

Checklist for Diamond DA62

Edition #: **1.4 Nxi** Edition date: **05.10.2021**

Please observe:

The file you are receiving hereby combines all three sections of the checklist: Normal Checklist, Emergency Checklist and Abnormal Checklist.

All pages of a new edition will have the same new "edition #" and "edition date", even if only one page was amended and all other pages still have the same, unchanged content.

Therefore the "List of Effective Pages" (LEP) is provided. It is here where you can see whether a particular page was amended. Pages which have been amended by a new edition will be marked yellow. For all other pages you will see which original "edition #" (and of course any higher "edition #") is still valid.

Note:

The system of assigning "Edition #" is as follows:

- if the revision affects all types, a new edition # (without a decimal figure) will be assigned to all of the checklists
- if the revision does not affect all types, the affected checklists will get subsequent "decimal figures" until a major revision affecting all checklists is issued.

Have a lot of nice flights and happy landings!
 Peter Schmidleitner

Comments explaining Edition # 1.4 Nxi are on page 2 of this document

Checklist DA62 - LEP

Page	Following Edition Date (or any higher) is valid
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3	1 01.12.2015
4	1.1 Nxi 15.05.2020
5	1.2 Nxi 25.03.2021
6	1.1 Nxi 15.05.2020
7	1.1 Nxi 15.05.2020
8	1.1 01.03.2016
9	1.3 15.03.2017
10	1.2 10.09.2016
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Section: Emergency Checklist		
1	2	15.12.2017
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19	1.3 Nxi	16.07.2021
20	1.3 Nxi	16.07.2021
21	2.1	15.03.2018
22	1.3 Nxi	16.07.2021

Comments explaining Edition # 2 Legacy

Normal Procedures:

Page 11:
Maximum ZFW updated

Emergency Procedures:

Pages rearranged and renumbered

Major changes:

Page 6: L/R STARTER
Pages 7/8: Engine Fire
Page 10: Engine Restart

Abnormal Procedures:

Pages renumbered

Comments explaining Edition # 2.1 Legacy

Normal Procedures:

No change

Emergency Procedures:

Page 10: Engine Restart updated

Abnormal Procedures:

Pages 17, 19, 21: editorial correction

Version # 1.0 Nxi withdrawn

Comments explaining Edition # 1.1 Nxi

Normal Procedures & Emergency Procedures:

Editorial change

Comments explaining Edition # 1.2 Nxi

Normal Procedures & Emergency Procedures:

Check before Engine Start – p.5 Item 40, MFD-EIS Default withdrawn

Comments explaining Edition # 1.3 Nxi

Abnormal Procedures

Page referrals L/R VOLTS LOW changed
Page referrals Volts low changes

Comments explaining Edition # 1.4 Nxi

Abnormal Procedures

ECU Fail – added " ON Ground" and "IN AIR" p.17

NORMAL CHECKLIST



Diamond DA62

G1000[®] NXI

This checklist is compiled according the guidelines of GAMA Specification No.1, SECTION 3, para 3.5, SECTION 3A, para 3A.5 and SECTION 4, para 4.5.

The "Amplified Normal Procedures", „Amplified Emergency Procedures" and „Amplified Abnormal Procedures" according GAMA Specification No. 1 are in the DA42 Airplane Flight Manual Chapters 4A, 3 and 4B.

This checklist is a Recommended Operator Checklist and for reference only.

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

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

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

Any possible liability of Diamond Flight Training and/or Diamond Aircraft Industries for any damages, injury or death resulting from its use is excluded.

All such terms and conditions shall be deemed to be explicitly accepted in full by using the checklist.

If you do not understand, or if you disagree with, any of the above terms and conditions and in any jurisdiction that does not give effect to all provisions of these terms and conditions any use of the checklist is not permitted.

Use of the electronic checklist (if available):

Before using the electronic checklist on the G1000 the following sections have to be completed using this paper checklist:

- Preflight interior + exterior
- Preflight exterior
- Check before engine start items 1 to 24 (may be completed by heart).

This checklist also serves as a back up for the electronic checklist in case the G1000 MFD is not available.

Attention!

For use of fuel additives see AFM

- * if ice protection is installed
- ** if AUX tanks are installed
- *** if RACC is installed

PREFLIGHT INTERIOR + EXTERIOR.

- 1 Check airplane documents
- 2 Remove pitot cover
- 3 Check interior for foreign or loose objects
- 4 Check circuit breakers
- 5 Gear selector CHECKED DOWN
- 6 Electric Master ON
Check battery voltage
- 7 Gear 3 greens CHECKED
- 8 Check fuel quantity + temp
- 9 **AUX PUMPS (2) ON
if AUX FUEL E caution ON:
AUX tank(s) empty
AUX PUMPS (2) OFF
- 10 External lights ON
- 11 Parking Brake SET
- 12 Pitot heat ON
- 13 * Check de-ice fluid quantity
- 14 * Select de-ice pump 1
- 15 * De-ice HIGH/MAX
- 16 * Check DEIC PRES LO+HI out
- 17 * Select de-ice pump 2
- 18 * Check DEIC PRES LO+HI out
- 19 * Ice lights ON
- 20 * Check de-ice function
- 21 Check external lights
- 22 Check stall warning
- 23 Check pitot tube heat
- 24 Pitot heat OFF
- 25 External lights OFF
- 26 * De-ice, ice lights OFF
- 27 Electric Master OFF

PREFLIGHT EXTERIOR

LH pilot door, windshield

Left main gear

Strut (min 5cm bare piston) & downlock
Tire condition, position mark
Brake, hydraulic line
Gear door & linkage

Left engine nacelle

Drain gascolator
2 air inlets / 2 air outlets
Spinner, propeller
Gearbox oil level
Engine oil level
Cowling
Nacelle underside
Venting pipe
Exhaust
** Check AUX tank full ?

