

Passing Transition Level (FL 60)				
7.	Altimeter (PFD & ESI)	-	Local QNH	(P) (CP)
8.	Brake pressure	-	Checked	(PF)
9.	iPad for approach plate	-	Set	(P) (CP)
10.	Descend Checklist	-	Completed	(PM)

APPROACH				
1.	Altitude Selector	-	Set target alt	(PM)
2.	NDB/VOR/ILS	-	Freq set and select as active	(P) (CP)
3.	GTN 750 approach chart	-	Set as reqr	(PM)
4.	OB Course (at 10 nm IB)	-	Set	(PM)
5.	Hdg Sel Bug	-	Set	(PM)
6.	Altimeter (PFD & ESI)	-	Local QNH	(P) (CP)
7.	Radio Altimeter	-	Set Minima DA	(P) (CP)
8.	Approach Checklist	-	Completed	(PM)

DOWN WIND / IN BOUND				
1.	RT Call	-	Given	(PM)
2.	Hydraulic pressure	-	Check	(PF)
3.	Airspeed	-	max. 135 KIAS	(PF)
4.	PCL	-	Fine pitch	(PF)
5.	Landing Gear	-	Down (3 green)	(PM)
6.	PEDAL CONTROL signal	-	Check light on	(P)

7.	Spoiler, ABC, Auto feather	-	On	(PM)
8.	Reverse thrust latch	-	Aft	(PM)
9.	Antiskid	-	On	(PM)
10.	TAXIING LIGHTS I or II	-	On	(PM)
11.	Weather radar	-	St-by / As reqr	(PM)
12.	Flaps, on speed	-	Set to 18°	(PM)
13.	Heating	-	Closed	(P)
14.	Landing briefing	-	Carried Out	(P)
15.	DOWN WIND / IN BOUND checks	-	Completed	(PM)

FINAL APPROACH				
1.	Gears	-	Down (3 green)	(P) (CP)
2.	Flaps	-	18°/42°/0°	(PM)
3.	Pedal Steering	-	Lt on	
4.	LANDING LIGHTS I, II	-	On	(PM)
5.	R/T call	-	Given	(PM)
6.	Approach angle / speed	-	Established	(PF)
7.	PCL	-	Fine pitch	(PF)
8.	Finals Checklist	-	Completed	(PM)

TOUCH AND GO

1.	Gears	-	All On Grd	(PF)
2.	Flaps 18°	-	Set	(PM)
3.	Trimmers	-	T/O Trim Set	(PM)
4.	TCL advance to	-	T/O rating	(PF)
5.	At V _r speed	-	Rotate	(PF)

Once airborne, transit to after take-off Checks

AFTER LANDING

1.	Nose wheel steering	-	MANUAL	(P)
2.	Heating of air press probes	-	Off	(CP)
3.	Windshield heating	-	Zero (Off)	(CP)
4.	Stopwatch for engine cooling	-	Punch	(CP)
5.	Dispersal R/T call	-	Given	(CP)
6.	Weather radar	-	Off	(CP)
7.	LANDING-TAXI lights	-	TAXIING I or II	(CP)
8.	Flaps	-	Up/ as require	(CP)
9.	Spoiler, ABC, Auto feather	-	Off	(CP)
10.	TCAS Mode selector	-	Off / as require	(CP)
11.	After Landing Checks	-	Completed	(CP)

ENGINE SHUTDOWN CHECK LIST

After clearing RW and intended to shut down:

OVERHEAD CB PANEL – (sw off Right to Left)

1.	Avionics II CBs	:		
	All CBs	-	Off	(CP)
	EFB, Radar	-	Off	(CP)
2.	De-Icing CBs	:		
	Rotary ice detector	-	Off	(CP)
3.	Engines CBs	:		
	Prop feathering, Auto Bank Control	-	Off	(CP)
	ELU LH, RH	-	Off	(CP)
	Engine Starting LH, RH	-	Off	(CP)
4.	Avionics I CBs	:		
	All CBs-except Intercom I, II; Comm I, NAV/GPS I	-	Off	(CP)
5.	Power supply CBs	:		
	Inverter 36V II	-	Off	(CP)

Preparing for Shutdown

1.	Parking brake	-	Set (press 25+5 kg/cm ²)	(CP)
2.	PCL	-	Fully forward	(P)
3.	TCL	-	Idle	(P)
4.	Reverse Thrust Latch	-	Forward	(P)

