PREFLIGHT

1. Flight Controls ..... FREE AND CORRECT
2. PARK BRAKE ..... SET
3. Static System ..... DRAIN
4. Alternate Static Source ..... CLOSED
5. LEFT/RIGHT ENG MAG Switches ..... OFF
6. LEFT/RIGHT FUEL PUMP Switches ..... OFF
7. GEAR ..... DOWN
8. THROTTLES ..... IDLE
9. MIXTURES ..... CUT-OFF
10. COWL FLAPS ..... OPEN
11. Stabilator & Rudder Trim ..... NEUTRAL
12. FUEL Selectors ..... ON
13. All Electrical Switches ..... OFF
14. BATT MASTR Switch ..... ON
15. FUEL QTY Indications ..... CHECK
16. Gear Position Indications ..... 3 GREEN
17. BATT MASTR Switch ..... OFF
18. FLAPS ..... EXTEND

BEFORE STARTING ENGINE

1. Preflight Check ..... COMPLETED
2. Flight Planning ..... COMPLETED
3. PARK BRAKE ..... SET
4. GEAR ..... DOWN
5. THROTTLES ..... IDLE
6. PROPELLERS ..... FULL INCREASE
7. MIXTURES ..... CUT-OFF
8. ALT-AIR ..... CLOSE
9. COWL FLAPS ..... OPEN
10. Stabilator & Rudder Trim ..... SET
11. FUEL Selectors ..... ON
12. LEFT/RIGHT ALTR Switches ..... ON (OFF, if external power connected)
13. EMERG BATT ..... ARM
14. E VOLTS Indication ..... 23.3 VOLTS (minimum)
15. AVION MASTER Switch ..... OFF
16. STROBE LIGHTS ..... FIN STROBE
17. All Other Electrical Switches ..... OFF
18. Proceed with appropriate Engine Start Checklist

NOTE

The EMERG BATT should remain ON after checking for proper bus operation, allowing the PFD to remain powered for engine start. Avoid delays between this check and engine starting to preserve emergency battery power.

If the E VOLTS indication is less than 23.3 VOLTS, the voltage should be checked again at the end of the GROUND CHECK checklist (after being charged for some

THIS CHECKLIST IS INTENDED FOR SIMULATION PURPOSES ONLY.

time by the primary electrical system). If E VOLTS is still less than 23.3 volts, determine the cause and correct the issue prior to flight.

ENGINE START

ENGINE START- GENERAL

WARNING

The L START ENGD or R START ENGD warning CAS message will illuminate after 30 seconds of continuous engine cranking. If the CAS message illuminates after the engine is running, stop the engine and determine the cause.

NOTE

When starting at ambient temperatures +20°F and below, operate first engine started with alternator ON (at max charging rate not to exceed 1500 RPM) for 5 minutes minimum before initiating start on second engine.

NOTE

Starter manufacturer recommends starter cranking periods be limited to 10 seconds with a 20 second rest period between cranking attempts. Maximum of 6 start periods allowed. If a start is not achieved on sixth attempt allow starter to cool for 30 minutes before attempting additional starts. Do not engage the starter immediately after releasing it. This practice may damage the starter mechanism.

NORMAL START - COLD ENGINE

1. BATT MASTR Switch ..... ON
2. Gear Position Indications .....3 GREEN
3. CAS Messages .....CONSIDER ANY ILLUMINATED
4. PFD Annunciations .....CONSIDER ANY ILLUMINATED
5. THROTTLES .....1/4 inch OPEN
6. PROPELLERS .....FULL INCREASE
7. *FUEL PUMP ..... ON
8. *MAG LEFT/RIGHT Switches ..... ON
9. *MIXTURES ..... PRIME-then CUT-OFF
10. *Propeller Area ..... CLEAR
11. *ENG START .....ENGAGE
12. *MIXTURES .....FULL RICH
13. *THROTTLE .....ADJUST WHEN ENGINE STARTS TO 1000 RPM
14. *OIL PSI .....CHECK

    Repeat above procedure (*) for second engine start
15. VOLTS ..... CHECK
16. ALTR AMPS ..... CHECK
17. FUEL PUMPS .....OFF

When the engine starts, adjust the throttle and monitor the oil pressure. If no oil pressure is indicated within 30 seconds, shut down the engine and have it checked. In cold weather it may take somewhat longer for an oil pressure indication.