Left wing

Wing leading edge, top- and bottom surface
Tank drain
Stall warning
Tank air vent
Fuel filler cap
Pitot probe (cover removed)
Vortex generators (10)
Wing tip, position light
Static discharger
Aileron (freedom of movement, linkage covers, 4 hinge pins)
Wing flap (linkage covers, 10 hinge pins)
** AUX pump cooler
air in- & outlet
** AUX tank vents
** Drain AUX tank

Left fuselage

Step
Rear cabin door
Rear window
Fuselage left side
Static source
Antennas
*** RACC air outlet

Tail

Elevator & rudder (freedom of movement, hinges)
Elevator & rudder trim - tabs
Static dischargers
Tail skid, tie down

Right fuselage

Fuselage right side
Static source
Rear window
*** RACC air inlet
Step

Right wing

** AUX pump cooler
air in- & outlet
** AUX tank vents
** Drain AUX tank
Wing flap (linkage covers,
10 hinge pins)
Aileron (freedom of movement,
linkage covers, 4 hinge pins)
Static discharger
Wing tip, position light
Vortex generators (10)
Wing leading edge, top- and
bottom surface
Fuel filler cap
Tank air vent
Tank drain
Cabin air vent inlet

RH pilot door, windshield

Right engine nacelle

** Check AUX tank full ?
2 air inlets / 2 air outlets
Spinner, propeller
Gearbox oil level
Engine oil level
Cowling
Nacelle underside
Venting pipe
Exhaust
Drain gascolator

Ventilation air inlet

Right main gear

Strut (min 5cm bare piston) &
downlock
Tire condition, position mark
Brake, hydraulic line
Gear door & linkage

Nose section

L + R front baggage door locked
OAT sensor
EPU connection
Landing / Taxi light
With WX radar: nose cone
surface, lightning protection
strips and attachment screws
*De-ice fluid tank cover

Nose gear

Strut (min 10cm bare piston)
Gear door & linkage
Tire condition, position mark

Chocks removed
Tow bar removed

CHECK BEFORE ENGINE START

1	Preflight check.....	COMPLETED	1
2	Baggage and tow bar.....	SECURED	2
3	**AUX PUMPS (2)	OFF	3
4	*** AUX PWR switch	OFF	4
5	Fuel selectors (2)	ON, safety guard closed	5
6	Power levers (2)	IDLE	6
7	Parking brake	SET	7
8	Alternate Air	CLOSED	8
9	Manual gear extension handle.....	PUSHED	9
10	Gear selector	DOWN	10
11	Pitot heat	OFF	11
12	Avionic master	OFF	12
13	Electric master	OFF	13
14	Fuel pumps (2)	OFF	14
15	Engine masters (2)	OFF	15
16	Alternate static	CLOSED	16
17	Alternators (2)	ON	17
18	VOTER switches (2)	AUTO	18
19	* Anti Ice	OFF/OFF	19
20	All light switches	OFF	20
21	Circuit breakers	CHECKED IN	21
22	ELT	ARMED	22
23	Flap selector	UP	23

If starting LH engine or using RACC with external power:

a	Prop area.....	CHECK CLEAR	a
b	External power	CONNECT	b
c	*** <i>Only at OAT above 10°C</i> RACC	ON	c
24	Electric master	ON	24
25	Rudder pedals	ADJUSTED	25
26	Flight controls	CHECKED	26
27	Flaps full travel -->LDG -->UP	CHECKED	27
28	Trims	CHECKED	28
29	Gear warning + lights, fire detector	TEST	29

Checklist continued next page

CHECK BEFORE ENGINE START continued

30	* De-ice ANNUN TEST	ON	30
31	* DEICE LVL LO caution ...	CHECKED ON if applic.	31
32	Passengers	INSTRUCTED	32
33	Safety harnesses	FASTENED	33
34	All doors	CLOSED	34
35	G1000	POWERED, ACKNOWLEDGED	35
36	MFD-EIS	ENGINE	36
37	Fuel Quantity	CHECKED, RESET/SET if requ.	37
38	Fuel temperature	CHECKED	38
39	Total time in service	NOTED	39
40	* DEIC PRESS LO caution	CHECKED ON	40
41	* De-ice ANNUN TEST	OFF	41
42	Power levers (2)	IDLE	42
43	ACL (strobe)	ON	43
44	*** RACC	OFF	44

End of Checklist

ENGINE START PROCEDURE**Normal sequence: first start LH engine**

Propeller area CLEAR
 Engine Master ON
 Annunciations / Eng.Instr. CHECKED
 Glow indication OFF
 Start button PRESS
 Oil pressure OUTSIDE RED within 3 sec
 Voltage, Electrical load CHECK INDICATION
 Annunciations / Eng.Instr. CHECK

If external power was used:

External power DISCONNECT

Start RH engine, procedure as above

CHECK AFTER ENGINE START

1	Oil pressure.....	CHECKED	1
2	RPM 710 +/- 30	CHECKED	2
3	Fuel selectors (2)	X-FEED	3
4	Pitot heat	ON, annunciation + Amps checked	4
5	Pitot heat	OFF	5
6	Avionics master	ON	6
7	WX radar (if installed).....	SBY	7
8	*** <i>Only at OAT above 10°C</i> AUX PWR switch	ON	8
9	*** RACC	ON	9

FMS SETUP

I nitialize profile (AUX 4, MAP)

F light plan

R adios (COM, NAV, ADF, DME, CDI, BRG ½)

P erformance (speed bugs; Flight ID if applicable)

10	FMS setup	COMPLETED	10
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AUTOPILOT TEST

DISCONN press, check electric trim not working

AP ON, check annunciations and *FD*

DISCONN press, check *AP* off

GA button press, check *FD* commands climb

FD off

11	Autopilot test.....	COMPLETED	11
12	Flood light	CHECKED, ON as required	12
13	Position lights	ON as required	13
14	Fuel Selectors (2).....	ON	14
15	Altimeters (2)	SET	15
16	Standby attitude module	CHECKED	16
17	Transponder	MODE / CODE CHECKED	17
18	Engine temperatures	CHECKED	18
19	Parking brake	RELEASED	19

Max power 50% until engine temperatures in green range

End of Checklist

DURING TAXI

Check Brakes

Check nose wheel steering

Check flight instruments

BEFORE TAKE OFF CHECK

1	Parking brake	SET	1
2	Safety harnesses.....	FASTENED	2
3	Adjustable backrests.....	UPRIGHT	3
4	Pilot and passenger doors.....	CLOSED, LOCKED	4
5	Front baggage doors.....	CHECKED CLOSED	5
6	Door warning annunciations.....	OFF	6
7	Circuit breakers	CHECKED	7
8	Electric elevator trim	CHECKED, T/O SET	8
9	Fuel selectors (2)	CHECKED ON	9
10	Rudder trim.....	AS REQUIRED	10
11	Flaps	Non-std TKOF: UP Standard TKOF: T/O	11
12	Flight controls.....	CHECKED	12
13	Power levers (2)	IDLE	13
14	MFD – EIS	ENGINE	14
15	Engine instruments	CHECKED	15

*Engine temperatures must be in green range before performing ECU test.
(For gearbox min.38° recommended). For warm up max power 50%.*

16	VOTER switches (2)	A, AUTO, B, AUTO	16
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ECU TEST

*ECU test buttons (2) press and hold
"L/R ECU A/B fail"..... ON
Props cycling
"L/R ECU A/B fail"..... OFF
ECU test button.....release*

