Preflight

Fuel	
Brakes	AS NEEDED
Magnetos	OFF
Fuel quantity	CHECK VISUALLY
Fuel sumps	DRAIN
5 on each wing, 3 on bottom. Inspect for contamination.	
Fuel filler caps	SECURE
Cabin	
Pitot cover	REMOVE
ARROW Documents	VERIFY
G1000 reference	ACCESSIBLE
Avionics (BUS 1 and BUS 2)	OFF
Master	ON
When the master switch is on, treat propeller as if magnetos are on. Do not stand in propeller arc.	
PFD	VERIFY ON
Fuel gauges	CHECK QUANTITY
LOW FUEL	VERIFY NOT SHOWN
OIL PRESSURE	VERIFY SHOWN
LOW VACUUM	VERIFY SHOWN
Avionics fans	CHECK
Avionics bus 1 ON, verify fan heard, bus 1 OFF. Avionics bus 2 ON, verify fan heard, bus 2 OFF.	
Lights	CHECK
Flaps	EXTEND
Tach time	RECORD
Pitot heat	ON
Verify warm within 30 seconds	
Pitot heat	OFF
LOW VOLTS	VERIFY SHOWN
Master	OFF
Elevator trim	TAKEOFF
Fuel selector	BOTH
Alt static air	OFF
Fire extinguisher	CHECK
Control lock	REMOVE
Empennage	
Autopilot static	VERIFY CLEAR
Rudder gust lock	REMOVE
Control surfaces	CHECK
Freedom of movement, security	
Trim tab	CHECK SECURE
Antennas	CHECK CONDITION

Preflight (continued)

Right	
Flap	CHECK SECURE, CONDITION
Aileron	CHECK FREE, SECURE
Main wheel tire	CHECK INFLATION
Nose	
Engine oil level	CHECK
Minimum 5 quarts	
Dipstick	SECURE
Cooling inlets	VERIFY CLEAR
Propeller	CHECK FOR NICKS
Spinner	VERIFY SECURE
Air filter	CHECK CLEAR
Nosewheel strut, tire	CHECK
Static source	CHECK CLEAR
Left	
Main wheel tire	CHECK INFLATION
Fuel vent	VERIFY CLEAR
Pitot tube	VERIFY CLEAR
Stall warning	TEST
Landing, taxi lights	CHECK CLEAN
Aileron	CHECK FREE, SECURE
Flap	CHECK SECURE, CONDITION
Final	
Weight and balance	CHECKED
Flight Circle	DISPATCH
Tach, Hobbs times	RECORD
Baggage door	LOCK
Chocks	REMOVE
Tie-downs	REMOVE

Securing

Control lock	INSTALL
Tie-downs, chocks	APPLY
Vents, windows	CLOSE
Pitot cover	APPLY
Fuel selector	LEFT or RIGHT
Tach, Hobbs times	RECORD
Flight Circle	CHECK IN
Doors	LOCK

Start

Before Start	
Preflight inspection	COMPLETE
Passenger briefing	COMPLETE
Brakes	TEST, SET
Seats, belts, harnesses	SECURE
Circuit breakers	CHECK IN
Electrical equipment	OFF
Avionics (BUS 1 and BUS 2)	OFF
Beacon switch	ON
Fuel selector	BOTH
Fuel shutoff valve	ON
Engine Start (With Battery)	
Throttle	OPEN 1/4 INCH
Mixture	CUT-OFF
Standby battery	TEST
Hold TEST position 20 seconds, verify TEST light stays on	
Standby battery	ARM
Verify PFD turns on	
Engine instruments	CHECK
Verify no red X on engine page	
BUS E Volts	VERIFY ≥ 24V
M BUS Volts	VERIFY ≤ 1.5V
BATT S Amps	VERIFY negative
STBY BATT Annunciator	VERIFY SHOWN
Master	ON
Prime	IF ENGINE NOT WARM
Fuel pump ON, mixture RICH until fuel flow stable (3-5 seconds), mixture CUT-OFF, fuel pump OFF	
Propeller area	CLEAR
Ignition switch	START
Release when engine starts	
Mixture	ADVANCE when engine starts
If engine flooded, mixture CUT-OFF, open throttle 1/2 to full, engage starter. When engine starts, mixture FULL, retard throttle promptly	
Oil pressure	VERIFY GREEN WITHIN 60 SECONDS
Mixture	GROUND LEAN
Before Taxi	
Amps (M BATT, BATT S)	VERIFY POSITIVE
LOW VOLTS Annunciator	VERIFY NOT SHOWN
Avionics	ON
Headset	ON
Navigation, strobe, taxi lights	ON
Flaps	RETRACT
Weather	OBTAIN
Altimeters (PFD, standby, autopilot)	SET
EFB Setup	IF DESIRED

