



NORMAL PROCEDURES



NORMAL PROCEDURES

Maximum Demonstrated Crosswind for Takeoff and Landing (not a limitation):

Flaps 0°	30 kts
Flaps 15°	25 kts
Flaps 30°	20 kts
Flaps 40° (landing only)	15 kts

PREFLIGHT INSPECTION

EMPENNAGE

- | | |
|---|--|
| 1. Luggage | CHECKED and SECURED |
| 2. Cargo
(Combi Interior) | CHECK that cargo is located against
retainer angles installed on seat rails. |
| 3. Tie Down Straps
(Combi interior) | CHECK fittings properly inserted into
seat rails and that the straps are tight. |
| 4. Cargo Door | After cargo loading / unloading:
CHECK lower attachment lugs for
condition. |
| 5. Hydraulic system | Make sure nitrogen pressure is in the
green sector and the level indicator
shows full. |
| 6. Cargo Door | CLOSED and LOCKED
(check for green flags) |
| 7. Static ports | CHECK CLEAR of OBSTRUCTIONS |
| 8. Tail tie-down | DISCONNECTED |
| 9. External Power Door | CLOSED |
| If a larger capacity oxygen system is installed in the rear fuselage: | |
| 10. Oxygen rupture disc | INTACT |
| 11. Rudder and trim tab | CHECK VISUALLY |
| 12. Vertical stabilizer | CHECK VISUALLY |
| 13. Elevator assembly | CHECK VISUALLY |
| 14. Horizontal stabilizer | CHECK VISUALLY, Stabilizer Trim
Mark within green range. |
| 15. Deicing Boots | CHECK VISUALLY |
| 16. Static discharge wicks | CHECK |
| 17. Dorsal and ventral fairings | CHECK |
| 18. General condition | CHECK |
| 19. Battery Compartment | CHECK CLOSED |



RIGHT WING TRAILING EDGE

- | | |
|---------------------------|-----------------|
| 1. Flaps | CHECK CONDITION |
| 2. Aileron | CHECK CONDITION |
| 3. Static discharge wicks | CHECK |
| 4. General condition | CHECK |

RIGHT WING LEADING EDGE

- | | |
|---------------------------------|--------------------------------------|
| 1. Nav/Strobe light | CHECK CONDITION |
| 2. Fuel tank vent | CLEAR of OBSTRUCTIONS |
| 3. Fuel quantity and filler cap | CHECK and SECURE |
| 4. Pitot probe | COVER REMOVED and CHECKED |
| 5. AOA probe | COVER REMOVED
CHECK FREE MOVEMENT |
| 6. Wing tie-down/wheel chocks | DISCONNECTED and REMOVED |
| 7. De-icing boot | CHECK GENERAL CONDITION |
| 8. Right main landing gear | CHECK |
| 9. Right brake assembly | CHECK |
| 10. Two fuel drains | SAMPLE and SECURE |
| 11. General condition | CHECK |



NOSE SECTION

A. SERVICE BAY (RIGHT) (If a standard oxygen system is installed):

- | | |
|-------------------------|--------|
| 1. Oxygen Press | CHECK |
| 2. Oxygen and ECS Doors | CLOSED |
| 3. Oxygen rupture disc | INTACT |

WARNING

DO NOT TOUCH OUTPUT CONNECTORS OR COUPLING NUTS OF IGNITION EXCITER WITH BARE HANDS.

B. Engine Area:

- | | |
|---------------------------------|---|
| 1. Cowling RH | CHECK and SECURE |
| 2. Propeller - | |
| a. Blade Anchor | REMOVED and STOWED |
| b. Blade | CHECK |
| c. De-Icing Boots | CHECK GENERAL CONDITION |
| d. Spinner | CHECK |
| 3. Air Inlet and Exhaust Covers | REMOVED and STOWED |
| 4. Air Inlets | CHECK ENGINE AIR INTAKE, OIL COOLER, ECS and GENERATOR for OBSTRUCTIONS |
| 5. Exhaust System | CHECK |
| 6. Nose Gear and Doors | CHECK |
| 7. Wheel Chocks | REMOVED |
| 8. Engine drain mast (LH) | CHECK. No leaks permitted |
| 9. Engine drain (LH) | SAMPLE and SECURE |
| 10. Oil Quantity | CHECK SIGHT GLASS AND DIPSTICK FOR SECURITY |

Check oil level in green range of sight glass within 10 to 20 minutes after engine shut down. If engine has been shut down for more than 30 minutes, check dipstick indication and if it indicates that oil is needed, start the engine and run at ground idle for 5 minutes. Recheck oil level using dipstick and refill if necessary.