NORMAL START - HOT ENGINE

1. BATT MASTR Switch ..... ON
2. Gear Position Indications .....3 GREEN
3. CAS Messages .....CONSIDER ANY ILLUMINATED
4. PFD Annunciations .....CONSIDER ANY ILLUMINATED

5. THROTTLES ..... 1/2 inch OPEN
6. PROPELLERS ..... FULL INCREASE
7. *MIXTURE ..... FULL RICH
8. *FUEL PUMP ..... ON
9. *MAG LEFT/RIGHT Switches ..... ON
10. *Propeller Area ..... CLEAR
11. *ENG START ..... ENGAGE
12. *THROTTLE ..... ADJUST TO LOW RPM
13. *OIL PSI ..... CHECK

If engine does not start, add small amount of prime and repeat above.

Repeat above procedure (*) for second engine start

14. VOLTS ..... CHECK
15. ALTR AMPS ..... CHECK
16. FUEL PUMPS ..... OFF

ENGINE START - COLD WEATHER (BELOW 10°F)

WARNING

Ensure all magneto (MAG LEFT/RIGHT) and master switches (BATT MASTR) are OFF and mixture controls are in cut-off before turning propeller manually.

1. BATT MASTR Switch ..... OFF
2. LEFT/RIGHT ALTR Switches ..... OFF
3. External Power ..... CONNECTED
4. CAS Messages ..... CONSIDER ANY ILLUMINATED
5. PFD Annunciations ..... CONSIDER ANY ILLUMINATED
6. THROTTLES ..... 1/4 inch OPEN
7. PROPELLERS ..... FULL INCREASE
8. MIXTURES ..... FULL RICH
9. *FUEL PUMP ..... ON
10. *MAG LEFT/RIGHT Switches ..... ON
11. *ENG START ..... ENGAGE
12. *OIL PSI ..... CHECK

If engine does not start, add prime and repeat above. When engine fires, prime as required until engine is running smoothly.

Repeat above procedure (*) for second engine start

13. THROTTLES ..... LOWEST POSSIBLE RPM
14. BATT MASTR Switch ..... ON
15. External Power Plug ..... DISCONNECT
16. LEFT/RIGHT ALTR Switches ..... ON
17. VOLTS ..... CHECK
18. ALTR AMPS ..... CHECK
19. FUEL PUMPS ..... OFF

NOTE

When starting at ambient temperatures +20°F and below, operate first engine started with alternator ON (not to exceed 1500 RPM) for 5 minutes minimum before initiating start on second engine.

After engine start and the throttle is set as desired, the oil pressure should be checked for a positive indication. If no oil pressure is indicated within 30-seconds, shut down the engine and have it checked. In cold weather it may

THIS CHECKLIST IS INTENDED FOR SIMULATION PURPOSES ONLY.

take somewhat longer for an oil pressure indication.

ENGINE START WHEN FLOODED

1. BATT MASTR Switch ..... ON
2. Gear Position Indications ..... 3 GREEN
3. CAS Messages ..... CONSIDER ANY ILLUMINATED
4. PFD Annunciations ..... CONSIDER ANY ILLUMINATED
5. THROTTLES ..... OPEN FULL
6. PROPELLERS ..... FULL FORWARD
7. MIXTURES ..... CUT-OFF
8. *FUEL PUMP ..... OFF
9. *MAG LEFT/RIGHT Switches ..... ON
10. *ENG START ..... ENGAGE
11. *MIXTURE ..... ADVANCE
12. *THROTTLE ..... RETARD
13. *OIL PSI ..... CHECK

    Repeat above procedure (*) for second engine start
14. VOLTS ..... CHECK
15. ALTR AMPS ..... CHECK
16. FUEL PUMPS ..... OFF

ENGINE START WITH EXTERNAL POWER SOURCE

1. BATT MASTR Switch ..... OFF
2. ALTR LEFT/RIGHT ..... OFF

NOTE

The EMERG BATT switch may remain in ARM while using external power.

