60-84 PSI at 21,000 feet and above or 60-89 PSI below 21,000 feet
 - a. Do not exceed 1100 ft-lbs of torque
 - b. Correct fault prior to next flight

For oil pressures below 60 psi, see EMERGENCY PROCEDURES.

HIGH OIL PRESSURE INDICATION (Above 135 psi Not Exceeding 200 psi)

Ground Operation, excluding transients during cold ground starts:

- Correct fault prior to flight

In Flight:

1. Continue flight to destination at pilot's discretion
2. Correct fault prior to next flight.

CHIP DETECT

L Chip Detect

OR

R Chip Detect

OR

L-R Chip Detect

1. Engine Instruments – MONITOR
2. If Abnormal – SHUT DOWN ENGINE AT PILOT'S DISCRETION

END

FUEL SYSTEM

CROSSFEED (ONE-ENGINE-INOPERATIVE OPERATION)

1. Crossfeed – LEFT OR RIGHT, AS REQUIRED

Fuel Crossfeed

CAS MESSAGE DISPLAYED

2. Standby Pumps – OFF
3. Auxiliary Tank Transfer – AUTO
4. Fuel Balance – MONITOR

If Fuel is Required from the Inoperative Engine's Auxiliary Fuel Tank and the Reason for Shutdown was Not an Engine Fire or Fuel Leak:

5. Firewall Shutoff Valve (inoperative engine) – OPEN

RED [L Fuel Press] OR [R Fuel Press] CAS MESSAGE REMOVED

6. No Transfer Light (inop engine) – EXTINGUISHED IN 30 - 50 SECONDS
TO DISCONTINUE CROSSFEED

7. Crossfeed Flow Switch – OFF (centered)

AUXILIARY FUEL TRANSFER FAILURE (NO TRANSFER LIGHT)

1. Auxiliary Tank Transfer – OVERRIDE
2. No Transfer Light – EXTINGUISHED
(If light does not extinguish, auxiliary fuel may not be available.)
3. Auxiliary Fuel Quantity – MONITOR
4. Auxiliary Tank Transfer – AUTO (when auxiliary fuel tank is empty)

END

ELECTRICAL SYSTEM

SINGLE GENERATOR FAILURE

L DC Generator

OR

R DC Generator

1. Loadmeter – VERIFY GENERATOR IS OFF (0% LOAD)
2. Generator – RESET, THEN ON

If generator will not reset:

3. Generator – OFF
4. Loadmeter – DO NOT EXCEED 100% (88% Above 31,000 feet)

In the event of a single generator failure, the following systems may be shut off to reduce the electrical load below 100%:

- Furnishing Systems
- Tail Flood Lights
- Prop Sync
- Copilot Windshield Anti-Ice
- Strobe Lights
- Cabin Lights
- Cockpit/Cabin Blowers (Low Speed)

EXCESSIVE LOADMETER INDICATION (over 100%)

1. Battery – OFF (monitor loadmeter)

If Loadmeter Still Indicates Above 100%:

2. Nonessential Electrical Equipment – OFF

If Loadmeter Indicates 100% or Below:

3. Battery – ON

CIRCUIT BREAKER TRIPPED

1. Nonessential Circuit - DO NOT RESET IN FLIGHT
2. Essential Circuit (necessary for continued safe flight)
 - a. Circuit Breaker (allow to cool for 10 seconds min.) – PUSH TO RESET

If Circuit Breaker Trips Again

- b. Circuit Breaker – DO NOT RESET

BUS FEEDER CIRCUIT BREAKER TRIPPED

(FUEL PANEL BUS FEEDERS AND RIGHT CIRCUIT BREAKER PANEL BUS FEEDERS)

- A short is indicated, do not reset in flight.

NOTE

The items that may be inoperative can be determined from the electrical system schematic in Section 7, SYSTEMS DESCRIPTION in the basic POH/AFM.

EXTERNAL POWER

External Power

This message is displayed when the external DC power plug is connected to the airplane. This message does not verify cart power or power to the airplane is correct.