- | | |
|-----------------------|-------|
| 11. General Condition | CHECK |
|-----------------------|-------|



12. Cowling LH

CHECK and SECURE

13. Windshield

CHECK CLEAN

C. SERVICE BAY (LEFT)

1. Fuel Filter

SECURE INDICATOR FLUSH

2. Fuel Filter drain

SAMPLE AND SECURE

3. Fuel Compartment Doors

CLOSED

4. Air Separator drain

SAMPLE AND SECURE

LEFT WING LEADING EDGE

1. Two fuel drains

SAMPLE and SECURE

2. Left main landing gear

CHECK

3. Left brake assembly

CHECK

4. De Icing boot

CHECK GENERAL CONDITION

5. Pitot probe

COVER REMOVED and CHECKED

6. AOA Probe

COVER REMOVED and CHECK
FREE MOVEMENT

7. Wing tie-down/wheel chocks

DISCONNECTED and REMOVED

8. Fuel quantity and filler cap

CHECK and SECURE

9. Fuel tank vent

CLEAR of OBSTRUCTIONS

10. Nav/Strobe light

CHECK CONDITION

11. General condition

CHECK

LEFT WING TRAILING EDGE

1. Static discharge wicks

CHECK SECURITY and CONDITION

2. Aileron and trim tab

CHECK CONDITION

3. Flaps

CHECK CONDITION

4. General condition

CHECK



CABIN

- | | |
|---------------------------------------|---|
| 1. Main Entry Door | CLOSED and LOCKED
(check for 6 green flags)
If required, fit thermal blanket. Make
sure door handle and latch are
accessible. |
| 2. Hand luggage | SECURED/STOWED |
| 3. Passenger Seat | CHECK Backrests in upright
position (for takeoff and landing) |
| 4. Passenger Seat Belts | FASTENED |
| 5. Overwing emergency exit | LOCK PIN REMOVED, EXIT
CHECKED and LOCKED |
| 6. Fire Extinguisher | CHECK ATTACHMENT and
PRESSURE |
| For flights above 10,000 ft altitude: | |
| 7. Passenger oxygen masks | CONNECTED AND STOWED
(for each passenger) |

COCKPIT

- | | |
|---|---|
| 1. Flight Control Lock | REMOVED and placed in STOWAGE
POINT |
| 2. Parking Brake Handle | SET/PUSH BRAKE PEDALS |
| 3. External Power switch | OFF |
| 4. Battery 1 switch
Battery 2 switch | OFF
OFF (if 2 nd battery installed) |
| 5. Generator 1 & 2 switches | OFF |
| 6. AV Bus 1 and 2 switches | OFF |
| 7. Non-essential Bus | AUTO |
| 8. STBY BUS switch | ON |
| 9. TEST LAMP switch | PUSH. Check overhead panel
indicators are on |
| 10. EXTERNAL LIGHTS switches | OFF |
| 11. FUEL PUMPS switches | AUTO |
| 12. IGNITION switch | AUTO |
| 13. DE-ICING switches
INERT SEP switch | OFF
OFF |
| 14. COOLING SYS switch | OFF |
| 15. HEATING switches | OFF |



16. PASS-WNG switches (if installed)	OFF
17. Circuit breakers	CHECK IN
18. MSN 501 and UP. MASK/MIC switch	CHECK set to MIC
19. EFIS CMPST switch	NORM
20. AHRS AHRS 1/AHRS 2 (if installed)	SLAVE SLAVE
21. Landing Gear Handle	DN
22. ECS switch	OFF
23. CABIN PRESS switch	AUTO/GUARDED
24. Cabin Pressure Controller	SET to cruise altitude + 500 ft SET rate knob to mid position
25. Trim Interrupt switch	NORM/GUARDED
26. Flap Interrupt switch	NORM/GUARDED

CAUTION

TO PREVENT DAMAGE TO ENGINE CONTROLS, DO NOT MOVE THE POWER CONTROL LEVER AFT OF THE IDLE DETENT WITH ENGINE NOT RUNNING.