The emergency bus does not receive power from external power.

3. External Power Plug ..... INSERT in RECEPTACLE
4. GEAR Indications ..... 3 GREEN
5. CAS Messages ..... CONSIDER ANY ILLUMINATED
6. PFD Annunciations ..... CONSIDER ANY ILLUMINATED
7. THROTTLES ..... 1/4 inch OPEN
8. PROPELLERS ..... FULL INCREASE
9. MIXTURES ..... FULL RICH
10. *FUEL PUMP ..... ON
11. *MAG LEFT/RIGHT Switches ..... ON
12. *ENG START ..... ENGAGE
13. *THROTTLE ..... ADJUST WHEN ENGINE STARTS TO 1000 RPM
14. *OIL PSI ..... CHECK

    Repeat above procedure (*) for second engine start
15. THROTTLES ..... LOWEST POSSIBLE RPM
16. BATT MASTR Switch ..... ON
17. External Power Plug ..... DISCONNECT FROM RECEPTACLE
18. ALTR LEFT/RIGHT Switches ..... ON
19. VOLTS ..... CHECK
20. ALTR AMPS ..... CHECK
21. FUEL PUMPS ..... OFF

WARM-UP

WARM-UP

1. THROTTLES ..... 1000 to 1200 RPM

BEFORE TAXIING

1. External Power Source ..... VERIFY REMOVED
2. BATT MASTR Switch ..... VERIFY ON
3. FUEL Selectors ..... ON, BOTH X-FEED (30 SEC), ON
4. AVION MASTER Switch ..... ON
5. MFD splash screen ..... Verify Database Currency
6. FUEL Totalizer ..... FOB SYNC or ENTER MANUALLY
7. CAS Messages ..... CONSIDER ANY ILLUMINATED
8. PFD Annunciations ..... CONSIDER ANY ILLUMINATED
9. System Messages (Messages Softkey) ..... Consider
10. TRAFFIC (if installed) ..... TEST
11. Standby Flight Instrument ..... VERIFY ON with no red X's or failure annunciations
12. Altimeters (Standby and PFD) ..... SET
13. Lights ..... AS REQUIRED
14. Radios ..... CHECK & SET
15. Autopilot .. Verify Preflight Self-Test (PFT) completed and disconnect tone heard.
16. FUEL Selectors ..... VERIFY ON
17. PARK BRAKE ..... RELEASE

TAXIING

1. Taxi Area ..... CLEAR
2. THROTTLES ..... APPLY SLOWLY
3. Brakes ..... CHECK
4. Steering ..... CHECK
5. Instruments ..... CHECK

NOTE

During taxi, if the VOLTS indication decreases into the warning range, increase engine RPM (if possible) to retain adequate battery charging.

GROUND CHECK

GROUND CHECK

1. PARK BRAKE ..... SET
2. MIXTURES ..... FULL RICH
3. PROPELLERS ..... FULL INCREASE
4. Engine Instruments ..... CHECK
5. THROTTLES ..... 1500 RPM
6. PROPELLERS (Max. Drop - 500 RPM) ..... FEATHER - CHECK
7. THROTTLES ..... 2000 RPM
8. LEFT/RIGHT MAG (Max. Drop - 175 RPM: Max. Diff. - 50 RPM) ..... CHECK
9. ALT-AIR ..... CHECK
10. THROTTLES ..... 2200 RPM
11. PROPELLERS (Max. Drop - 300 RPM) ..... EXERCISE
12. THROTTLES (550 to 650 RPM) ..... IDLE - CHECK
13. FUEL PUMPS ..... ON

THIS CHECKLIST IS INTENDED FOR SIMULATION PURPOSES ONLY.

