

Normal Procedures

Carenado®
TBM850



CHECK-LIST PROCEDURES

A.- INSIDE INSPECTIONS

Cockpit

- 1.- DE ICE SYSTEM panel
 - All switches **OFF**
- 2.- ELT **ARM**
- 3.- "NORMAL/MASK" micro inverter **NORMAL**
- 4.- Flight control lock **REMOVED / STOWED**
- 5.- Flight controls **Deflections checked**
- 6.- Parking brake **SET**
- 7.- Landing gear control **DN**
- 8.- Engine controls
 - "MAN OVRD" control **OFF (Notched)**

CAUTION
WHEN THE ENGINE IS SHUTDOWN, THE POWER LEVER
MUST NOT BE MOVED BEHIND THE FLIGHT IDLE
POSITION

- Power lever **IDLE**
(Flight idle stop)
- Propeller governor lever **MAX. RPM**
- Condition lever **CUT OFF**
- 9.- Flaps control **UP**
- 10.- Fuel tank selector **L or R**

CHECK-LIST PROCEDURES

- 11.- Landing gear emergency control
 - Lever **PULLED DOWN**
 - By-pass selector **PUSHED**
 - Door **IN PLACE**
- 12.- ECS panel
 - "BLEED" switch **OFF**
 - "AIR COND" switch **OFF**
 - "DUMP" switch **GUARDED**
- 13.- Static Air control knob **PUSHED**
- 14.- "RAM AIR" control knob **PUSHED**
- 15.- Breakers panel
 - All breakers **ENGAGED**
- 16.- "AVIONICS" MASTER switch **OFF**
- 17.- "AP TRIMS" MASTER switch **OFF**
- 18.- Fuel
 - "FUEL SEL" selector **MAN**
 - "AUX BP" switch **OFF**
- 19.- ENGINE START panel
 - "IGNITION" switch **AUTO or OFF**
 - "STARTER" switch **OFF**
- 20.- ELECTRIC POWER panel
 - CRASH lever **UP**
 - "GENERATOR" selector **MAIN**
 - "SOURCE" selector **OFF**
- 21.- Access lighting **CHECKED**
- 22.- INT LIGHTS panel **OFF**

CHECK-LIST PROCEDURES

- 23.- EXT LIGHTS panel
 - All switches **OFF**
- 24.- Pilots "OXYGEN" switch **OFF**
- 25.- "PASSENGERS OXYGEN" switch **OFF**
- 26.- Emergency lighting **CHECKED**

CAUTION
BEFORE SELECTING SOURCE, CHECK :

- 27.- "IGNITION" switch **AUTO or OFF**
- 28.- "STARTER" switch **OFF**
- 29.- Landing gear control **DN**

- 30.- "SOURCE" selector **BAT or GPU**
- 31.- Voltage **CHECK**
 - BAT **24.5 Volts**
 - GPU **8 Volts**
- 32.- EXT LIGHTS panel
 - "LTS TEST" push button **PRESS**
(All instrument panel lamps **ON**
except on landing gear control panel)
 - "L.LDG / TAXI / R.LDG" switches **ON**
(3 green lamps **ON**)
 - "L.LDG / TAXI / R.LDG" switches **OFF**
 - "STROBE" **ON**
 - "NAV" **ON**

CHECK-LIST PROCEDURES

From outside the airplane, check operation of all lights and the stall warning horn

Reentering the airplane

- 33.- EXT LIGHTS panel _____ **ALL SWITCHES OFF**
- 34.- DE ICE SYSTEM panel
 - All switches _____ **OFF**
 - "ICE LIGHT" _____ **ON**
- 35.- "AVIONICS" MASTER switch _____ **START**
- 36.- CAS display _____ **CHECK**
- 37.- Left and right fuel quantities _____ **CHECK**
- 38.- EXT LIGHTS panel
 - "LTS TEST" push button _____ **PRESS**
(red and amber MASTER warnings ON)
- 39.- Flaps _____ **LDG**
- 40.- Landing gear panel _____ **Warning lights : 3 GREEN ON**
Test 1, then 2 : RED FLASHING
- 41.- DE ICE SYSTEM panel
 - "PITOT L HTR" switch _____ **ON**
WARNING CAS MESSAGE "PITOT HT L" _____ **OFF**
 - "PITOT R & STALL HTR" switch _____ **ON**
WARNING CAS MESSAGE "PITOT HT ON L--R" _____ **OFF**
WARNING CAS MESSAGE "STALL HEAT ON" _____ **OFF**
 - "PITOT L HTR" switch _____ **OFF**
 - "PITOT R & STALL HTR" switch _____ **OFF**