27. Manual Override Lever	OFF
28. Power Control Lever	IDLE DETENT
29. Condition Lever	CUT-OFF/FEATHER
30. Flap Lever	0°
31. Cockpit/Instrument/ Cabin Light switches	OFF
32. Fuel Firewall Shut-off lever	FULLY IN
33. Hydraulic hand pump handle	STOWED
34. ECS Firewall Shut-off lever	FULLY IN



BEFORE STARTING ENGINE

PROCEDURE

- | | |
|----------------------------------|---|
| 1. Preflight inspection | COMPLETE |
| 2. Seats | ADJUSTED and LOCKED |
| 3. Seat belts | FASTENED |
| 4. BAT 1 switch | ON |
| BAT 2 switch | ON (if 2 nd battery installed) |
| 5. Overhead Panel Voltmeter | CHECK (24 VDC min).
Both indicators (if 2nd battery installed) |
| 6. External power (if available) | Connected then ON |
| a. EXT PWR switch | ON |
| b. Overhead Panel Voltmeter | CHECK 28 VDC |

NOTE

The external power control unit on the aircraft will disconnect the EPU if the output voltage is above 29.5 or below 23 VDC.

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|------------------------------------|--|
| 7. Landing Gear 3 greens | CHECK |
| 8. Fuel Contents | CHECK equal L & R levels |
| 9. FUEL PUMP LH switch ON and AUTO | CHECK for audible operation |
| FUEL PUMP RH switch ON and AUTO | CHECK for audible operation |
| 10. OXYGEN lever | ON |
| 11. Oxygen pressure gage | CHECK 1,850 psi MAX |
| 12. PASSENGER OXYGEN switch | ON. CHECK CAWS PASS OXY caption on. SET switch to AUTO |
| 13. Oxygen masks | AVAILABLE for all occupants, as required |



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|------------------------------|-------------------|
| 14. Pilot ventilation window | CLOSED and LOCKED |
| 15. External lights | AS REQUIRED |

NOTE

Avoid prolonged use of the beacon and logo lights (if installed), as this can cause a decrease in battery power and affect the engine starting.

ENGINE STARTING

WITH OR WITHOUT EXTERNAL POWER

- | | | |
|----|-----------------------------|--|
| 1. | Fuel quantity | CHECK |
| 2. | EIS System | TEST |
| 3. | TEST FIRE switch | PUSH. (ENG FIRE and F DETECT lights on) |
| 4. | TEST LAMP switch
and red | PUSH. (Warning, caution, advisory lights on). Overhead panel switches LED's lit. |
| 5. | Propeller area | CLEAR, Confirm CLEAR of obstructions |
| 6. | STARTER switch | PUSH for 2 seconds |
| | a. Oil pressure | CHECK rising |
| | b. Ng | STABLE between 13% and 20% |
| 7. | Condition Lever | GROUND IDLE |

NOTE

Set FLIGHT IDLE for a cold engine (oil temperature below + 5°) until NG above 50%, then set GROUND IDLE.

Apply maximum possible brake pressure prior to engine start.