14. THROTTLES ..... 1000 RPM

If E VOLTS indication less than 23.3 VOLTS during BEFORE STARTING ENGINE checklist:

1. EMERG BATT Switch ..... Verify ARM
2. AVION MASTER Switch ..... OFF
3. ALTR LEFT / RIGHT Switches ..... OFF
4. BATT MASTR Switch ..... OFF
5. E VOLTS Indication ..... 23.3 VOLTS MINIMUM

If E VOLTS less than 23.3 VOLTS, determine cause and correct issue prior to flight. If E VOLTS greater than or equal to 23.3 VOLTS:

1. BATT MASTR Switch ..... ON
2. ALTR LEFT / RIGHT Switches ..... ON
3. AVION MASTER Switch ..... ON

Operation of an engine on one magneto should be kept to a minimum.

The governor can be checked by retarding the propeller control until a drop of 100 RPM to 200 RPM appears, then advancing the throttle to get a slight increase in manifold pressure. The propeller speed should stay the same when the throttle is advanced, indicating proper unction of the governor.

Alternate air should also be checked prior to takeoff to be sure the control is operating properly and to purge any ice which may have formed during taxiing. Avoid prolonged ground operation with alternate air OPEN as the air is unfiltered.

BEFORE TAKEOFF

1. Flight Controls ..... FREE AND CORRECT
2. Flight Instruments ..... CHECK
3. Engine Instruments ..... CHECK
4. FUEL QTY ..... SUFFICIENT
5. PROPELLERS ..... FULL INCREASE
6. MIXTURES ..... FULL RICH
7. ALT-AIR ..... OFF
8. COWL FLAPS ..... OPEN
9. FLAPS ..... CHECK & SET
10. Stabilator and Rudder Trims ..... SET
11. FUEL Selectors ..... ON
12. CAS Messages ..... CONSIDER ANY ILLUMINATED
13. PFD Annunciations ..... CONSIDER ANY ILLUMINATED
14. System Messages (Messages Softkey) ..... Consider
15. Transponder ..... AS REQUIRED
16. FUEL PUMPS ..... ON
17. PITOT HEAT ..... AS REQUIRED
18. STROBE LIGHTS ..... ON
19. PARK BRAKE ..... RELEASE

NOTE

Prior to takeoff with autopilot on, verify that the autopilot servos are disengaged and that flight controls move freely.

TAKEOFF

CAUTION: Fast taxi turns immediately prior to takeoff should be avoided to prevent unporting fuel feed lines.

NOTE

Adjust mixture prior to takeoff at high elevations. Do not overheat engines. Adjust mixture only enough to obtain smooth engine operation.

Takeoff should not be attempted with ice or frost on the wings. Takeoff distances and 50-foot obstacle clearance distances are shown on the 0° FLAP, SHORT FIELD PERFORMANCE TAKEOFF chart in the Performance Section of this Handbook. The performance shown on charts will be reduced by uphill gradient, tailwind component, soft, wet, rough or grassy surface, or poor pilot technique.

NORMAL TAKEOFF

1. FLAPS ..... 0° to 10°
2. Stabilator and Rudder Trim ..... CHECK SET
3. Power ..... 2700 RPM, FULL THROTTLE
4. Rotate Speed ..... 75 KIAS
5. Climb Speed ..... 88 KIAS
6. GEAR ..... UP
7. FLAPS ..... UP

NOTE

TAS aural alerts will be muted when GPS altitude is lower than 400 FT AGL.

When obstacle clearance is not a factor, a normal takeoff technique may be used with flaps set to 0° or 10°. Set the stabilator trim indicator in the takeoff range. Accelerate to 75 KIAS and ease back on the control wheel enough to let the airplane lift off. After lift-off, accelerate to the best rate of climb speed, 88 KIAS, retracting the landing gear and flaps while accelerating.