17	ECU test (2)	PERFORMED	17
18	Pitot heat	AS REQUIRED	18
19	* Ice protection	AS REQUIRED	29
20	Transponder	MODE / CODE CHECKED	20
21	Fuel pumps (2)	ON	21
22	MFD - EIS	DEFAULT	22
23	Parking brake	RELEASED	23

End of Checklist

LINE UP PROCEDURE

*Landing light..... ON
Approach sector CLEAR
Runway..... IDENTIFIED*

Available power check (see pg.10)..... PERFORMED

AFTER TAKE-OFF PROCEDURE

Brakes APPLY

Gear UP

Alternate air: OPEN in rain, snow, visible moisture

At safe altitude: Flaps UP

Climb power 95%

CLIMB TO CRUISE CHECK

1	Gear.....	CHECKED UP	1
2	Flaps	CHECKED UP	2
3	Fuel pumps (2)	OFF	3
4	Climb power	SET	4
5	Alternate air	AS REQUIRED	5
6	Landing light	OFF	6

End of Checklist

DESCENT / APPROACH CHECK

1	Landing data	RECEIVED	1
2	Altimeters (2)	SET	2
3	COM / NAV / FMS	SET	3
4	Safety harnesses.....	FASTENED	4
5	Adjustable backrests.....	UPRIGHT	5
6	Parking brake	CHECKED RELEASED	6
7	Rudder trim.....	AS REQUIRED	7
8	Gear warning + lights	TEST	8
9	Landing light	ON	9

❖ → **Normal Approach:**

10	Fuel selectors (2)	CHECKED ON	10
11	Fuel pumps (2)	ON	11

End of Checklist

↓ **1 engine out Approach:**

10	Fuel selector (good engine)	CHECKED ON	10
11	Fuel pumps (good engine)	ON	11

End of Checklist

FINAL CHECK

1	Flaps	LDG	1
2	Gear.....	3 GREENS CHECKED	2
3	Rudder trim.....	NEUTRAL	3

Ensure that the parking brake lever is in the released position!

GO AROUND PROCEDURE

PowerMAX
 FlapsT/O
 Positive rate of climb:
 Gear UP
 Flaps UP
 Continue with take-off profile
 At safe altitude:
 Climb power 95%

AFTER LANDING CHECK

When clear of runway

1	Alternate air	CLOSED	1
2	Pitot heat	OFF	2
3	Flaps	UP	3
4	Fuel pumps (2)	OFF	4
5	* De-ice systems	OFF	5
6	Landing/Taxi light	AS REQUIRED	6

End of Checklist

PARKING CHECK

1	Parking brake	SET	1
2	Power levers (2)	max 10% for 1 min.	2
3	ELT	CHECK not activated	3
4	Engine / System page	CHECKED	4
5	Engine / Fuel page	TTL TIME IN SVC NOTED	5
6	Avionic master	OFF	6
7	Electrical consumers except ACL (strobe)	OFF	7
8	Engine Masters (2)	OFF	8
9	ACL (strobe)	OFF	9

When engine indications x-ed out:

10	Electric Master	OFF	10
11	Interior light	CHECKED OFF	11

End of Checklist

SECURING THE AIRCRAFT

*Release parking brake, use chocks.
 Cover the pitot probe.
 Attach tie down ropes to mooring points.*

All masses and speeds are for ACFT with MTOM 1999 kg

STALLING SPEEDS KIAS for 1999 kg

(V _{S0}) Flaps LDG, gear down	64
(V _S) Flaps T/O, gear down	69
(V _{S1}) clean, gear up	70
In Ice: + 1-4 KIAS	

OPERATING SPEEDS KIAS for MTOM 1999 kg

	Flaps T/O	Flaps UP	
Min. control speed (V _{MCA})	70	76	
Rotation speed	76	80	
Best angle of climb (V _X)	83	--	
Best rate of climb (V _Y) and V ₅₀	83	87	
Cruise climb	93		
Best rate of climb 1-eng. (V _{YSE})	87 in ice: 89		
Operating speed in ice	89 – 154 KIAS (174 KTAS)		
Max. flap speed (V _{FE}) Flaps T/O	136		
Max. flap speed (V _{FE}) Flaps LDG	119		
Max. LG extension (V _{LOE})	205		
Max. LG extended (V _{LE})	205		
Max. LG retraction (V _{LOR})	162		
Approach V _{REF} Flaps UP	91 in ice: 97		
Approach V _{REF} Flaps T/O	88 in ice: 90		
Approach V _{REF} Flaps LDG	84 in ice: prohib.		
Min. Go-around speed Flaps T/O	88		
Max. cruising speed (V _{NO})	162		
Never exceed speed (V _{NE})	205		
up to	1800 kg	1900 kg	1999 kg
Manoeuvring speed (V _O)	120	128	131

MASS (kg)

Max. TKOF mass	1999	
Max ZF mass	1999	
Max. LDG mass	1999	
Max. baggage in NOSE LH, RH	30, 30	
Max. baggage in CABIN A, B	6, 6	120
Max. baggage in CABIN C, D	68, 40	

Available Power Check:

10 sec. power MAX, RPM 2250 – 2300, min. load acc. table below

Altitude [ft]	OAT								
	-35°C	-20°C	-10°C	0°C	10°C	20°C	30°C	40°C	50°C
0	99%					97%	96%	93%	91%
2000						97%	96%	93%	-----
4000						97%	96%	93%	-----
6000						97%	96%	93%	-----
8000			98%	98%	98%	96%	95%	92%	-----
10000	98%	97%	97%	95%	94%	92%	89%	-----	-----

All masses and speeds are for ACFT with MTOM 2300 kg

STALLING SPEEDS KIAS for 2300 kg

(V _{S0}) Flaps LDG, gear down	69
(V _S) Flaps T/O, gear down	71
(V _{S1}) clean, gear up	73
In Ice: + 3-5 KIAS	