- | | | |
|----|--|---|
| a. | ITT | MAXIMUM 1,000°C LIMITED TO 5 Sec. 800° - 870° C limited to 20 sec |
| b. | Ng | STABLE above 50% |
| | If Ng stays below 50% then: | |
| c. | Condition Lever | FLIGHT IDLE |
| d. | ITT | MONITOR |
| 8. | If combustion is not initiated within 10 sec of moving Condition Lever to GROUND OR FLIGHT IDLE, then: | |
| a. | Condition Lever | CUT-OFF/FEATHER |
| b. | STARTER INTERRUPT switch | Push |
| | c. Allow min 30 sec draining period, then refer to DRY MOTORING RUN. | |
| 9. | Starter sequence | COMPLETED |



10.	Engine instruments	CHECK
11.	Fuel Totalizer	RESET
12.	Generator 1 switch	ON-Check CAWS GEN 1 OFF
13.	Generator 2 switch	ON-Check CAWS GEN 2 OFF
14.	EXT PWR switch	OFF (If external power used)
15.	External Power Unit (if used)	OFF then disconnect
16.	INVERTER BAT or GEN	CHECK FUNCTION CHANGE SELECTION
17.	AV Bus 1 and 2 switches	ON
18.	STBY BUS switch	OFF
19.	Overhead panel lighting check:	
	a. INSTR LIGHTING ADVISORY switch	DIM (Overhead panel switch lights dim)
	b. TEST FIRE switch	PUSH. Check Overhead Panel switch lights go bright
	c. INSTR LIGHTING ADVISORY switch	NORM
20.	Radios/Avionics	AS REQUIRED
21.	ECS switch	AUTO
22.	Temperature setting	AS REQUIRED
23.	Cooling or Heating System	AS REQUIRED
24.	Inertial Separator	OPEN, if operating on unprepared surface



DRY MOTORING RUN

Allow min 30 sec draining period, then:

- | | |
|----------------------------------|--------------------|
| 1. Condition Lever | CUT-OFF/FEATHER |
| 2. Power Control Lever | IDLE DETENT |
| 3. Ignition CB | PULL |
| 4. Battery Master/Ext pwr switch | ON/ON |
| 5. Fuel Pumps switches | ON |
| 6. STARTER switch | PUSH for 2 seconds |

After 15 seconds:

Should a fire persist, as indicated by sustained ITT, CLOSE the Fuel Emerg Shut-off valve at this point and continue motoring for another 15 sec.

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|-----------------------------------|---------|
| 7. STARTER INTERRUPT switch | PUSH |
| 8. Fuel Pumps switches | AUTO |
| 9. Ignition CB | RESET |
| 10. Battery Master/Ext pwr switch | OFF/OFF |

Observe starter cooling off limits, then initiate applicable engine start procedure.



BEFORE TAXIING

- | | | |
|----|------------------------------|---|
| 1. | AHRS 1/AHRS 2 (if installed) | CHECK - NO FLAGS |
| 2. | Flaps Lever | 15° |
| 3. | Autopilot Test Button | PRESS momentarily and NOTE: |
| | a. | All annunciator lights on (ROLL, PTRM and AP TRIM FAIL annunciators flashing). |
| | b. | After approximately 5 seconds, all annunciator lights off except AP which will flash prior to extinguishing. Note the aural disconnect tone and the "Warning Auto Pilot" voice call out. If the voice callout is not heard, repeat the test. (Voice callout is inhibited until 60 seconds after the engine start cycle has reached 50% Ng). |

WARNING

IF THE AP TRIM FAIL WARNING ON THE CAWS STAYS ON, THEN THE AUTOTRIM DID NOT PASS PREFLIGHT TEST. THE AUTOPILOT CIRCUIT BREAKER MUST BE PULLED.

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|----|-------------------------------------|---|
| c. | Control Wheel | HOLD to keep from moving. |
| d. | AP Button | PRESS to engage autopilot. |
| e. | Control Wheel | MOVE fore, aft, left & right to verify that the autopilot can be overpowered. |
| f. | Autopilot Disengage switch | PRESS. Verify that the autopilot disconnects and all flight director modes are cancelled. |
| 4. | PCL | SET 5 - 10 psi |
| 5. | TEST PUSHER switch (Overhead Panel) | PUSH AND HOLD |
| | a. | PCL Set to idle. |
| | b. | Elevator Control PULL |
| | c. | CAWS PUSHER ICE MODE advisory CHECK ON |
| | d. | Shaker and Audio Warning for 2 sec
Break for 1 sec
Shaker and Audio Warning for 2 sec
Break for 1 sec
Pusher, Shaker, and Audio Warning CHECK correct operation |