0° FLAP, SHORT FIELD PERFORMANCE TAKEOFF

1. FLAPS ..... UP
2. Stabilator and Rudder Trim ..... CHECK SET
3. Brakes ..... HOLD
4. Power ..... 2700 RPM, FULL THROTTLE
5. MIXTURE ..... FULL RICH (or SET for ALTITUDE)
6. Brakes ..... RELEASE
7. Rotate Speed ..... 70 KIAS
8. Obstacle Clearance Speed ..... 82 KIAS
9. GEAR (with positive rate of climb) ..... UP
10. Climb Speed (past obstacles) ..... 88 KIAS

When a short field takeoff is required, the safest technique is to use flaps up (0°). In the event of an engine failure, the airplane will be in the best configuration to maintain altitude immediately after the gear is raised. Refer to Section 5 of this handbook for short field performance data.

CLIMB

MAXIMUM PERFORMANCE CLIMB

1. Best Rate (Flaps Up) ..... 88 KIAS
2. Best Angle (Flaps Up) ..... 82 KIAS

THIS CHECKLIST IS INTENDED FOR SIMULATION PURPOSES ONLY.

3. COWL FLAPS ..... OPEN
4. FUEL PUMPS ..... ON

CRUISE CLIMB

1. MIXTURE ..... FULL RICH
2. Power 75%
3. Climb Speed ..... 105 KIAS
4. COWL FLAPS ..... As Required
5. FUEL PUMPS ..... ON

After attaining an altitude for adequate terrain and obstacle clearance, a cruise climb speed of 105 KIAS or higher is recommended. The combination of reduced power and increased climb speed provides better engine cooling, less engine wear, reduced fuel consumption, lower cabin noise level, and better forward visibility. When reducing engine power, the throttles should be retarded first, followed by the propeller controls. Consistent operational use of cruise climb power settings is strongly recommended since this practice will make a substantial contribution to fuel economy, increased engine life, and will reduce the incidence of premature engine overhauls.

CRUISE

CRUISING

Reference performance charts and Lycoming Operator's Manual.

1. Power ..... SET per Power Setting Chart
2. FUEL PUMPS ..... OFF
3. MIXTURES ..... ADJUST
4. COWL FLAPS ..... As Required
5. TRIM ..... As Required

WARNING

Flight in icing conditions is prohibited. If icing is encountered, take immediate action to exit icing conditions. Ensure PITOT HT is ON. Monitor engines and select ALT-AIR OPEN if roughness or power loss is experienced. Icing is hazardous due to greatly reduced performance, loss of forward visibility, possible longitudinal control difficulties and impaired power plant and fuel system operation.

Use of the mixture control in cruising flight reduces fuel consumption significantly, especially at higher altitudes. The mixture should be leaned during cruising operation above 5000 ft. altitude and at pilot's discretion at lower altitudes when 75% power or less is being used. If any doubt exists as to the amount of power being used, the mixture should be in the full RICH position for all operations under 5000 feet. To lean the mixture, pull the mixture control aft.

Best economy mixture is obtained by moving the mixture control aft until peak EGT is reached. Performance Cruise mixture is obtained by leaning to peak EGT and then enriching until the EGT is 125°F rich of the peak value. Under some conditions of altitude and throttle position, the engine may exhibit roughness before peak EGT is reached. If this occurs, the EGT corresponding to the onset of engine roughness should be used as the peak reference value.

For maximum service life, cylinder head temperature should be maintained below 435°F during high performance cruise operation and below 400°F during economy cruise operation. If cylinder head temperatures become too high

during flight, reduce them by enriching the mixture, by opening cowl flaps, by reducing power, or by use of any combination of these methods.