CHECK-LIST PROCEDURES

WARNING
DO NOT TOUCH PITOTS NOR STALL WARNING VANE.
THEY COULD BE HOT ENOUGH TO BURN SKIN

- 42.- "AVIONICS" MASTER switch ----- **OFF**
- 43.- "SOURCE" selector ----- **OFF**
- Cabin II*
- 1.- Cabin fire extinguisher ----- **CHECK**
(Pressure / Attachment)
- 2.- Seats / belts ----- **CHECK**
- 3.- Windows ----- **CHECK**
(General condition / No crack)
- 4.- Emergency exit ----- **CLOSED / LOCKED**
- Anti-theft safety ----- **REMOVE / STOW**
- 5.- Baggage compartment ----- **STRAPS IN PLACE**
- 6.- Partition net ----- **IN PLACE**
- 7.- Doors operation ----- **CHECK**
- 8.- Stairs condition ----- **CHECK**
(Condition / Play)

CHECK-LIST PROCEDURES

B - AIRPLANE OUTSIDE

L.H. wing

- | | |
|--|--|
| 1.- Flap | CHECK
(Condition / Play) |
| 2.- Aileron and trim / Spoiler | CHECK
(Condition / Free movement / Deflection) |
| 3.- Trailing edge static discharger | CHECK
(Condition / Attachment) |
| 4.- Wing tip / nav. lights /
Strobe / landing light | Condition -- CHECK |
| 5.- OAT probe | Condition -- CHECK |
| 6.- Fuel tank | CAP CLOSED / LOCKED |
| 7.- Fuel tank air vent | Unobstructed -- CHECK |
| 8.- Left pitot | Condition -- CHECK |
| 9.- Wing lower surface | CHECK
(No leak) |
| 10.- Wing deicer boots | CHECK
(Condition / Attachment) |
| 11.- Fuel tank drain (two on each wing) | DRAIN
(Fuel free of water and contamination) |
| 12.- L.H. main landing gear | |
| - Shock absorber / doors / tire / wheel well | CHECK |

CHECK-LIST PROCEDURES

Fuselage forward section

- | | |
|--|---|
| 1.- Forward compartment | |
| - Inside | CONTROLLED |
| - Door | CLOSED / LOCKED |
| 2.- GPU door | CLOSED |
| | (If not used) |
| 3.- Fuel circuit drain | DRAIN |
| | (Fuel free of water and contamination) |
| - Filter contamination indicator CHECK | |
| 4.- L.H. exhaust stub | CHECK |
| | (Condition / No crack) |
| 5.- Upper engine cowls | OPEN |
| For the first flight of the day : | |
| - Oil cap | CLOSED/LOCKED |
| - Engine oil level | CHECK |
| - Fuel pipes | CHECK |
| | (No leak, deterioration, wear) |
| 6.- Engine cowls | Condition -- CHECK |
| | CLOSED / LOCKED |
| 7.- Air inlets | |
| - Main | No crack - UNOBSTRUCTED |
| - Lateral / upper | UNOBSTRUCTED |
| 8.- Propeller and spinner | CHECK |
| | (No nicks, cracks or oil leaks / Attachment) |

CHECK-LIST PROCEDURES

- 9.- Nose gear
 - Landing light / shock absorber / doors / tire / wheel well ---- **CHECK**
- 10.- R.H. exhaust stub ----- **CHECK**
(Condition / No cracks)
- R.H. wing*
- 1.- Fuel tank drain (two on each wing) ----- **DRAIN**
(Fuel free of water
and contamination)
- 2.- Main landing gear
 - Shock absorber / doors / tire / wheel well ----- **CHECK**
- 3.- Wing deicer boots ----- **CHECK**
(Condition / Attachment)
- 4.- Stall warning ----- **CHECK**
(Condition / Deflection)
- 5.- Wing lower surface ----- **CHECK**
(No leaks)
- 6.- Fuel tank ----- **CAP CLOSED / LOCKED**
- 7.- Fuel tank air vent ----- **Unobstructed -- CHECK**
- 8.- Right pitot ----- **Condition -- CHECK**
- 9.- Wing tip / nav. light / strobe / landing light ----- **Condition -- CHECK**
- 10.- Trailing edge static discharger ----- **CHECK**
(Condition / Number
/ Attachment)