When pusher operates:

- | | |
|---------------------------------------|---|
| e. CAWS PUSHER caution | CHECK OFF |
| f. Pusher test switch | RELEASE |
| g. CAWS PUSHER ICE MODE advisory | CHECK OFF |
| h. PUSHER INTR switch (Control Wheel) | PRESS and HOLD |
| i. CAWS PUSHER caution | CHECK ON after 3 sec |
| j. PUSHER INTR switch | RELEASE |
| k. CAWS PUSHER caution | CHECK OFF |
| 6. CAWS panel | CHECK (No red warning lights) |
| 7. DE-ICING PROBES switch | Push to ON and check CAWS AOA DE ICE, PITOT 1, PITOT 2, STATIC cautions off |
| 8. DE-ICING LH WSH switch | Push to ON and check CAWS WSHLD HEAT off |
| 9. DE-ICING RH WSH switch | Push to ON and check CAWS WSHLD HEAT off |

IF ICING CONDITIONS EXPECTED

- | | |
|------------------------------|--|
| a. DE-ICING PROP switch | PUSH to ON and check CAWS PROP DE ICE caution off |
| b. INERT SEP switch | Push to OPEN and check CAWS INERT SEP caution off |
| c. PUSHER ICE MODE caption | Check CAWS PUSHER ICE MODE advisory light is on |
| d. DE-ICING BOOTS switch | Push to ON and check for a minimum of one minute CAWS DE ICE BOOTS advisory is on and caution is off |
| e. All DE-ICING switches | Push to off |
| 10. Pilot ventilation window | CLOSED and LOCKED |
| 11. EXTERNAL LIGHTS switches | AS REQUIRED |
| 12. Parking Brake Handle | RELEASE |



TAXIING

- | | | |
|----|-------------------------------------|-------|
| 1. | Brakes | CHECK |
| 2. | Flight instruments | CHECK |
| 3. | PASS-WNG switches
(if installed) | ON |

CAUTION

TO AVOID POSSIBLE PROPELLER DAMAGE, DO NOT ALLOW STABILIZED PROPELLER OPERATION BETWEEN 350 AND 950 RPM (PROPELLER NOT FEATHERED).

NOTE

Beta range (aft of idle detent) may be used during taxi to control taxi speed and reduce wear on brakes.

BEFORE TAKEOFF

- | | | |
|-----|---|--|
| 1. | Takeoff power setting | CALCULATED |
| 2. | Fuel quantity | CHECK |
| 3. | Friction lock | ADJUST |
| 4. | Engine instruments | CHECK |
| 5. | Flight instruments | CHECK and SET |
| 6. | Trim
If CG is 236 inches (6 meters)
or further aft of datum | SET GREEN LINES
SET GREEN DIAMOND |
| 7. | Flaps | 15° |
| 8. | Flight controls | FREE and CORRECT |
| 9. | CAWS panel | CHECK (No warning RED lights) |
| 10. | Radios/Avionics | AS REQUIRED |
| 11. | De ice Probes switch | ON |
| 12. | Windshield Heat | AS REQUIRED |
| 13. | External light switches | AS REQUIRED |
| 14. | DC Amps Battery
Batteries (if 2 nd battery installed) | CHECK (15 amps maximum. If greater
than 15 amps, delay takeoff until
indication at or below 15 amps) |
| 15. | Transponder | ON Altitude |



16. Condition Lever

FLIGHT IDLE

IF ICING CONDITIONS EXPECTED SET THE DE ICING SWITCHES AS FOLLOWS:

17. DE-ICING PROP switch

PUSH to ON

18. DE-ICING INERT SEP

PUSH to OPEN

19. DE-ICING BOOTS

**PUSH to ON. Select 3 MIN or 1 MIN
as required**

**20. DE-ICING LH and RH WSH
switches**

**PUSH to ON. Select LIGHT or HEAVY
as required**



TAKEOFF

- | | | |
|----|---------------------|-----------|
| 1. | EHSI | CHECK HDG |
| 2. | ECS switch | OFF |
| 3. | Power Control Lever | SET |

CAUTION

THE TORQUE LIMITER ASSISTS THE PILOT IN SETTING THE ENGINE POWER. THE PILOT IS RESPONSIBLE TO RESPECT ALL ENGINE OPERATING LIMITS.