OPERATING SPEEDS: KIAS for mass up to 1999 / above 1999 kg

	Flaps T/O	Flaps UP
Min. control speed (V _{MCA})	70	76
Rotation speed	76/78	80/80
Best angle of climb (V _X) and V ₅₀	83/86	--
Best rate of climb (V _Y)	83/86	87/89
Cruise climb	93/96	
Best rate of climb 1-eng. (V _{YSE})	87/89 in ice: 89 / 97	
Operating speed in ice	96 – 154 KIAS (174 KTAS)	
Max. flap speed (V _{FE}) Flaps T/O	136	
Max. flap speed (V _{FE}) Flaps LDG	119	
Max. LG extension (V _{LOE})	205	
Max. LG extended (V _{LE})	205	
Max. LG retraction (V _{LOR})	162	
Approach V _{REF} Flaps UP	91/95 in ice: 97/101	
Approach V _{REF} Flaps T/O	88/91 in ice: 90/96	
Approach V _{REF} Flaps LDG	84/89 in ice: prohib.	
Min. Go-around speed Flaps T/O	91	
Max. cruising speed (V _{NO})	162	
Never exceed speed (V _{NE})	205	

	up to	1800 kg	1900 kg	1999 kg	2100 kg	2200 kg	2300 kg
Manoeuvring speed (V _O)		120	128	131	135	138	141

MASS (kg)

Max. TKOF mass	2300	
Max ZF mass	2200	
Max. LDG mass	2300	
Max. baggage in NOSE LH, RH	30, 30	
Max. baggage in CABIN A, B	6, 6	120
Max. baggage in CABIN C, D	68, 40	
Max. baggage in CABIN E, F	40, 6	7-seater

Available Power Check:

10 sec. power MAX, RPM 2250 – 2300, min. load acc. table below

Altitude [ft]	OAT								
	-35°C	-20°C	-10°C	0°C	10°C	20°C	30°C	40°C	50°C
0	99%					97%	96%	93%	91%
2000						97%	96%	93%	-----
4000						97%	96%	93%	-----
6000						97%	96%	93%	-----
8000			98%	98%	98%	96%	95%	92%	-----
10000	98%	97%	97%	95%	94%	92%	89%	-----	-----

FMS Initialization – AUX 4 page
Recommended and compulsory settings

TIME FORMAT	UTC
NAV ANGLE	MAGNETIC
DIS. SPD	NAUTICAL
ALT. VS	FEET
TEMP	CELSIUS
FUEL	GALLONS
POSITION	HDDD°MM'SS.S''
AIRSPACE ALERTS	As desired
ARRIVAL ALERT	As desired
VOICE	As desired

MFD DATA BAR FIELDS	1 GS
	2 DIS
	3 ETE
	4 TRK
GPS CDI	
SELECTED	AUTO
COM CHANNEL SPACING	25,0 KHZ or 8,33 KHZ
NEAREST APT	
RWY SURFACE	As desired
MIN LENGTH	As desired

Compulsory:

ARINC 424 Distance Coding:

A	B	C	D	E
1	2	3	4	5
F	G	H	I	J
6	7	8	9	10
K	L	M	N	O
11	12	13	14	15
P	Q	R	S	T
16	17	18	19	20
U	V	W	X	Y
21	22	23	24	25

EMERGENCY + ABNORMAL CHECKLIST

For conditions to use this
Emergency + Abnormal Checklist
see page 1 of the Normal Checklist.

All such conditions are fully
applicable also for this checklist.



2 engines out landing..... page 2

Ditching page 3

G1000 Warnings..... page 4

Engine

Engine failure during take-off..... page 8

Engine failure, engine shutdown in flight page 8

Engine troubleshooting page 9

Engine restart..... page 10

Oscillating RPM page 11

Fixed RPM page 11

RPM overspeed page 11

Landing Gear

Landing with defective main gear tire..... page 11

Landing with defective brakes..... page 11

Landing gear unsafe warning page 12

Manual extension of landing gear page 12

Landing gear up landing..... page 12

Smoke and fire

Engine fire on ground or during take-off..... page 7

Engine fire in flight page 8

Electrical fire on ground page 13

Electrical fire in flight..... page 13

If Oxygen System is installed:

Cabin smoke, cabin fire above 10.000 ft.... page 14

Other Emergencies

Complete electrical failure page 13

Emergency descent page 14

Suspicion of carbon monoxide..... page 15

*Unintentional flight into icing, Inadvertent icing
encounter & excessive ice accumulation* page 15

Ice protection failure..... page 15

If Oxygen System is installed:

Oxygen pressure loss above 10.000 ft page 14

Abnormal Checklist starts at page 16

ENGINES OUT LANDING

- 1 Mayday callCONSIDER 1
- 2 Engine masters (2) OFF 2
- 3 Alternators (2)..... OFF 3
- 4 Fuel pumps (2) OFF 4
- 5 Fuel selectors (2) OFF 5
- 6 Avionic master..... OFF 6
- 7 Safety harnessesFASTENED and TIGHT 7

When sure of making landing area:

- 8 Flaps T/O or LDG, as required 8

Approach speed	up to 1999 kg	above 1999 kg
Flaps T/O	88 KIAS	91 KIAS
Flaps LDG	84 KIAS	89 KIAS

Before landing:

- 9 Flaps LDG 9
- 10 Power levers (2) IDLE 10

❖→ Gear UP landing

After touchdown:

- 11 Electric master OFF 11

❖ Gear DOWN landing

- 11 Gear.....DOWN, 3 GREENS CHECKED 11
- 12 Electric master OFF 12

DITCHING

- 1 Mayday callCONSIDER 1
- 2 Heavy objects..... SECURE 2
- 3 Landing Gear..... UP 3

Heavy swell with light wind: ditch parallel to the swell
Heavy wind: ditch into the wind

- 4 FlapsLDG 4
- 5 Final approach speed Vref 84/89 KIAS 5
- 6 Power 300FT/MIN rate of descent 6

Touchdown, in level attitude, avoid landing flare (height difficult to judge), airplane will float only a short time.

EVACUATE through doors

When outside inflate life vests (raft)

G1000 WARNINGS

L/R OIL PRES	Pg. 4	Oil pressure low (red range)
L/R OIL TEMP	Pg. 4	Oil temperature high (red range)
L/R GBOX TEMP	Pg. 5	Gearbox temperature high (red range)
L/R ENG TEMP	Pg. 5	Coolant temperature high (red range)
L/R FUEL TEMP	Pg. 5	Fuel temperature high (red range)
L/R FUEL PRESS	Pg. 6	Fuel pressure low
L/R ALTN AMPS	Pg. 6	L/R Alternator output high (red range)
L/R STARTER	Pg. 6	Starter not disengaging
L/R DOOR OPEN	Pg. 6	L/R door not closed and locked
REAR DOOR OPEN		Rear door not closed and locked
FWD DOOR OPEN		L/R baggage door door not closed and locked
L/R ENG FIRE	Pg. 7	Engine fire on ground, during take-off, in flight

For other parameters "out of green range" see Abnormal Checklist

L/R OIL PRES**OIL PRESSURE LOW**

- Reduce power on affected engine
- Be prepared for loss of oil and an engine failure;
land at nearest suitable airfield