CHECK-LIST PROCEDURES

- | | |
|------------------------------|---|
| 11.- Aileron / spoiler | CHECK
(Condition / Free movement
/ Deflection) |
| 12.- Flap | CHECK
(Condition / Play) |
| 13.- Rear R.H. karman | |
| - Oxygen cylinder | OPEN |
| - Oxygen quantity | CHECKED |
| 14.- Oxygen pressure | CHECK |

Fuselage rear section / Empennages

- | | |
|--|--|
| 1.- ELT | OFF |
| - ELT door | CLOSED/LOCKED |
| 2.- Static pressure ports | CLEAN -- CHECK |
| 3.- Ventral fins | CHECK
(Condition / Attachments) |
| 4.- Inspection door under fuselage | CLOSED - CHECK
(Attachments) |
| 5.- Horizontal stabilizer deicer boots (R.H. side) | CHECK
(Condition / Attachments) |
| 6.- Elevator and trim | CHECK
(Condition / Deflection
free movement
/ Trim position) |
| 7.- Static dischargers | CHECK
(Condition) |
| 8.- Vertical stabilizer deicer boots | CHECK
(Condition / Attachments) |
| 9.- Rudder and trim | CHECK
(Condition / Trim position) |
| 10.- Static dischargers | CHECK
(Condition) |
| 11.- Tail cone | Condition - CHECK |
| 12.- Static pressure ports | Clean - CHECK |

CHECK-LIST PROCEDURES

PREFLIGHT INSPECTION

- | | |
|----------------------------------|---|
| 9.- Rudder and trim | CHECK
(Condition / Trim position) |
| 10.- Static dischargers | CHECK
(Condition) |
| 11.- Tail cone | Condition - CHECK |
| 12.- Static pressure ports | Clean - CHECK |

CHECK-LIST PROCEDURES

BEFORE STARTING ENGINE (1/3)

CAUTION
"BLEED" SWITCH SET TO "AUTO" MAY CAUSE
OVERTEMPERATURE OR ABNORMAL ACCELERATION
AT START

CAUTION
MAKE SURE THAT "MAN OVRD" CONTROL IS OFF TO AVOID
OVERTEMPERATURE RISKS AT START

- | | |
|--|---------------------------------|
| 1.- Preflight inspection | COMPLETED |
| 2.- Cabin access door | CLOSED / LOCKED |
| 3.- "Pilot" door (if installed) | CLOSED / LOCKED |
| 4.- Baggage | STOWED |
| 5.- Parking brake | SET |
| 6.- Weight and balance | COMPUTED / CHECKED |
| 7.- Pilot seat and R.H. front seat (if occupied) | |
| - Height adjustment | Maximum UP |
| - Fore and aft adjustment | ADJUST and CHECK LOCKING |
| - Height adjustment | ADJUST |

CAUTION
IT IS MANDATORY TO ADJUST SEAT IN FORE--AFT
MOVEMENT WHEN SEAT IS IN MAXIMUM HIGH
PERMISSIBLE POSITION, TO AVOID INTERFERENCE
BETWEEN SIDE UPHOLSTERY PANEL AND SEAT
HOUSING IN LOW AND INTERMEDIATE POSITIONS

CHECK-LIST PROCEDURES

BEFORE STARTING ENGINE (2/3)

- | | |
|--|--------------------|
| 8.- R.H and L.H. pedals..... | ADJUSTED |
| 9.- Belts and harnesses (Pilot and passengers)..... | FASTENED |
| 10.- "NORMAL/MASK" micro inverter..... | NORMAL |
| 11.- Landing gear control..... | DN |
| 12.- "AVIONICS" MASTER switch..... | START |
| 13.- RADIO VHF..... | ON -- ADJUSTED |
| 14.- "IGNITION" switch..... | AUTO or OFF |
| 15.- "STARTER" switch..... | OFF |
| 16.- "SOURCE" selector..... | BAT (or GPU) |
| 17.- Authorization for engine starting..... | ASKED |
| 18.- Pilots "OXYGEN" switch..... | ON |
| 19.- "PASSENGERS OXYGEN" switch..... | OFF |
| 20.- Copilot and pilot masks..... | Press push--button |
| <p style="text-align: center;">"PRESS TO TEST" : the blinker shall turn red momentarily,
 then turns transparent</p> | |
| 21.- Passengers briefing..... | AS REQUIRED |
| 22.- CAS display | |
| - Access door and (if installed) "pilot" door | |
| WARNING CAS MESSAGE "DOOR" OFF | |
| - Oxygen emergency system | |
| WARNING CAS MESSAGE "OXYGEN" OFF | |