NOTE

Increasing airspeed might cause torque and ITT to increase.

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|--|--|------------------------------|
| 4. | Engine instruments: | |
| | a. Torque | MONITOR |
| | b. ITT | MONITOR |
| | c. Ng | MONITOR |
| | d. Oil Temp/Pressure | MONITOR |
| 5. | Rotate at V_R ,
initial climb at V_X or V_Y , as required | |
| 6. | Brakes | PRESS to stop wheel rotation |
| After lift-off and positive rate of climb: | | |
| 7. | Landing Gear Handle | UP |
| 8. | Flaps | 0° above 100 KIAS |
| 9. | Taxi Light | OFF |
| 10. | External Lights | AS REQUIRED |
| 11. | Yaw Damper | AS REQUIRED |
| 12. | WX Radar | AS REQUIRED (if installed) |



FLIGHT INTO KNOWN ICING CONDITIONS

NOTE

Flight in icing conditions is only permitted with full operational status of all aircraft deicing systems. The deicing systems may be activated before takeoff.

WARNING

FLIGHT IN ICING CONDITIONS IS PROHIBITED IF THERE IS A KNOWN FAILURE OF ANY OF THE ICE PROTECTION SYSTEMS OR A FAILURE OF GENERATOR 1 OR GENERATOR 2.

WARNING

DURING FLIGHT IN ICING CONDITIONS OR FLIGHT WITH ANY VISIBLE ICE ACCRETION ON THE AIRFRAME, THE FOLLOWING FLAP EXTENSION LIMITS APPLY:

- WITH OPERATIONAL AIRFRAME PNEUMATIC DEICE BOOTS = 15° FLAP.
- AFTER FAILURE OF THE AIRFRAME PNEUMATIC DEICE BOOTS = 0° FLAP.

BEFORE ENTERING ICING CONDITIONS SET THE DE ICING SWITCHES AS FOLLOWS

- | | | |
|----|--------------------------|-----------------------------------|
| 1. | PROP | ON |
| 2. | INERT SEP | OPEN |
| 3. | BOOTS | ON and 3 MIN or 1 MIN as required |
| 4. | LH and RH WSHLD switches | ON and LIGHT or HEAVY as required |

NOTE

When DE ICING switch PROP is set to ON and INERT SEP is set to OPEN, the stick shaker/pusher system is automatically reset to provide stall protection at lower angles of attack. The CAWS advisory caption PUSHER ICE MODE comes on to inform the aircrew of this mode change. In this mode the shaker and pusher are activated at higher airspeeds.



DURING ICING CONDITIONS:

- | | | |
|----|-------------------|--|
| 5. | Wing leading edge | MONITOR for continual shedding of ice |
| 6. | CAWS | MONITOR for correct function of ice protection systems |

WARNING

IF ANY OF THE AIRCRAFT ICE PROTECTION SYSTEMS FAIL DURING FLIGHT IN ICING CONDITIONS, EXIT ICING CONDITIONS. CONTACT ATC FOR PRIORITY ASSISTANCE IF REQUIRED.

IF SEVERE ICING CONDITIONS ARE ENCOUNTERED, REQUEST PRIORITY HANDLING FROM AIR TRAFFIC CONTROL TO FACILITATE A ROUTE OR AN ALTITUDE CHANGE TO EXIT THE ICING CONDITIONS.