The pilot should monitor weather conditions while flying and should be alert to conditions which might lead to icing. If induction system icing is expected, place the ALT-AIR control in the OPEN position. The LEFT ALTR amd RIGHT ALTR switches should be ON for normal operation. Certain regulator failures can cause the alternator output voltage to increase uncontrollably. To prevent damage, overvoltage relays will automatically shut off the alternator(s). The CAS Warning messages L ALTR FAIL and R ALTR FAIL will warn of this tipped condition. Alternator outputs will vary with the electrical equipment in use and the state of charge of the battery. ALTR AMPS should not exceed 60 amperes on the ground or 65 amperes in flight. The VOLTS indication will flash red if bus voltage drops below minimum requirements.

IFR operation is not recommended with a single alternator. Since the Seminole has one fuel tank per engine, it is advisable to feed the engines symmetrically during cruise so that the same approximate amount of fuel will be left in each side for the landing. The crossfeed (XFEED) can be used to balance FUEL QTY, if necessary.

During flight, keep account of time and fuel used in connection with power settings to verify the accuracy of the fuel flow and fuel quantity gauging systems. There are no mechanical uplocks in the landing gear system. If the hydraulic system malfunctions, the landing gear will free-fall to the gear down position. True airspeed with gear down is approximately 75gear retracted airspeed for any given power setting. Allowances for the reduction in airspeed and range should be made when planning extended flight between remote airfields or flight over water.

DESCENT

1. MIXTURE ..... ADJUST with Descent
2. THROTTLES ..... As Required
3. COWL FLAPS ..... As Required

When power is reduced for descent, the mixtures should be enriched as altitude decreases. The propellers may be left at cruise setting; however, if the propeller speed is reduced, it should be done after the throttles have been retarded. Cowl flaps should normally be closed to keep the engines at the proper operating temperature.

APPROACH AND LANDING

APPROACH AND LANDING

1. Seat Backs ..... ERECT
2. Seat Belts, Harnesses ..... ADJUSTED
3. FUEL PUMPS ..... ON
4. FUEL Selectors ..... ON
5. GEAR (Below 140 KIAS) ..... DOWN
6. Gear Position Indications ..... 3 GREEN
7. Nacelle Mirror ..... CHECK NOSE GEAR DOWN
8. MIXTURES ..... FULL RICH
9. PROPELLERS ..... FULL INCREASE
10. ALT-AIR ..... AS REQUIRED
11. Autopilot ..... Disconnect (above 200 FT AGL)

THIS CHECKLIST IS INTENDED FOR SIMULATION PURPOSES ONLY.

NOTE

TAS aural alerts will be muted when GPS altitude is lower than 400 FT AGL.

WARNING

The HSI will auto-slew during CDI transitions to LOC, LOC BC, LDA, or SDF approaches if the approach is activated in the G1000 system. The pilot should always double check the inbound course pointer prior to initiating a VHF NAV approach.

During the approach for a landing, the CHECK GEAR aural alert may sound. The mutable CHECK GEAR is triggered when the gear is not down and locked and manifold pressure(s) is less than 14 in Hg. The non-mutable CHECK GEAR is triggered when the landing gear is not down and locked and flaps are extended beyond the first notch. The severity of the CHECK GEAR CAS message is determined by proximity to the ground. A Caution message is triggered when above 400 feet AGL, and a Warning is triggered below 400 feet AGL. See Section 7 for additional details.

The landing gear is down and locked when three solid green circles are indicated on the MFD. The mirror on the left engine nacelle may be used to visually verify the nose landing gear position.

Operate the toe brakes to verify sufficient pressure for normal braking. Verify the parking brake is not set.

APPROACH AND LANDING

1. FLAPS ..... 0° to FULL DOWN
2. Airspeed (Flaps Up) ..... 80-90 KIAS
3. Airspeed (Flaps Down) ..... 75-85 KIAS
4. Trim ..... AS REQUIRED
5. THROTTLES ..... AS REQUIRED
6. Touchdown ..... MAIN WHEELS
7. Braking ..... AS REQUIRED

NOTE

The maximum demonstrated crosswind component during landing is 17 KTS.