L/R OIL TEMP**OIL TEMPERATURE HIGH**

- Check oil pressure
 - ❖→ If oil pressure too low (outside green range):
 - ⇒ Reduce power on affected engine
 - ⇒ Expect loss of engine oil
 - ⇒ Be prepared for an engine failure
 - ❖ If oil pressure in green range
 - ⇒ Reduce power on affected engine
 - ⇒ Increase airspeed
 - If oil temperature not returning to green range:
 - ⇒ Be prepared for an engine failure;
land at nearest suitable airfield

L/R GBOX TEMP

- Reduce power on affected engine
- Increase airspeed
 - If gearbox temperature still in red range:
 - ⇒ Land at nearest suitable airfield
 - ⇒ Be prepared for an engine failure

L/R ENG TEMP**COOLANT TEMPERATURE HIGH**

- Check G1000 for LOW COOL LVL caution light
 - ❖ If LOW COOL LVL caution light OFF
 - ❖ **During climb:**
 - ⇒ Reduce power on affected engine by 10% or more as required
 - ⇒ Increase airspeed by 10 KIAS or more as required
 - If coolant temp. not returning to green range within 60":
 - ⇒ reduce power on affected engine as much as possible and increase airspeed
 - ❖ **During cruise:**
 - ⇒ Reduce power on affected engine
 - ⇒ Increase airspeed
 - If coolant temp. not returning to green range:
 - ⇒ Be prepared for an engine failure; land at nearest suitable airfield
 - ❖ If LOW COOL LVL caution light ON
 - ⇒ Reduce power on affected engine
 - ⇒ Expect loss of coolant fluid
 - ⇒ Be prepared for an engine failure

L/R FUEL TEMP**FUEL TEMPERATURE HIGH**

- Reduce power on affected engine
- Increase airspeed
- Transfer fuel from AUX to MAIN tank if applicable
 - If not returning to green range:
 - ⇒ Land at nearest suitable airfield

L/R FUEL PRES

- Check fuel quantity
- FUEL SELECTOR of affected engine: check ON
- FUEL PUMPS of affected engine: ON
 - If warning remains:
 - ⇒ FUEL SELECTOR of affected engine: CROSSFEED
 - If warning still remains:
 - ⇒ Be prepared for an engine failure

L/R ALTN AMPS**HIGH CURRENT**

- Check circuit breakers
- Reduce electrical load and land at nearest suitable airfield

L/R STARTER**STARTER NOT DISENGAGING**

- ❖ → **On ground:**
 - ⇒ Affected power lever IDLE
 - ⇒ Affected engine master OFF
 - ⇒ Electric master OFF
- ❖ → **In flight:**
 - ⇒ Pull **LDG LT/START CB** (RH Main Bus; push again when LDG light needed)
 - ⇒ Watch engine cowlings and instruments
 - ⇒ Land at nearest suitable airfield

L/R DOOR OPEN**UNLOCKED DOORS****REAR DOOR OPEN****FWD DOOR OPEN**

- Reduce airspeed immediately
- Check all doors visually
 - If passenger door unlocked:
 - ⇒ airspeed below 140 KIAS, land at nearest suitable airfield
 - ⇒ do not try to lock door in flight
 - If front baggage door open:
 - ⇒ reduce airspeed to keep door(s) in stable position, land at nearest suitable airfield

G1000 WARNING**L/R ENG FIRE****OR ENGINE FIRE OBSERVED**❖→ **On ground:**

- | | | | |
|---|--------------------------|----------|---|
| 1 | Engine masters (2) | OFF | 1 |
| 2 | Fuel selectors (2) | OFF | 2 |
| 3 | Mayday call | CONSIDER | 3 |
| 4 | Electric master | OFF | 4 |

When engine and aircraft stopped:

- | | | | |
|---|-------------|------|---|
| 5 | Doors | OPEN | 5 |
|---|-------------|------|---|

Evacuate

❖→ **During Take-off**

- | | | | |
|---|-----------------------------|------|---|
| 1 | Cabin heat & defrost | OFF | 1 |
| 2 | Emergency windows (2) | OPEN | 2 |
| 3 | Proceed according | | |

ENGINE FAILURE DURING TAKE-OFF → page 8... 3

G1000 WARNING**L/R ENG FIRE**● **In flight:**

- ⇒ Evaluate the situation
 - If Engine Fire observed:
 - ⇒ Proceed according

ENGINE FIRE IN FLIGHT → page 8

ENGINE FAILURE DURING TAKE-OFF**REJECTED TAKE-OFF OR EMERGENCY RE-LANDING**

- | | | | |
|---------------|-------------------------|--------|---|
| 1 | Power..... | OFF | 1 |
| 2 | Brakes..... | APPLY | 2 |
| 3 | ATC..... | INFORM | 3 |
| If necessary: | | | |
| 4 | Engine Masters (2)..... | OFF | 4 |
| 5 | Fuel selectors (2)..... | OFF | 5 |
| 6 | Electric Master..... | OFF | 6 |

**ENGINE FAILURE DURING FLIGHT
AND ENGINE SHUTDOWN***If airspeed below Vmca:*

Perform Vmc recovery procedure

Airspeed above Vmca:

- | | | | |
|---------------------|---------------------------------------|----------------------|----|
| 1 | Power..... | INCREASE up to MAX | 1 |
| 2 | Airspeed | min BLUE LINE | 2 |
| 3 | Landing gear | UP | 3 |
| 4 | Flaps | UP | 4 |
| 5 | Power lever (affected engine) . | REDUCE TO VERIFY | 5 |
| 6 | Engine Master (affected engine) | OFF | 6 |
| Above safe altitude | | | |
| 7 | Power (life engine)..... | up to MAX CONTINUOUS | 7 |
| 8 | Alternator (dead engine)..... | OFF | 8 |
| 9 | Fuel pumps (dead engine)..... | OFF | 9 |
| 10 | Fuel selector (dead engine) | OFF | 10 |

ENGINE FIRE IN FLIGHT

- | | | | |
|---|--------------------------------|------|---|
| 1 | Cabin heat & defrost..... | OFF | 1 |
| 2 | Emergency windows (2)..... | OPEN | 2 |
| 3 | Shut down the engine according | | |

↑ **ENGINE SHUT DOWN** -procedure ↑

ENGINE TROUBLESHOOTING

❖→ If

L OR R
ECU A AND B FAIL
simultaneously

and ALL of the following conditions exist:

- **indicated LOAD unchanged**
- **perceived thrust is reduced**
- **engine noise level changes or engine running rough**

- 1 POWER lever IDLE for 1 second 1
- 2 POWER lever slowly increase to 1975 RPM 2
- If engine shows power loss during the POWER lever increase
- 3 POWER lever idle for 1 second 3
- 4 POWER lever slowly increase 4
- stop prior to the RPM where former engine power loss was observed**

Do not increase the POWER lever past the propeller speed of 1975 RPM or the setting determined in step 4. An increase of engine power beyond this setting leads into another power loss.