5.	Landing gear lever lock	-	Stowed	(P)
6.	Trimmers	-	Neutral	(P)
7.	Nose Wheel Steering	-	Off	(P)
8.	Fasten seatbelt CB	-	Off	(CP)
9.	LANDING-TAXI lights	-	Off	(CP)
10.	ESI	-	Shutdown	(CP)
11.	iPad	-	Off	(P) (CP)
12.	Stopwatch (reset for gas generator slowdown count)	-	Reset & Punch	(P)
13.	At 4'20"	:		
	PCL	-	Feather	(CP)
14.	At 5'00"	:		
	AC, DC generators CB	-	Off	(CP)
	Fuel stop cock	-	Closed	(CP)
	Clock (Gas gen \leq 18 sec)	-	Punch	(CP)
After propellers stop				
15.	Overhead panel – front to back/right to left	-	All sw off	(CP)
16.	PCL Intermediate stop	-	Set	(P)
17.	Fire Fuel Shut Cock	-	Closed	(P)
18.	Engine Shutdown Cks	-	Completed	(CP)

PROPELLER PITCH LOCK TEST				
1.	TCL	-	Idle	(P)
2.	PCL	-	Feather to Fine	(P)
3.	Propeller Pitch Lock Test	-	Button Press (at 700 RPM)	(P)
4.	Propeller Pitch Lock Amber light	-	On	(P)

Propeller spd must stop rising				
5.	Propeller Pitch Lock button	-	Release	(P)
6.	Propeller speed rise up to	-	920 \pm 60 RPM	(P)
7.	PROPELLER PITCH LOCK amber cells light	-	Off	(P)

AUTOMATIC FEATHERING SYSTEM CHECK				
Perform it before the first flight of the day.				
1.	PROP FEATHERING, AUT. BANK CONTROL CBs	-	Check ON	(P)
2.	PCL	-	FINE PITCH	(P)
3.	TCL	-	Over 35% TRQ	(P)
On the central panel:				
4.	AUTO FEATHER switch	-	Check ON	(P)
On the test panel of the left control panel:				
5.	PROP FEATHERING AUTO button	-	Press and hold	(P)

The AUTO FEATHER signals of the both engines must light up within - 5 - 4 seconds.

6.	TCL of one engine	-	IDLE	(P)
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The AUTO FEATHER lights on the CWD must light off, and the FEATHER PUMP and ISOLATION VALVE lights of the corresponding engine must light on for 12 to 15 seconds.

7.	TCL of the other engine	-	Back to IDLE	(P)
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On the test panel of the left control panel:

8.	PROP FEATHERING AUTO button	-	Release	(P)
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On the overhead panel

9.	PROP FEATHERING, AUT. BANK CONTROL CBs	-	Switch OFF and back ON	(P)
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On the central panel:

10.	FUEL STOP COCK lever (if this lever has been used in the procedure)	-	OPEN	(P)
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Use the same procedure to check the automatic feathering system of the other engine.

CAUTION:

1. AT LOW AMBIENT TEMPERATURE KEEP CHECK ON THE GAS GENERATOR SPEED, WHICH MUST BE AT LEAST 60%. IF NECESSARY INCREASE IMMEDIATELY THIS SPEED BY MEANS OF THE FUEL STOP COCK/EMERGENCY THROTTLE LEVER.

SEARCH CHECK LIST

Pre Search Checks

1.	Crew Briefing	-	Complete	(P)
2.	Safety Belt, Shoulder harness	-	Fastened and locked	(P)(CP)
3.	Mae vest (For sea search)	-	Fasten	All crew
4.	Altimeters	-	Set	(P)(CP)
5.	Radio Altimeters	-	Set	(P)(CP)
6.	Flaps	-	As required	(PF)
7.	Air speed	-	Checked	(P)(CP)
8.	Observer	-	In position	(LM)

Post Search Checks

1.	Area	-	Clear	All crew
2.	Eng Parameters	-	Check	(P/CP)
3.	Altimeters	-	Set	(P)(CP)
4.	Radio Altimeter	-	Set	(P)(CP)
5.	Cabin	-	Secured	(LM)

PARATROOPING CHECKLIST

Downwind Ck

1.	Abeam-T	-	Punch clock	(CP)
2.	Yellow light	-	On	(CP)
3.	Altimeter	-	Set	(CP)(P)
4.	Flaps	-	18 ⁰	(P/CP)
5.	Speed	-	108 KIAS/ As required	(P/CP)
6.	Roll-up door	-	Open	(L/JM)
7.	R/T call	-	Given	(P/CP)
8.	Height	-	As required	(P/CP)
9.	Downwind ck list	-	Complete	(CP)