Engine Failures

Engine Failure During Takeoff Roll

Throttle	IDLE
Brakes	APPLY
Flaps	RETRACT
Mixture	CUT-OFF
Magnetos	OFF
Standby battery	OFF
Master (ALT and BAT)	OFF

Engine Failure Immediately After Takeoff

Airspeed	Flaps up: 70 KIAS Flaps 10°-FULL: 65 KIAS
Mixture	CUT-OFF
Fuel shutoff valve	OFF (pull full out)
Magnetos	OFF
Flaps	AS REQUIRED (FULL recommended)
Standby battery	OFF
Master (ALT and BAT)	OFF
Door	UNLATCH
Land	STRAIGHT AHEAD

Engine Failure During Flight (Restart Procedures)

Airspeed	68 KIAS (best glide speed)
Fuel shutoff valve	ON (push full in)
Fuel selector valve	BOTH
Fuel pump	ON
Mixture	RICH (if restart has not occurred)
Magnetos	BOTH
If propeller stopped: START, advance throttle slowly, lean mixture as required	
Fuel pump	OFF
If fuel flow drops to zero, turn fuel pump back on	

Instrument Failures, High CO Level

Red X - PFD Airspeed Indicator

ADC/AHRS circuit breakers (ESS BUS and AVN BUS 1)	CHECK IN
If open, reset circuit breaker. If circuit breaker opens again, do not reset	
Standby airspeed indicator	USE for airspeed information

Red X - PFD Altitude Indicator

ADC/AHRS circuit breakers (ESS BUS and AVN BUS 1)	CHECK IN
If open, reset circuit breaker. If circuit breaker opens again, do not reset	
Standby altimeter	CHECK current barometric pressure SET. USE for altitude information

Red X - PFD Attitude Indicator

ADC/AHRS circuit breakers (ESS BUS and AVN BUS 1)	CHECK IN
If open, reset circuit breaker. If circuit breaker opens again, do not reset	
Standby attitude indicator	USE for attitude information

Red X - Horizontal Situation Indicator

ADC/AHRS circuit breakers (ESS BUS and AVN BUS 1)	CHECK IN
If open, reset circuit breaker. If circuit breaker opens again, do not reset	
Magnetic compass	USE for heading information

PFD1 COOLING or MFD1 COOLING Annunciator(s)

Cabin heat	REDUCE (minimum preferred)
Forward avionics fan	CHECK (feel for airflow from screen on glareshield)
If forward avionics fan failed:	
Standby battery	OFF unless needed for emergency power
If PFD1 COOLING or MFD1 COOLING annunciator does not go off within 3 minutes or if both annunciators come on:	
Standby battery	OFF (land as soon as practical)

LOW VACUUM Annunciator Comes On

Vacuum indicator	CHECK EIS ENGINE page to make sure vacuum pointer is within green arc
If vacuum pointer not in green arc or gyro flag shows on standby attitude indicator, do not use standby attitude indicator	

High Carbon Monoxide (CO) Level

Cabin heat	OFF (push full in)
Cabin air	ON (pull full out)
Cabin vents	OPEN
Windows	OPEN (163 KIAS maximum windows open speed)
If high CO level remains:	
Land	AS SOON AS PRACTICAL

Electrical Malfunctions

HIGH VOLTS or M Bat Amps > 40

Master (ALT only)	OFF
Avionics (BUS 1)	OFF
Pitot heat	OFF
Beacon, taxi, nav, strobe lights	OFF
Landing light	OFF (use as req'd for landing)
Cabin power 12V	OFF

Note: When M bus volts drops below 20V, the standby battery will supply power to the essential bus for at least 30 minutes

COM1, NAV1	TUNE
COM1 MIC and NAV1	SELECT

If COM2 MIC and NAV2 are selected when avionics bus 2 is off, the radios cannot be tuned

Avionics (BUS 2)	OFF if clear of clouds

The following items will not operate: autopilot, COM2, transponder, audio panel, NAV2, MFD

Land	AS SOON AS PRACTICAL

Make sure a successful landing is possible before extending flaps. Flap motor is a large electrical load.