AFTER DEPARTURE OF ICING CONDITIONS WITH RESIDUAL AIRFRAME ICE

- | | | |
|-----|--|--|
| 7. | PROP | Maintain ON |
| 8. | INERT SEP | Maintain OPEN |
| | This ensures that the stick shaker/pusher system is maintained in PUSHER ICE MODE. | |
| 9. | BOOTS | ON and 3 MIN or 1 MIN as required |
| 10. | LH and RH WSHLD | ON and LIGHT or HEAVY as required |
| 11. | Flaps | Do not extend beyond 15° or if extended do not retract to 0° |

AFTER REMOVAL OF RESIDUAL AIRFRAME ICE

- | | | |
|-----|----------------|----------------------------|
| 12. | PROP | OFF |
| 13. | INERT SEP | OFF |
| 14. | BOOTS | OFF |
| 15. | LH or RH WSHLD | LIGHT or HEAVY as required |
| 16. | Flaps | AS REQUIRED |

CLIMB

- | | | |
|----|-----------------------|-------------|
| 1. | Ice Protection system | AS REQUIRED |
| 2. | Autopilot | AS REQUIRED |
| 3. | Power Control Lever | SET |
| | | |
| 4. | ECS switch | AUTO |
| 5. | Engine instruments: | |
| | a. Torque | MONITOR |
| | b. ITT | MONITOR |
| | c. Ng | MONITOR |
| 6. | Temperature setting | AS REQUIRED |

CRUISE

- | | | |
|----|--|--|
| 1. | Altimeters | SET 1013.2/29.92 |
| 2. | AHRS | CHECK |
| 3. | Cabin Pressurization | Monitor*
*Confirm cabin pressure differential is
≤ 5.75 psi (i.e. gauge green arc) |
| | If cabin pressure differential > 5.75 psi check cabin altitude selection correct. If cabin pressure differential still > 5.75 psi there is a malfunction of the cabin pressure control system. | |
| 4. | Power Control Lever | SET |
| 5. | Engine Instruments | MONITOR |
| 6. | Ice Protection system | AS REQUIRED |



DESCENT

- | | | |
|----|---------------------------|---------------------------------|
| 1. | Ice Protection system | AS REQUIRED |
| 2. | Power Control Lever | SET to desired torque |
| 3. | Cabin Pressure Controller | SET to field elevation + 500 ft |
| 4. | Windshield Heat | AS REQUIRED |

BEFORE LANDING

APPROACH CHECK

- | | | |
|----|---|-------------------------|
| 1. | Ice Protection system | AS REQUIRED |
| 2. | Altimeter | SET |
| 3. | Fuel Quantity | CHECK |
| 4. | Landing Gear | DOWN (below 177 KIAS) |
| 5. | Landing Lights | AS REQUIRED |
| 6. | External Lights | AS REQUIRED |
| 7. | Flaps | |
| | - Normal | SET 15° (max 163 KIAS) |
| | - With residual airframe ice | SET 15° (max 163 KIAS) |
| | - Boot failure | Maintain at 0° |
| 8. | Speed | AOA CENTERED |
| | Boot or AOA Deice or
PUSHER ICE MODE failure | 130 KIAS |

CAUTION

ON LANDING APPROACH AFTER BOOT FAILURE (FLAPS 0°) OR AFTER PUSHER ICE MODE FAILURE OR AFTER AOA DEICE FAILURE THE EFIS AOA FAST SLOW POINTER WILL NOT BE CORRECT AND SHOULD NOT BE USED AS REFERENCE.

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|-----|--------------------|--|
| 9. | Passengers | Brief |
| 10. | Inertial Separator | ON, if operating on unprepared surface |



FINAL CHECK

- | | |
|---|--------------------------|
| 1. Landing Gear | 3 Green Lights |
| 2. Flaps | |
| - Normal | SET 40° (below 130 KIAS) |
| - With residual airframe ice | Maintain at 15° |
| 3. Speed | AOA CENTERED |
| Boot or AOA Deice or
PUSHER ICE MODE failure | 130 KIAS |
| 4. Pressurization | 0 Diff Pressure |
| 5. Autopilot | DISENGAGED |
| 6. Yaw Damper (prior landing) | DISENGAGED |

BALKED LANDING (GO-AROUND)