END

LANDING GEAR SYSTEM

HYDRAULIC FLUID LOW

Hyd Fluid Low

1. Landing Gear – ATTEMPT TO EXTEND NORMALLY AT DESTINATION.
If Landing Gear Fails To Extend:
2. Follow LANDING GEAR MANUAL EXTENSION PROCEDURES.

LANDING GEAR MANUAL EXTENSION

If the Landing Gear Fails to Extend After Placing the Landing Gear Control Down, Perform the Following:

1. Landing Gear Relay Circuit Breaker (pilot's subpanel) – PULL
2. Landing Gear Control – CONFIRM DN
3. Alternate Extension Handle – UNSTOW AND PUMP
 - a. Pump handle up and down until the three green gear-down annunciators are illuminated.
 - b. While pumping, do not lower handle to the level of the securing clip as this will result in loss of pressure.

If All Three Green Gear-Down Annunciators Are Illuminated:

4. Alternate Extension Handle – STOW
5. Landing Gear Controls – DO NOT ACTIVATE
 - a. The Landing Gear Control and the Landing Gear Relay Circuit Breaker MUST NOT BE ACTIVATED.
 - b. The landing gear should be considered UNSAFE until the airplane is on jacks and the system has been cycled and checked.

If One or More Green Gear-Down Annunciators Do Not Illuminate for Any Reason and a Decision is Made to Land in this Condition:

6. Alternate Extension Handle – CONTINUE PUMPING
 - a. Continue to pump the handle until maximum resistance is felt.
 - b. When pumping is complete, leave handle at the top of the stroke.
DO NOT LOWER AND STOW.

Prior To Landing

7. Alternate Extension Handle – PUMP AGAIN
 - a. Pump the handle again until maximum resistance is felt.
 - b. When pumping is complete, leave handle at the top of the stroke.
DO NOT LOWER AND STOW.

After Landing

8. Alternate Extension Handle – PUMP AGAIN WHEN CONDITIONS PERMIT
 - a. Pump the handle again, when conditions permit, to maintain hydraulic pressure until the gear can be mechanically secured.
 - b. DO NOT STOW HANDLE
 - c. DO NOT ACTIVATE THE LANDING GEAR CONTROL OR THE LANDING GEAR RELAY CIRCUIT BREAKER.
 - d. The landing gear should be considered UNLOCKED until the airplane is on jacks and the system has been cycled and checked.

END

ENVIRONMENTAL SYSTEMS

BLEED AIR OFF **L Bleed Air Off** OR **R Bleed Air Off** OR **L-R Bleed Air Off**

This CAS message is displayed when the respective environmental bleed air valve is off.

DUCT OVERTEMPERATURE **Duct Overtemp**

1. ECS Mode – MAN HEAT
 2. MAN TEMP INCR/DECR – DECR(30 seconds)
- If Condition Persists:*
3. Left Bleed Air Valve – ENVIR OFF

L Bleed Air Off CAS MESSAGE DISPLAYED

If the **Duct Overtemp** *CAS message is not removed after 2 minutes:*

4. Oxygen – AS REQUIRED
5. Right Bleed Air Valve – ENVIR OFF

L-R Bleed Air Off CAS MESSAGE DISPLAYED

6. Descend – AS REQUIRED

ELECTRIC HEAT ON **Electric Heat On**

If the **Electric Heat On** *CAS Message is not Removed When ELEC HEAT is De-Selected During Ground Operations:*

- ECS Mode – ELEC HEAT
(Initiate SHUTDOWN AND SECURE PROCEDURES when practical)

If the **Electric Heat On** *CAS message displays in flight and the ECS mode is in the ELEC HEAT position:*

1. ECS Mode – SELECT ANOTHER MODE

If the **Electric Heat On** *CAS message remains displayed:*

2. Cockpit Blower – HIGH
3. Loadmeters – MONITOR

NOTE

Turn off non-essential equipment as necessary to maintain loads within limits

END

ICE PROTECTION SYSTEM

ELECTROTHERMAL PROPELLER DEICE (Auto System)