CHECK-LIST PROCEDURES

BEFORE STARTING ENGINE (3/3)

23.- Fuel

- Quantity **CHECKED**
- Tank selector **L or R - CHECKED**
- "FUEL SEL" switch **AUTO**

WARNING CAS MESSAGE "AUTO SEL" OFF

- "SHIFT" push--button **PRESS**

The selector changes tank
On ground, observe a tank change
every minute and 15 seconds

24.- EXT LIGHTS panel

- "STROBE" **AS REQUIRED**

25.- In case of night flight

- INT LIGHTS panel : "INSTR" + "PANEL" **ADJUSTED**
- Navigation lights **ON**
- Flashlight (if necessary) **IN PLACE**

CHECK-LIST PROCEDURES

STARTING ENGINE USING AIRPLANE POWER (1/5)

CAUTION

BEFORE SELECTING SOURCE, CHECK :

- | | |
|--------------------------------|-------------|
| 1.- "IGNITION" switch | AUTO or OFF |
| 2.- "STARTER" switch | OFF |
| 3.- "INERT SEP" switch | OFF |
| 4.- Landing gear control | DN |

5.- ELECTRIC POWER panel

- | | |
|---------------------------|-------------------------|
| - "SOURCE" selector | BAT |
| - Voltage | CHECKED |
| | ² 24.5 Volts |

6.- Engine controls

- | | |
|----------------------------|---------------|
| - "MAN OVRD" control | OFF (Notched) |
|----------------------------|---------------|

CAUTION

WHEN THE ENGINE IS SHUTDOWN, THE POWER LEVER
MUST NOT BE MOVED BEHIND THE FLIGHT IDLE
POSITION

- | | |
|----------------------------------|--------------------|
| - Power lever | IDLE |
| | (Flight idle stop) |
| - Propeller governor lever | MAX RPM |
| - Condition lever | CUT OFF |

CHECK-LIST PROCEDURES

STARTING ENGINE USING AIRPLANE POWER (2/5)

7.- FlapsUP

WARNING

IT IS PROHIBITED TO SET FLAPS CONTROL LEVER TO
"850" POSITION ON GROUND AND FOR TAKEOFF

8.- FUEL panel

- "AUX BP" switchON

WARNING CAS MESSAGE "AUX BOOST PMP ON" ..ON

WARNING CAS MESSAGE "FUEL PRESS"OFF

9.- Propeller.....AREA CLEAR

10 -- ENGINE START panel

- "IGNITION" switchAUTO

- "STARTER" switchON

WARNING CAS MESSAGE "STARTER"ON

WARNING CAS MESSAGE "IGNITION"ON

Ng \simeq 13 %

- Condition leverLO / IDLE

Monitor increase of :

- ITT (max. ITT : $\pm 870^{\circ}\text{C}$ for 20 seconds max.
 $\pm 1000^{\circ}\text{C}$ for 5 seconds max.)

- Ng

- Oil pressure

WARNING CAS MESSAGE "OIL PRESS"OFF

CHECK-LIST PROCEDURES

STARTING ENGINE USING AIRPLANE POWER (3/5)

CAUTION

IF 10 SECONDS AFTER HAVING POSITIONED CONDITION LEVER
TO "LO / IDLE" THERE IS NO IGNITION OR IF DURING IGNITION
SEQUENCE, OVERTEMPERATURE INDICATION APPEARS
(MAX. ITT $\pm 870^{\circ}\text{C}$ FOR MORE THAN 20 SECONDS -- $\pm 1000^{\circ}\text{C}$
FOR MORE THAN 5 SECONDS),

INTERRUPT STARTING PROCEDURE :