Landing may be made with any flap setting. Normally full flaps are used, which reduces stall speed and permits slower speed at contact. Maximum braking after touch-down is achieved by retracting the flaps, applying back pressure to the wheel and applying pressure on the brakes. However, unless maximum braking is needed or unless a strong crosswind or gusty condition exists, it is best to wait until turning off the runway to retract the flaps. This will permit full attention to be given to the landing and landing rollout.

If a crosswind or high-wind landing is necessary, approach with higher than normal speed and with zero to 25 degrees of flaps. Immediately after touch-down, raise the flaps. During a crosswind approach hold a crab angle into the wind until ready to flare out for the landing. Then lower the wing that is into the wind to eliminate the crab angle without drifting, and use the rudder to keep the wheels aligned with the runway. Avoid prolonged side slips with a low fuel indication.

SHORT FIELD PERFORMANCE LANDING

1. FLAPS (Below 111 KIAS) ..... FULL DOWN
2. Airspeed (At Max. Weight) ..... 75 KIAS
3. Trim ..... AS REQUIRED
4. THROTTLES ..... IDLE
5. Touchdown ..... MAIN WHEELS
6. Braking ..... MAXIMUM without SKIDDING

For landings on short runways or runways with adjacent obstructions, a short field landing technique should be used in accordance with the charts in Section 5. The airplane should be flown down final with full flaps, at 75 KIAS (at maximum weight) so as to cross any obstructions with the throttles at idle. Immediately after touch-down, raise the flaps and apply back pressure to the control wheel as maximum braking is applied.

GO-AROUND

1. MIXTURES ..... FULL RICH
2. PROPELLERS ..... FULL INCREASE
3. THROTTLES ..... FULL OPEN
4. Control Wheel . BACK PRESSURE TO OBTAIN POSITIVE CLIMB ATTITUDE
5. FLAPS ..... RETRACT INCREMENTALLY
6. GEAR ..... UP
7. COWL FLAPS ..... AS REQUIRED

WARNING

Autopilot coupled go-around is not authorized during single engine operations.

If the aircraft is equipped with optional Underspeed Protection (USP) and an autopilot coupled go-around is desired, press the TO/GA button on the throttle handle, followed immediately by the checklist shown above. Refer to Section 7 for additional details on the autopilot coupled go-around

AFTER LANDING

Clear of runway.

1. FLAPS ..... RETRACT
2. COWL FLAPS ..... FULL OPEN
3. ALT-AIR ..... OFF
4. FUEL PUMPS ..... OFF
5. LIGHTS ..... AS REQUIRED
6. PITOT HEAT ..... OFF

A spongy pedal during braking is often an indication that the brake fluid needs replenishing.

STOPPING ENGINE

1. CABIN HEAT (If ON) ..... FAN - 2 MIN. THEN OFF
2. VENT FAN ..... OFF
3. AVION MASTER ..... OFF
4. EMERG BATT ..... OFF
5. LEFT/RIGHT ALTR ..... OFF
6. LEFT/RIGHT FUEL PUMP ..... OFF
7. All Other Electrical Equipment ..... OFF
8. THROTTLES ..... IDLE

THIS CHECKLIST IS INTENDED FOR SIMULATION PURPOSES ONLY.

9. MIXTURES ..... CUT-OFF
10. LEFT/RIGHT ENG MAG Switches ..... OFF
11. Interior Lights (at night) ..... OFF
12. Exterior Lights ..... OFF
13. BATT MASTR ..... OFF
14. STANDBY INSTRUMENT ..... VERIFY SHUTDOWN

NOTE

The flaps must be placed in the “UP” position for the flap step to support weight. Passengers should be cautioned accordingly.

NOTE

In case the standby instrument remains “ON” due to improper shutdown, the unit switches to internal battery and depletes it. To turn off the Aspen EBD, press the “SHUT DOWN” command from Main Menu page 6 or hold the red “REV” button for 20 seconds. To turn off the Garmin G5, press and hold the power button for five seconds.