Abnormal Reading on Deice Ammeter (Normal operation is 18 to 24 amps):

1. Zero Amps:
 - a. Automatic Prop Deice - CHECK ON
 - b. If OFF, reposition to ON after 30 seconds.
 - c. If ON with zero amps reading, system is inoperative: position the switch to OFF.
 - d. Use manual prop deice system.
2. Below 18 amps:
 - a. Continue operation.
 - b. If propeller imbalance occurs, increase rpm briefly to aid in ice removal.
3. Over 24 amps.
 - a. If the Auto Prop Deice circuit breaker switch does not trip, continue operation.
 - b. If propeller imbalance occurs, increase rpm briefly to aid in ice removal.
 - c. If the Auto Prop Deice circuit breaker switch trips, use the manual system. Monitor loadmeter for excessive current drain.
 - d. If the Prop Deice Control circuit breaker or the Left or Right Prop Deice circuit breaker trips, avoid icing conditions.

ELECTROTHERMAL PROPELLER DEICE (MANUAL SYSTEM)

1. Manual Prop Deice - MANUAL FOR 90 SECONDS
2. Loadmeters - MONITOR FOR SMALL NEEDLE DEFLECTION (APPROX 8%)
3. Repeat as required.

ENGINE ANTI-ICE FAILURE

L Engine Ice Fail OR **R Engine Ice Fail** OR **L-R Eng Ice Fail**

1. Engine Anti-ice Actuator(s) – SELECT OTHER ACTUATOR(S)

If **L Engine Ice Fail** or **R Engine Ice Fail** or **L-R Eng Ice Fail** CAS
message is not removed:

2. Exit icing conditions.
3. Assume engine anti-ice is ON for performance calculations.

CONTINUED

PITOT STATIC MAST HEAT FAILURE

L Pitot Heat OR **R Pitot Heat** OR **L-R Pitot Heat**

Display of the

L Pitot Heat or **R Pitot Heat** or **L-R Pitot Heat** CAS message

indicates that pitot mast heat is inoperative. The CAS message will also display anytime the PITOT switches are in the OFF position.

BRAKE DEICE (IF INSTALLED)

If operation does not automatically terminate approximately 10 minutes after gear retraction, system must be manually selected OFF.

If inadequate pneumatic pressure is developed for proper wing boot inflation, select brake deice system OFF.

STALL FAIL

Stall Fail

This CAS message indicates that the stall computer has failed. Maintain airspeed appropriate for phase of flight.

NOTE

Halo 250 equipped aircraft have two stall computer modes, Normal Mode and Icing Mode. The Stall Fail CAS message applies to the mode in use at the time of failure.

END

STATIC AIR SYSTEM

PILOT'S ALTERNATE STATIC AIR SOURCE

Altn Static Src

THE PILOT'S ALTERNATE STATIC AIR SOURCE SHOULD BE USED IN SITUATIONS WHERE THE NORMAL STATIC SOURCE HAS BEEN OBSTRUCTED. After the airplane has been exposed to moisture and/or icing conditions (especially on the ground), the possibility of obstructed static ports should be considered. Partial obstructions will result in the rate of climb indication being sluggish during a climb or descent. Verification of suspected obstruction is possible by switching to the alternate system and noting a sudden sustained change in rate of climb. This may be accompanied by abnormal indicated airspeed and altitude changes beyond normal calibrated differences.

Whenever Any Obstruction Exists in The Normal Static Air System, or, When The Alternate Static Air System Is Desired For Use:

1. Pilot's Static Air Source (Reversion Panel) – ALTERNATE
2. **Altn Static Src** CAS Message – DISPLAYED
3. The pilot's airspeed and altimeter indications are corrected for the new static reference.

NOTE

Be certain the static air valve is in the NORMAL position when the alternate system is not needed.