LOW VOLTS Annunciator Comes On < 1000 RPM

Throttle	1000 RPM
Low voltage annunciator	VERIFY OFF

If annunciator remains on, run "LOW VOLTS Annunciator On ≥ 1000 RPM" checklist, and have electrical system inspected before next flight

LOW VOLTS Annunciator On ≥ 1000 RPM

Master (ALT only)	OFF
ALT FIELD breaker	CHECK IN
Master (ALT and BAT)	ON
LOW VOLTS annunciator)	VERIFY OFF
M Bus volts	VERIFY 27.5V minimum
M Bat amps	VERIFY POSITIVE

If LOW VOLTS annunciator remains on:

Avionics (BUS 1)	OFF
Pitot heat	OFF
Beacon, taxi, nav, strobe lights	OFF
Landing light	OFF (use as req'd for landing)
Cabin power 12V	OFF

Note: When M bus volts drops below 20V, the standby battery will supply power to the essential bus for at least 30 minutes

COM1, NAV1	TUNE
COM1 MIC and NAV1	SELECT

If COM2 MIC and NAV2 are selected when avionics bus 2 is off, the radios cannot be tuned

Avionics (BUS 2)	OFF if clear of clouds

The following items will not operate: autopilot, COM2, transponder, audio panel, NAV2, MFD

Land	AS SOON AS PRACTICAL

Make sure a successful landing is possible before extending flaps. Flap motor is a large electrical load.

Forced Landings

Emergency Landing Without Engine Power

Seats, seatbelts	UPRIGHT, SECURE
Airspeed	Flaps up: 70 KIAS Flaps 10°-FULL: 65 KIAS
Mixture	CUT-OFF
Fuel shutoff valve	OFF (pull)
Magnetos	OFF
Flaps	AS REQUIRED (FULL recommended)
Standby battery	OFF
Master (ALT and BAT)	OFF (when landing is assured)
Doors	UNLATCH BEFORE TOUCHDOWN
Touchdown	SLIGHTLY TAIL LOW
Brakes	APPLY HEAVILY

Precautionary Landing With Engine Power

Seats, seatbelts	UPRIGHT, SECURE
Airspeed	65 KIAS
Flaps	20°
Selected field	FLY OVER, noting terrain and obstructions
Flaps	FULL (on final approach)
Airspeed	65 KIAS
Standby battery	OFF
Master (ALT and BAT)	OFF (when landing assured)
Doors	UNLATCH BEFORE TOUCHDOWN
Touchdown	SLIGHTLY TAIL LOW
Mixture	CUT-OFF
Magnetos	OFF
Brakes	APPLY HEAVILY

Ditching

Radio	MAYDAY on 121.5 MHz (Give location, intentions)
Transponder	SQUAWK 7700
Heavy objects (in baggage area)	SECURE or JETTISON (if possible)
Seats, seatbelts	UPRIGHT, SECURE
Flaps	20°-FULL
Power	300 FT/MIN DESCENT AT 55 KIAS

If no power available, approach flaps up 70 KIAS or flaps 10° 65 KIAS

Strong wind, heavy seas: LAND INTO WIND

Light wind, heavy swells: LAND PARALLEL TO SWELLS

Doors	UNLATCH
Touchdown	LEVEL ATTITUDE at established rate of descent
Face	CUSHION at touchdown with folded coat
ELT	ACTIVATE
Airplane	EVACUATE THROUGH CABIN DOORS

If necessary, open window and flood cabin to equalize pressure so doors can be opened.