- | | | |
|----|--|--------------------------------|
| 1. | Go Around switch
(if autopilot engaged) | PRESS |
| 2. | Power Control Lever | SET |
| 3. | Climb airspeed | 84 KIAS |
| 4. | Flaps | |
| | - Normal | SET 15° (max 163 KIAS) |
| | - With residual airframe ice | Maintain at 15° |
| | - Boot failure | Maintain at 0° |
| 5. | Climb airspeed | |
| | - Pusher Normal Mode | 95 KIAS |
| | - Pusher Ice Mode | 105 KIAS |
| | - Boot failure | 130 KIAS |
| 6. | Landing Gear Handle | Up with positive rate-of-climb |
| 7. | Flaps | |
| | - Normal | AS REQUIRED |
| | - With residual airframe ice | Maintain at 15° |
| | - Boot failure | Maintain 0° |
| 8. | Ice Protection system | AS REQUIRED |

CAUTION

IN THE EVENT OF A BALKED LANDING (GO-AROUND) WITH RESIDUAL ICE ON THE AIRFRAME, THE FLAPS SHOULD NOT BE RETRACTED. THE LANDING GEAR MAY NOT FULLY RETRACT AFTER SELECTION (REMAINING RED INDICATION).



LANDING

NORMAL

1. TOUCH DOWN MAIN WHEELS FIRST.
2. DO NOT FLARE WITH HIGH PITCH ANGLE.
3. Power Control Lever IDLE
4. Condition Lever GROUND IDLE
5. Braking AS REQUIRED

SHORT FIELD

1. TOUCH DOWN MAIN WHEELS FIRST.
2. DO NOT FLARE WITH HIGH PITCH ANGLE.
3. Power Control Lever IDLE
4. Reverse SELECT MAX (if desired)
5. Brake FIRM
6. Power Control Lever IDLE (before airplane stops)

AFTER LANDING

When runway vacated:

1. Power Control Lever AS REQUIRED
2. Condition Lever GROUND IDLE
3. Flaps UP
4. External Lights AS REQUIRED
5. All De-Icing switches OFF
6. Transponder STBY
7. WX Radar STBY (if installed)



SHUTDOWN

WARNING

FOR ANY INDICATION OF ENGINE FIRE AFTER SHUTDOWN, IMMEDIATELY DO DRY MOTORING RUN PROCEDURE.

NOTE

Allow ITT to stabilize at least two minutes at ground idle.

Monitor compressor deceleration after shutdown for possible engine damage.

- | | | |
|-----|--|---|
| 1. | Power Control Lever | IDLE DETENT |
| 2. | Parking Brake | SET/PEDALS PUSH |
| 3. | ECS switch | OFF |
| 4. | External Lights switches | OFF |
| 5. | DE-ICING switches | OFF |
| 6. | Cooling and Heating systems | OFF |
| 7. | PASS-WNG switches
(if installed) | OFF |
| 8. | STBY BUS switch | ON (if EFIS MFD is installed) |
| 9. | AV Bus 1 and 2 switches | OFF |
| 10. | Generator 1 and 2 switches | OFF |
| 11. | Condition Lever | CUT-OFF/FEATHER |
| 12. | Oxygen shut-off lever | OFF |
| 13. | Lighting switches | OFF |
| 14. | CAWS OIL QTY warning
(60 secs minimum after shutdown) | CHECK. Refill engine with an approved oil |
| 15. | Battery 1 switch
Battery 2 switch | OFF
OFF (if 2 nd battery installed) |
| 16. | STBY BUS switch | OFF position |
| 17. | Flight Control Lock | INSTALLED |
| 18. | Main entry door | REMOVE thermal blanket (if installed) |
| 19. | Wheel chocks | AS REQUIRED |
| 20. | Tie downs | AS REQUIRED |



CAUTION

MAKE SURE PROPELLER ANCHOR IS PROPERLY
INSTALLED TO PREVENT POSSIBLE ENGINE DAMAGE
DUE TO WINDMILLING WITH ZERO OIL PRESSURE.

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| 21. | Propeller anchor | INSTALLED |
| 22. | External covers | INSTALLED |