END

CRACKED OR SHATTERED WINDSHIELD

The following procedure should be used when one or more cracks occur in the inner or outer ply of the windshield. The procedure is also applicable if the windshield shatters. This usually occurs in the inner ply and is characterized by a multitude of cracks which will likely obstruct the crew members' vision and may produce small particles or flakes of glass that can break free of the windshield.

1. Altitude – MAINTAIN 25,000 FEET OR LESS, IF POSSIBLE
2. Pressurization Controller – RESET
 - a. Cruise and Descent – MAINTAIN A CABIN DIFFERENTIAL PRESSURE OF 2.0 TO 4.6 PSI (A cabin differential pressure of 4.6 psi will produce approximately a 10,500-foot cabin altitude at an airplane altitude of 25,000 feet)
 - b. Before Landing – DEPRESSURIZE CABIN PRIOR TO TOUCHDOWN
3. Other In-flight Considerations
 - a. Visibility through a shattered windshield may be sufficiently reduced to dictate flying the airplane from the opposite side of the cockpit.
 - b. Precautions should be taken to prevent particles or flakes of glass from a shattered inner ply of the windshield from interfering with the crew's vision.
 - c. A cracked outer windshield ply may damage operating windshield wipers.
 - d. Windshield heat may be inoperative in the area of the crack(s).
 - e. The structural integrity of the windshield will be maintained.
4. Postflight Considerations – SEE SECTION 2 LIMITATIONS IN BASIC AFM/POH

CRACK IN ANY SIDE WINDOW (COCKPIT OR CABIN)

1. Altitude – DESCEND IF REQUIRED
 - a. Descend to an altitude not requiring oxygen, if possible – or
 - b. Descend to at least 25,000 feet if passengers are on board.
2. Crew and Passengers – DON OXYGEN MASKS, IF REQUIRED
3. Pressurization Controller – RESET AS REQUIRED TO DEPRESSURIZE CABIN
5. Cabin Pressure switch - DUMP
6. Postflight Considerations – SEE SECTION 2, LIMITATIONS IN BASIC AFM/POH

END

SEVERE ICING CONDITIONS

THE FOLLOWING WEATHER CONDITIONS MAY BE CONDUCTIVE TO SEVERE INFLIGHT ICING:

- Visible rain at temperatures below 0° Celsius outside air temperature.
- Droplets that splash or splatter on impact at temperatures below 0° Celsius outside air temperature.

PROCEDURES FOR EXITING THE SEVERE ICING ENVIRONMENT:

These procedures are applicable to all phases of flight from takeoff to landing. Monitor the ambient air temperature. While severe icing may form at temperatures as cold as -18° Celsius, increased vigilance is warranted at temperatures around freezing with visible moisture present. If the visual cues specified in Section 2 Limitations of the Halo 250 FAA Approved AFM Supplement for identifying severe icing conditions are observed, accomplish the following.

1. Immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the severe icing conditions in order to avoid extended exposure to flight conditions more severe than those for which the airplane has been certificated.
2. Avoid abrupt and excessive maneuvering that may exacerbate control difficulties.
3. Do not engage the autopilot.
4. If the autopilot is engaged, hold the control wheel firmly and disengage the autopilot.
5. If an unusual roll response or uncommanded roll movement is observed, reduce angle-of-attack.
6. Do not extend flaps when holding in icing conditions. Operation with the flaps extended can result in a reduced wing angle-of-attack, with the possibility of ice forming on the upper surface further aft on the wing than normal, possibly aft of the protected area (i.e., leading-edge boot).
7. If the flaps are extended, do not retract them until the airframe is clear of ice.
8. Report these weather conditions to Air Traffic Control.

PROPELLERS

AUTOFEATHER OFF

Autofeather Off

Autofeather switch is not armed and the landing gear is extended.

1. Autofeather Switch (if not single engine) – ARM

REVERSERS NOT READY

Rvs Not Ready

The propeller levers are not in the high rpm, low pitch position with the landing gear extended.

1. Propeller Levers – FULL FORWARD

AVIONICS

See basic AFM/POH and applicable system AFM Supplement.

END

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REFERENCE ONLY