Condition lever CUT OFF
"IGNITION" switch OFF (or AUTO)

Wait ITT $< 850^{\circ}\text{C}$, then :

"STARTER" switch OFF

BEFORE ANY RESTARTING ATTEMPT, CARRY OUT A MOTORING
CONTINUE WITH NORMAL PROCEDURE HEREAFTER

CAUTION

IF ENGINE IS SLOW TO START OR STAGNATES,
INTERRUPT STARTING PROCEDURE :

Condition lever CUT OFF
"IGNITION" switch OFF (or AUTO)
"STARTER" switch OFF

WAIT FOR 1 MINUTE, THEN TRY TO RESTART

CHECK-LIST PROCEDURES

STARTING ENGINE USING AIRPLANE POWER (4/5)

ENGINE START panel

- "IGNITION" switch **AUTO**
- "STARTER" switch **ON**

WARNING CAS MESSAGE "STARTER" ON

WARNING CAS MESSAGE "IGNITION" ON

Ng \simeq 13 %

- Condition lever	LO / IDLE
--------------------------	------------------

Monitor increase of :

- ITT (max. ITT : $\pm 870^{\circ}\text{C}$ for 20 seconds max.
 $\pm 1000^{\circ}\text{C}$ for 5 seconds max.)

- Ng
- Oil pressure

WARNING CAS MESSAGE "OIL PRESS" OFF

Ng \simeq 50 %

- "STARTER" switch **OFF**

WARNING CAS MESSAGE "STARTER" OFF

WARNING CAS MESSAGE "IGNITION" OFF

Engine instruments **CHECK Ng > 52 %**
(Oil pressure / ITT
= green sector)

NOTE :

*This behaviour should only be observed with outside low temperature
(OAT < 0°C), cold engine.*

This procedure may be used for the first starting of the day.

CONTINUE WITH NORMAL PROCEDURE HEREAFTER

CHECK-LIST PROCEDURES

STARTING ENGINE USING AIRPLANE POWER (5/5)

- 11.- Condition lever **HI / IDLE**
- 12.- Engine instruments **CHECK : Ng \simeq 69 % (\pm 2 %)**
(Oil pressure / Oil temperature
/ ITT = green sector)
- 13.- FUEL panel
- "AUX BP" switch **AUTO**
- WARNING CAS MESSAGE "AUX BOOST PMP ON" OFF**
- 14.- Generator
- WARNING CAS MESSAGE "MAIN GEN" OFF**
RESET if necessary
- Ammeter **CHARGE CHECKED**
- Voltmeter **VOLTAGE CHECKED**
(V \simeq 28 Volts)

CHECK-LIST PROCEDURES

STARTING ENGINE USING EXTERNAL POWER (GPU) (1/5)

1.- GPU CONNECTED

CAUTION

BEFORE SELECTING SOURCE, CHECK :

2.- "IGNITION" switch AUTO or OFF

3.- "STARTER" switch OFF

4.- "INERT SEP" switch OFF

5.- Landing gear control DN

6.- "SOURCE" selector GPU

WARNING CAS MESSAGE "GPU DOOR" ON

WARNING CAS MESSAGE "BAT OFF" ON

- Voltmeter VOLTAGE CHECKED
(V \simeq 28 Volts)

7.- Engine controls

- "MAN OVRD" control (Notched)

CAUTION

WHEN THE ENGINE IS SHUTDOWN, THE POWER LEVER
MUST NOT BE MOVED BEHIND THE FLIGHT IDLE
POSITION

- Power lever IDLE
(Flight idle stop)

- Propeller governor lever MAX RPM

- Condition lever CUT OFF

CHECK-LIST PROCEDURES

STARTING ENGINE USING EXTERNAL POWER (GPU) (2/5)

8.- Flaps UP

WARNING
IT IS PROHIBITED TO SET FLAPS CONTROL LEVER TO
“850” POSITION ON GROUND AND FOR TAKEOFF

9.- FUEL panel

- "AUX BP" switch ON

WARNING CAS MESSAGE “AUX BOOST PMP ON” .. ON

WARNING CAS MESSAGE “FUEL PRESS” OFF

- Fuel pressure indicator CHECK

10.- Propeller AREA CLEAR

11.- ENGINE START panel

- "IGNITION" switch AUTO

- "STARTER" switch ON

WARNING CAS MESSAGE “STARTER” ON

WARNING CAS MESSAGE “IGNITION” ON

Ng \simeq 13 %

- Condition lever LO / IDLE

Monitor increase of :

- ITT (max. ITT : $\pm 870^{\circ}\text{C}$ for 20 seconds max.
 $\pm 1000^{\circ}\text{C}$ for 5 seconds max.)