With this power setting the engine can provide up to 65% at the maximum propeller speed of 1975 RPM

- 5 Land at nearest suitable airfield 5

End of Checklist

❖

Otherwise:

- 1 Power lever (good engine) . INCREASE up to MAX 1
- 2 Circuit breakers CHECK/RESET 2
- If engine OK: continue, land ASAP End of Checklist
- 3 VOTER switch SWAP between A and B 3
- If engine OK: continue, land ASAP End of Checklist
- 4 VOTER switch AUTO 4
- If engine OK: continue, land ASAP End of Checklist
- 5 Above 10000 ft: Fuel pumps (affected engine) . ON 5
- 6 Fuel selector (affected engine) CROSSFEED 6
- If engine OK: continue, End of Checklist
- 7 Fuel selector (affected engine) ON or CROSSFEED 7
- 8 Alternate air OPEN 8
- If engine OK: land as soon as practicable End of Checklist
- If engine still not OK: Be prepared for ENGINE FAILURE IN FLIGHT, land ASAP End of Checklist

ENGINE RESTART

Reason for shutdown must be ascertained

	<i>With starter</i>	<i>Windmilling (demonstration and training not approved)</i>
<i>15.000 ft PA - 10.000 ft PA</i>	<i>Max 80 KIAS or stationary prop, whichever is lower. Do not engage starter when prop is windmilling.</i>	<i>Immediate restart Min 100 KIAS Max 115 KIAS</i>
<i>Up to 10.000 ft PA</i>	OAT below -15°C: max. engine OFF time 2 minutes	
	OAT -15 to -5°C: max. engine OFF time 5 minutes	
	OAT above -5°C: max. engine OFF time 10 minutes	
	<i>Max 80 KIAS or stationary prop, whichever is lower. Do not engage starter when prop is windmilling.</i>	<i>Min 110 KIAS Max 115 KIAS</i>

- | | | | |
|---|---------------------------------------|-------------|---|
| 1 | Power (affected engine) | IDLE | 1 |
| 2 | Fuel selector (affected engine) | ON | 2 |
| 3 | Alternate air | AS REQUIRED | 3 |
| 4 | Alternator (affected engine) | ON | 4 |
| 5 | Engine Master (affected engine) | ON | 5 |

For restart with starter motor:

- | | | | |
|---|------------------------|-----------------------------|---|
| 6 | Starter | ENGAGE when prop stationary | 6 |
| 7 | Circuit breakers | CHECK/RESET if necessary | 7 |

If engine started:

- | | | | |
|---|-------------------------------|-------------------|---|
| 8 | Power (affected engine) | MODERATE | 8 |
| 9 | Engine instruments | check GREEN RANGE | 9 |

OSCILLATING RPM**FIXED RPM****RPM OVERSPEED**

- 1 Power lever change setting 1
- If no success:
 - Check G1000 for ECU FAIL caution
- If ECU FAIL caution indicated:
 - 2 VOTER switch unaffected ECU 2
- If no success:
 - 3 VOTER switch AUTO 3

Land at nearest suitable airfield
- **In case of RPM overspeed:**

Be prepared for ENGINE FAILURE IN FLIGHT

LANDING WITH DEFECTIVE MAIN GEAR TIRE

- 1 ATC INFORMED 1
- For landing:
 Land on RWY side with "good" tire
 Keep wing on "good" side low
 Support directional control with brake

LANDING WITH DEFECTIVE BRAKES

- 1 Safety harnesses FASTENED and TIGHT 1
- After touchdown (if necessary):
- 2 Engine Masters (2) OFF 2
 - 3 Fuel selectors (2) OFF 3
 - 4 Electric Master OFF 4

LANDING GEAR UNSAFE WARNING

If on for more than 20 seconds:

1 Airspeed max 162 KIAS 1

In cold temperature:

2 Airspeed max 110 KIAS 2

3 Gear selector..... RECYCLE 3

❖→ If landing gear **extension** unsuccessful:

Continue with MANUAL EXTENSION

❖ If landing gear **retraction** unsuccessful:

Consider flight with landing gear down

MANUAL EXTENSION OF LANDING GEAR

1 Airspeed max 162 KIAS 1

2 Gear indicator lightsTEST 2

3 Electric masterCHECK ON 3

4 Bus voltage CHECK NORMAL 4

5 Circuit breaker..... CHECK 5

6 Gear selector.....DOWN 6

7 Manual extension handle..... PULL 7

If necessary

8 Airspeed max 110 KIAS 8

Apply moderate yawing

9 Gear indicator lightsCHECK 3 GREENS 9

LANDING GEAR UP LANDING

(Landing gear completely retracted)

1 ApproachNORMAL 1

If time/situation allows: just before touchdown:

2 Power lever IDLE 2

3 Engine Masters (2)..... OFF 3

4 Fuel pumps (2) OFF 4

5 Fuel selectors (2) OFF 5

Immediately after touchdown:

6 Electric Master OFF 6

ELECTRICAL FIRE ON GROUND

- | | | | |
|---|--------------------------|----------|---|
| 1 | Mayday call | CONSIDER | 1 |
| 2 | Electric Master | OFF | 2 |
| 3 | Power levers (2) | IDLE | 3 |
| 4 | Engine Masters (2) | OFF | 4 |
| 5 | Fuel selectors (2) | OFF | 5 |

When engine and aircraft stopped:

- | | | | |
|---|-------------|------|---|
| 6 | Doors | OPEN | 6 |
|---|-------------|------|---|

Evacuate

ELECTRICAL FIRE IN FLIGHT

- | | | | |
|---|----------------------------|-------------------|---|
| 1 | Mayday call | CONSIDER | 1 |
| 2 | Avionic master | OFF | 2 |
| 3 | Electric master | OFF | 3 |
| 4 | Cabin heat & defrost | OFF | 4 |
| 5 | Emergency windows | OPEN as necessary | 5 |

Land at nearest suitable airfield

COMPLETE ELECTRICAL FAILURE

* Leave icing area

- | | | | |
|---|--|------------------|---|
| 1 | Circuit breakers | CHECK all IN | 1 |
| | ● If no success: | | |
| 2 | Map light, if necessary | try to switch ON | 2 |
| 3 | Power | SET | 3 |
| | according power lever position and/or engine noise | | |
| 4 | Flaps | VERIFY POSITION | 4 |