Life vests, raft	INFLATE WHEN CLEAR OF AIRPLANE

Fires

Fire During Start on Ground

Magnetos switch	START (continue cranking to start the engine)
If engine starts:	
Power	1800 RPM for a few minutes
Engine	SHUTDOWN
If engine fails to start:	
Throttle	FULL
Mixture	CUT-OFF
Magnetos switch	START (continue cranking)
Fuel shutoff valve	OFF (pull)
Fuel pump	OFF
Magnetos	OFF
Standby battery	OFF
Master (ALT and BAT)	OFF
Engine	SECURE
Parking brake	RELEASE
Fire extinguisher	OBTAIN
Airplane	EVACUATE
Fire	EXTINGUISH via fire extinguisher, wool blanket, or dirt

Both cases: inspect and repair damage before conducting another flight.

Engine Fire in Flight

Mixture	CUT-OFF
Fuel shutoff valve	OFF (pull)
Fuel pump	OFF
Master (ALT and BAT)	OFF
Cabin heat and air	OFF (except overhead vents)
Airspeed	100 KIAS

If fire not extinguished, increase speed to find an airspeed, within airspeed limitations, which provides an incombustible mixture

Forced landing	EXECUTE

Refer to Emergency Landing Without Engine Power checklist

Electrical Fire in Flight

Standby battery	OFF
Master (ALT and BAT)	OFF
Vents/cabin air/heat	CLOSE
Fire extinguisher	USE
Avionics (BUS 1 and BUS 2)	OFF
All switches (except magnetos)	OFF
Vents/cabin air/heat	OPEN

When sure fire is completely extinguished

If fire extinguished and electrical power necessary to continue flight:

Circuit breakers	CHECK, do not reset
Master (ALT and BAT)	ON
Standby battery	ON
Avionics (BUS 1)	ON
Avionics (BUS 2)	ON

Cabin Fire

Standby battery	OFF
Master (ALT and BAT)	OFF
Vents/cabin air/heat	CLOSE (to avoid drafts)
Fire extinguisher	USE
Vents/cabin air/heat	OPEN

When sure fire is completely extinguished

Land	ASAP to inspect for damage

Wing Fire

Landing, taxi lights	OFF
Nav, strobe lights	OFF
Pitot heat	OFF

NOTE: Sideslip to keep flames away from fuel tanks and cabin. Land ASAP using flaps only as required for final approach and touchdown.

Icing, Fuel Vapor, Abnormal Landings

Inadvertent Icing Encounter During Flight

Pitot heat	ON

Turn or change altitude to obtain an OAT less conducive to icing.

Cabin heat	FULL ON
Defrosters	OPEN
Cabin air	ADJUST

Maximize defroster heat and airflow

Induction icing	MONITOR

Adjust throttle to hold RPM. Adjust mixture as needed for any change in power settings

Land	NEAREST AIRPORT

With an extremely rapid ice build-up, select suitable off-airport landing site

With ≥ 1/4 inch of ice on the leading edges, prepare for significantly higher stall speed

Flaps	LEAVE RETRACTED

Open left window and scrape ice from windshield, if necessary for visibility

Forward slip if necessary for visibility

Approach speed	65-75 KIAS

Depending on level of accumulation

Landing	Perform in level attitude

Avoid missed approaches if possible

Missed approaches should be avoided whenever possible

Static Source Blockage (Erroneous Instrument Reading Suspected)

Alternate static	PULL ON
Cabin heat/air	PULL ON
Vents	CLOSED
Airspeed	Consult calibration table Section 5, Figure 5-1 of POH

Excessive Fuel Vapor (Fuel Flow Stabilization Procedures)

If flow fluctuates ≥ 1 GPH or power surges occur

Fuel pump	ON
Mixture	ADJUST as necessary for smooth operation
Fuel selector valve	SELECT OTHER TANK (if symptoms continue)
Fuel pump	OFF (after fuel flow stabilized)

Landing With a Flat Main Tire

Approach	NORMAL
Flaps	FULL
Touchdown	GOOD MAIN TIRE FIRST

Keep flat tire in air as long as possible with aileron control

Directional control	MAINTAIN using brake on good wheel as required

Landing With a Flat Nose Tire

Approach	NORMAL
Flaps	AS REQUIRED
Touchdown	ON MAINS

Hold nosewheel off ground as long as possible, maintain full up elevator as airplane slows to stop