Final/Run-In Ck

1.	Roll-up door	-	Ck Open	(L/JM)
2.	Door Area	-	Clear	(LM/P)
3.	Flaps	-	18 ⁰	(P/CP)
4.	Speed	-	108 KIAS/ As required	(P/CP)
5.	Height	-	As required	(P/CP)
6.	R/T call	-	Given	(P/CP)
7.	Over the T, Green light	-	ON	(CP)
8.	Finals/Run-in ck list	-	Complete	(CP)

After Dropping Checks (when finished)

1.	Red Light	-	On	(CP)
2.	Static line	-	Retrieved	(L/JM)
3.	Roll-up door	-	Open	(L/JM)
4.	Flaps	-	Up/as require	(P/CP)
5.	After dropping ck list	-	Complete	(CP)

Clean up checks

1.	Door Area	-	Clear	(LM) (P)
2.	Roll-up door	-	Close	(L/JM)
3.	Flaps	-	Up	(CP)
4.	Red Light	-	Off	(CP)
5.	Altimeter	-	Set	(P)(CP)
6.	Radio Altimeters	-	Set	(P)(CP)
7.	Loose Article	-	Secured	(LM)
8.	Clean-up ck list	-	Complete	(CP)

Note:

1. Airspeeds:
 - a. Max speed with open door - 125 KIAS
 - b. Max airspeed for opening/closing door - 108 KIAS
 - c. Min airspeed for parachute jumping - 84 KIAS
(With flaps extended to 18° position)

2. Signaling of parachuting:

- a. Yellow - READY
- b. Green - GO
- c. Red - STOP
- d. White - FINISHED

FLIGHT IN SEVERE TURBULENCE

1.	Airspeed	-	Max 143 KIAS	(PF)
2.	Fasten seatbelt CB	-	On	(PM)

FLIGHT UNDER ICING CONDITIONS

1.	ROTARY ICE DETECTOR	-	CHECK ON	(PM)
2.	WINDSHIELD HEATING	-	Position II	(CP)
3.	PROP DEICING selector (ck rate of ice accretion)	-	MAIN I or II	(CP)
4.	SEPARATOR VANE LH/RH	-	As required	(P)
5.	ON/OFF switch of pneumatic deicing system	-	As required	(CP)
6.	ICE DETECTOR LIGHTING push-button	-	PUSH (as required)	(CP)
7.	Function selector of pneumatic deicing	-	AUTOMAT	(CP)
8.	Cycle rate selector (Ck rate of ice accretion)	-	FAST or SLOW	(CP)

AFTER LEAVING ICING ZONE

1.	WINDSHIELD HEATING	-	Position I	(CP)
2.	PROP DEICING	-	Zero (OFF)	(CP)
3.	ICE DETECTOR/STATIC CB	-	ON to clear off ice, then OFF	(CP)
4.	SEPARATOR VANE LH/RH	-	OFF	(P)
5.	ON/OFF switch of pneumatic deicing system	-	OFF	(CP)

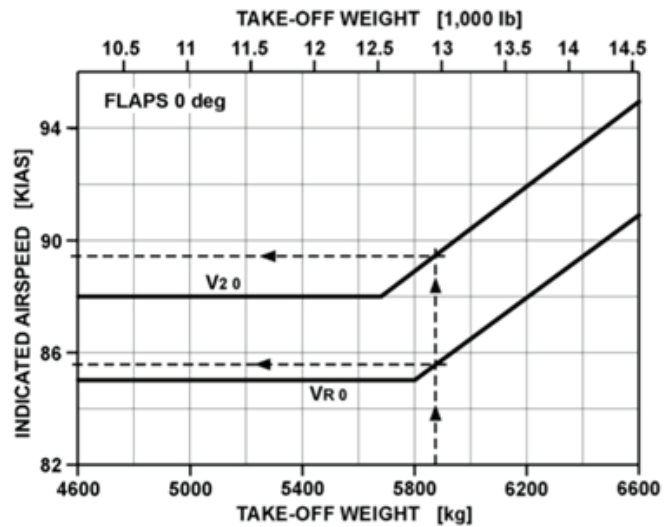
PERFORMANCE DATA

TAKE OFF SPEED						
Weight	Flaps 0°			Flaps 18°		
	V ₁	V _R	V ₂	V ₁	V _R	V ₂
4800	85	85	88	71	73	75
5000	85	85	88	71	73	75
5200	85	85	88	71	73	75
5400	85	85	88	71	73	75
5600	85	85	88	71	73	75
5800	85	85	89	71	73	76
6000	87	87	91	73	75	78
6200	88	88	92	74	76	79
6400	89	89	94	75	77	79
6600	91	91	95	76	79	82