Land at nearest suitable airfield

Landing gear may slowly extend

For landing apply "Manual extension of landing gear"

Standby Attitude Module will be powered for min 1 hour

CABIN SMOKE ABOVE 10.000 FT

- | | | | |
|---|-----------------------------------|----------|---|
| 1 | Oxygen..... | CHECK ON | 1 |
| 2 | Emergency descent..... | INITIATE | 2 |
| | When passing 10.000 ft | | |
| 3 | Oxygen..... | OFF | 3 |
| | Land at nearest suitable airfield | | |

CABIN FIRE ABOVE 10.000 FT

- | | | | |
|---|-----------------------------------|----------|---|
| 1 | Oxygen..... | PUSH OFF | 1 |
| 2 | Emergency descent..... | INTITIAE | 2 |
| | Land at nearest suitable airfield | | |

OXYGEN PRESSURE LOSS ABOVE 10.000 FT

- | | | | |
|---|---|--------------------|---|
| 1 | Oxygen..... | PUSH OFF | 1 |
| 2 | Oxygen pressure..... | CHECKED, note down | 2 |
| 3 | Emergency descent..... | INTIATE | 3 |
| | When passing 10.000 FT: | | |
| 4 | Oxygen pressure..... | CHECK AGAIN | 4 |
| | ❖→ If oxygen pressure constant:Continue flight | | |
| | ❖ If oxygen pressure dropped: ... Land at nearest suitable airfield | | |

If Oxygen System is installed

If Oxygen System is installed

EMERGENCY DESCENT

- | | | | |
|---|-------------------------------|-------------|---|
| 1 | Flaps | UP | 1 |
| 2 | Landing Gear..... | DOWN | 2 |
| 3 | Power levers | IDLE | 3 |
| 4 | Airspeed | AS REQUIRED | 4 |
| | Vno=162 KIAS Vne =205 KIAS | | |

UNINTENTIONAL FLIGHT INTO ICING

Leave icing area, continue with item 1

*** INADVERTENT ICING ENCOUNTER &***** EXCESSIVE ICE ACCUMULATION**

- | | | | |
|---|---------------------------|--------------------|---|
| 1 | * De-ice system..... | HIGH +MAX | 1 |
| 2 | Pitot heat..... | ON | 2 |
| 3 | Cabin heat & defrost..... | ON | 3 |
| 4 | Alternate air..... | OPEN | 4 |
| 5 | * Windshield de-ice..... | USE AS APPROPRIATE | 5 |
| 6 | Emergency windows..... | OPEN as required | 6 |

- * When de-ice system does not work properly:
Continue with ICE PROTECTION FAILURE

*** ICE PROTECTION FAILURE**

- | | | | |
|---|---------------------------------|--|---|
| 1 | Airspeed | 89/96 to 154 KIAS (172 KTAS) until final | 1 |
| 2 | Flaps | UP for landing | 2 |
| 3 | Approach with residual ice..... | 97/101 KIAS | 3 |
| 4 | Landing distance..... | according AFM x 1,3 | 4 |

SUSPICION OF CARBON MONOXIDE

- | | | | |
|---|---------------------------|------|---|
| 1 | Cabin heat & defrost..... | OFF | 1 |
| 2 | Ventilation | OPEN | 2 |
| 3 | Emergency windows..... | OPEN | 3 |

G1000 CAUTION LIGHTS

L/R FUEL LOW	Page 16	Main tank fuel qty low
L/R AUX FUEL E	Page 16	L/R auxiliary fuel tank empty
L/R ECU A FAIL	Page 17	Fault in ECU A
L/R ECU B FAIL	Page 17	Fault in ECU B
L/R ECU A+B FAIL	Page 18	Fault in ECU A + B Simultaneous
L/R VOLTS LOW	Page 19	Bus voltage too low
L/R ALTN FAIL	Page 19	Alternator failed
L+R ALTN FAIL	Page 19	Both Alternators failed
L/R COOL LVL	Page 19	Engine coolant level low
PITOT FAIL	Page 20	Pitot heating system failed
PITOT HT OFF	Page 20	Pitot heating system OFF
STALL HT FAIL	Page 20	Stall warning heating failed
STALL HT OFF	Page 20	Stall warning heating OFF
DEICE LVL LO	Page 20	De-icing fluid level low
DEIC PRES LO	Page 20	De-icing pressure low
DEIC PRES HI	Page 20	De-icing pressure high

Engine instrument indications outside of green range

COOLANT temperature high/low page 21

OIL temperature high/low page 21

OIL pressure high/low page 21

FUEL temperature high/low page 21

VOLT low page 22

RPM high page 22

Other abnormal situations

Hydraulic pump fail or continuous ops... page 22

AUX fuel transfer fail page 22

L/R FUEL LOW

MAIN TANK FUEL QTY LOW

- Check fuel quantity
- Avoid uncoordinated flight
- If LH & RH quantities show remarkable difference:
 - ⇒ Expect loss of fuel on side with lower indication
 - ⇒ Use x-feed: Fuel selector to x-feed on side with LOW FUEL indication
(Above 10000 ft: Fuel pumps this side ON)

L/R AUX FUEL E

AUXILIARY FUEL TANK EMPTY

⇒ L/R auxiliary fuel pump OFF

L/R ECU A or B FAIL ON GROUND

- | | | | |
|---|-------------------------|------------|---|
| 1 | VOTER switch | check AUTO | 1 |
| 2 | Other ECU caution | check OFF | 2 |

Clearing procedure:

- | | | | |
|---|--------------------|-------------------|---|
| 3 | VOTER switch | set to failed ECU | 3 |
| | | Wait 5 seconds | |

- | | | | |
|---|---|------|---|
| 4 | Voter switch | AUTO | 4 |
| | ● If ECU caution persists terminate flight preparation | | |

L/R ECU A or B FAIL IN AIR

Remark: in case of ECU fail the system automatically switches to the other ECU

- | | | | |
|---|------------------------|--------------------------|---|
| 1 | Alternate Air | OPEN | 1 |
| 2 | Fuel pumps LH/RH | ON | 2 |
| 3 | Circuit breakers | CHECK/RESET if necessary | 3 |
| 4 | VOTER switch | check AUTO | 4 |

- **If ECU caution persists:**

⇒ **ECU caution clearing procedure may be used:**

**BUT: In case of negative 1-eng climb rate only if a suitable landing site is available within gliding distance.
Be prepared for loss of engine power.**