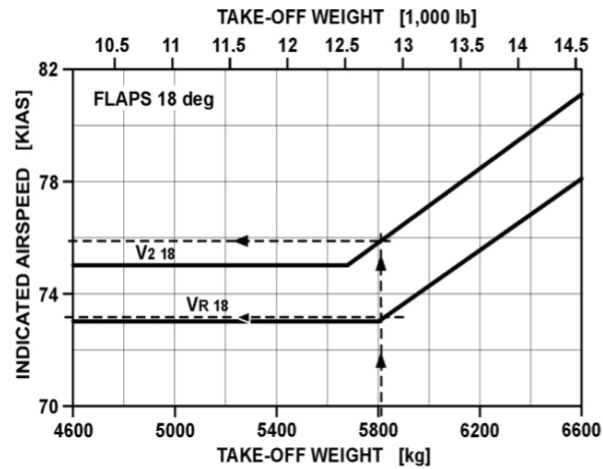
Note:

1. Reduce power take-offs are prohibited.

V_2 and V_R air speed values (Wing Flaps 0°)



V_2 and V_R air speed values (Wing Flaps 18°)



LANDING APPROACH SPEED

Weight	Flaps 18°	Flaps 42°
4800	76	70
5000	78	72
5200	79	74
5400	81	75
5600	83	77
5800	84	78
6000	86	80
6200	87	81
6400	88	82

Note: 1. Touch down speed is 5 KIAS lesser than landing approach speed.

POWER-OFF STALLING AIRSPEED – IAS

Stall airspeed for forward C.G. position.

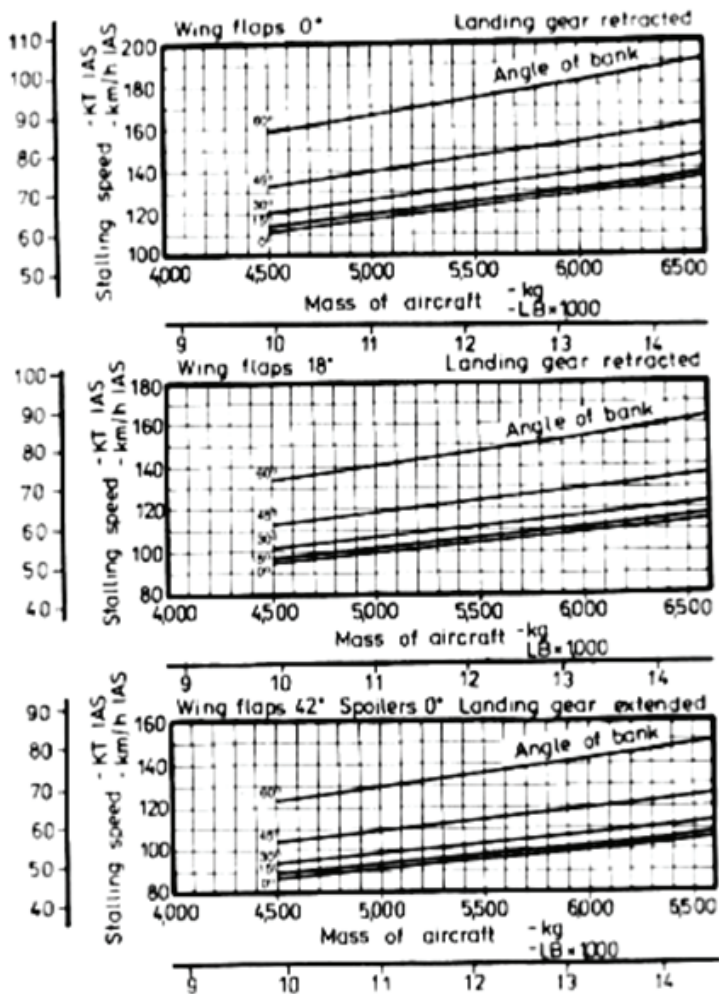


Fig. 5-5

DETERMINATION OF MAX T/O WEIGHT