- | | | | |
|----|-------------------------|-------------------|----|
| 5 | Safe altitude | CHECK | 5 |
| 6 | Airspeed | BLUE LINE | 6 |
| 7 | Flaps | check UP | 7 |
| 8 | Landing gear | check UP | 8 |
| 9 | Other ECU caution | check OFF | 9 |
| 10 | VOTER switch | set to failed ECU | 10 |

Wait 5 seconds

- | | | | |
|----|--------------------|------|----|
| 11 | Voter switch | AUTO | 11 |
|----|--------------------|------|----|

- **If ECU caution persists:**

- **Land at nearest suitable airfield**

- **If additional engine problems are observed:**

- **Go to **Emergency Checklist page 9****

ENGINE TROUBLESHOOTING

L OR R**ECU A FAIL and ECU B FAIL****SIMULTANEOUSLY**

- Go to **Emergency Ckl page 9** ENGINE TROUBLESHOOTING

L/R VOLTS LOW

Remark: possible reasons are
- fault in the electrical power supply
- Alternators OFF

- Continue with "Engine instrument indications outside of green range" – VOLTS low, page 22

L/R ALTN FAIL**ALTERNATOR FAILED**

- If in icing conditions:
 - ⇒ Leave icing area as soon as practicable
- Alternator on affected side OFF
- Monitor bus voltage
- Reduce electrical consumers
 - If both alternators failed:
 - ⇒ See Abnormal Checklist "Both Alternators failed", ↓

L ALTN FAIL +**BOTH ALTERNATORS FAILED****R ALTN FAIL**

Reduce all electrical equipment to a minimum:

- Avionic Master: OFF
- LH/RH Alternator: OFF
- Transponder: STBY
- Gear: DOWN
- When down and locked:
 - ⇒ Pull manual gear extension handle
 - Stall/Pitot heat: OFF
 - All lights: OFF
 - ⇒ Expect battery power to last for 30 minutes
 - ⇒ Expect engine stoppage after this time
 - ⇒ Land ASAP

L/R COOL LVL**ENGINE COOLANT LEVEL LOW**

- Monitor annunciations / engine instruments
- Check coolant temperature
- See "Engine instrument indications outside of green range" – COOLANT TEMPERATURE

PITOT FAIL**STALL HT FAIL****PITOT HT OFF****STALL HT OFF**

- check pitot heat ON, if in icing conditions
 - ⇒ expect loss of airspeed indication
- leave area with icing conditions (see **Emergency Checklist page 15**, "Unintentional flight into icing")

DEICE LVL LO**DE-ICING FLUID LEVEL LOW**

- Maximum duration of ice protection in NORMAL mode: 50 min, in HIGH mode: 25 min

DEIC PRES LO**DE-ICING PRESSURE LOW**

- If in OAT above 10°C and below 20°C warning appears in HIGH mode switch to MAX mode to cancel warning.
Above 20°C OAT warning cancellation may not be possible.

- Switch DE-ICE to HIGH
 - ❖ → If DEIC PRES LO light still ON
 - ⇒ PUMP1 / PUMP2: select other pump
 - ⇒ If necessary prime pump by activating windshield pump
 - ❖ → If DEIC PRES LO light still ON
 - ⇒ Activate ALTERNATE switch
 - ❖ → If DEIC PRES LO light still ON
 - ⇒ Go to **Emergency Checklist page 15** ICE PROTECTION FAILURE
 - ❖ → If DEIC PRES LO light OFF
 - ⇒ Continue flight (de-icing fluid flow: 26,4 lt/hr)
 - ⇒ Monitor ice protection system operation
 - ⇒ Check de-icing fluid level periodically

DEIC PRES HI**DE-ICING PRESSURE HIGH**

- Possible reduced system performance
- Leave area with icing conditions
- Unscheduled maintenance is required

ENGINE INSTRUMENT INDICATIONS OUTSIDE OF GREEN RANGE

COOLANT temperature high

- Refer to **Emergency Checklist page 5**, "L/R ENG TEMP"

COOLANT temperature low

Remark: During low power descent from high altitude coolant temperature may decrease. Consider increasing power.

- Check G1000 for LOW COOLANT LVL caution light
- If "LOW COOLANT LVL caution light" ON
 - ⇒ Reduce power on affected engine
 - ⇒ Expect loss of coolant fluid
 - ⇒ Be prepared for an engine failure

OIL temperature high

- Refer to **Emergency Checklist page 4**, "L/R OIL TEMP"

OIL temperature low

- Increase power
- Reduce airspeed

OIL pressure high

- ❖ On ground during warm up with low oil temperature
 - Reduce power until oil press. green, continue warm up at reduced power
- ❖ During flight
 - Check oil temperature
 - Check coolant temperature
 - ❖ If temperatures within green range
 - ⇒ Oil press. indication may be faulty; watch temperatures
 - ❖ If temperatures outside of green range
 - ⇒ Reduce power on affected engine;
 - ⇒ Land at nearest suitable airfield, be prepared for engine fail

OIL pressure low

- Refer to **Emergency Checklist page 4**, "L/R OIL PRES"

FUEL temperature high

- Refer to **Emergency Checklist page 5**, "L/R FUEL TEMP"

FUEL temperature low

- Increase power on affected engine
- Reduce airspeed
- If not returning to green range:
 - ⇒ Be prepared for an engine failure; land at nearest suitable airfield

VOLTS low

❖ → On ground:

- ⇒ Check alternators ON
- ⇒ Check circuit breakers
 - If LOW VOLTS CAUTION still indicated on the G1000:
 - ⇒ Discontinue operation; terminate flight preparation

❖ In flight:

- ⇒ Check alternators ON
- ⇒ Check circuit breakers
- ⇒ Switch off unnecessary electrical equipment
 - If LOW VOLTS CAUTION still indicated on the G1000:
 - ⇒ Apply L/R ALTN FAIL caution procedure, page 19

RPM high

- Reduce power on affected engine
- Keep RPM in green range with appropriate power lever setting
- If problem not solved:
 - ⇒ Refer to **Emergency Checklist page 11** "RPM overspeed"
 - ⇒ Land at nearest suitable airfield

OTHER ABNORMAL SITUATIONS**Hydraulic pump: failure or continuous operation**

- Check gear indication lights
- Prepare for manual landing gear extension

L/R Auxiliary fuel XFER FAIL

- Both AUX PUMPS: OFF
- Check fuel pumps OFF
- Check fuel quantity
- Use X-feed to keep main tank fuel unbalance within 1 USG
(Above 10000 ft: Fuel pumps ON)
- Switch remaining AUX PUMP ON
- Use X-feed to keep main tank fuel unbalance within 1 USG
(Above 10000 ft: Fuel pumps ON)
- Amend flight plan to allow for reduced amount of available