- Ng

- Oil pressure

WARNING CAS MESSAGE “OIL PRESS” OFF

CHECK-LIST PROCEDURES

STARTING ENGINE USING EXTERNAL POWER (GPU) (3/5)

CAUTION

IF 10 SECONDS AFTER HAVING POSITIONED CONDITION LEVER
TO "LO / IDLE" THERE IS NO IGNITION OR IF DURING IGNITION
SEQUENCE, OVERTEMPERATURE INDICATION APPEARS
(MAX. ITT $\pm 870^{\circ}\text{C}$ FOR MORE THAN 20 SECONDS - $\pm 1000^{\circ}\text{C}$
FOR MORE THAN 5 SECONDS),

INTERRUPT STARTING PROCEDURE :

Condition lever CUT OFF
"IGNITION" switch OFF (or AUTO)
Wait ITT $< 850^{\circ}\text{C}$, then :
"STARTER" switch OFF

**BEFORE ANY RESTARTING ATTEMPT, CARRY OUT A MOTORING
(Refer to paragraph "MOTORING")**

CONTINUE WITH NORMAL PROCEDURE HEREAFTER

CAUTION

IF ENGINE IS SLOW TO START OR STAGNATES,
INTERRUPT STARTING PROCEDURE :

Condition lever CUT OFF
"IGNITION" switch OFF (or AUTO)
"STARTER" switch OFF

**WAIT FOR 1 MINUTE (Refer to Chapter 2.4 "STARTER OPERATION
LIMITS"), THEN TRY TO RESTART**

CHECK-LIST PROCEDURES

STARTING ENGINE USING EXTERNAL POWER (GPU) (4/5)

ENGINE START panel

- "IGNITION" switch **AUTO**
- "STARTER" switch **ON**

WARNING CAS MESSAGE "STARTER" _ _ ON
WARNING CAS MESSAGE "IGNITION" _ _ ON

Ng \simeq 13 %

- | | |
|-------------------|------------------|
| - Condition lever | LO / IDLE |
|-------------------|------------------|

Monitor increase of :

- ITT (max. ITT : $\pm 870^{\circ}\text{C}$ for 20 seconds max.
 $\pm 1000^{\circ}\text{C}$ for 5 seconds max.)
- Ng
- Oil pressure

WARNING CAS MESSAGE "OIL PRESS" _ _ _ OFF

Ng \simeq 50 %

- "STARTER" switch **OFF**

WARNING CAS MESSAGE "STARTER" _ _ _ OFF
WARNING CAS MESSAGE "IGNITION" _ _ _ OFF

Engine instruments **CHECK Ng > 52 %**
(Oil pressure / ITT = green sector)

NOTE :

*This behaviour should only be observed with outside low temperature
(OAT < 0°C), cold engine.*

This procedure may be used for the first starting of the day.

CONTINUE WITH NORMAL PROCEDURE HEREAFTER

CHECK-LIST PROCEDURES

STARTING ENGINE USING EXTERNAL POWER (GPU) (5/5)

- 12.- "SOURCE" selectorBAT
WARNING CAS MESSAGE "BAT OFF"OFF
- 13.- Propeller governor leverFEATHER
- 14.- GPUHAVE IT DISCONNECTED
WARNING CAS MESSAGE "GPU DOOR"OFF
- 15.- Condition leverHI / IDLE
- 16.- Propeller governor leverMAX. RPM
- 17.- Engine instrumentsCHECK : Ng \simeq 69 % (\pm 2 %)
(Oil pressure / Oil temperature
/ ITT = green sector)
- 18.- FUEL panel
- "AUX BP" switchAUTO
- WARNING CAS MESSAGE "AUX BOOST PMP ON"** ..OFF
- 19.- Generator
- WARNING CAS MESSAGE "MAIN GEN"**OFF
RESET if necessary
- AmmeterCHARGE CHECKED
- VoltmeterVOLTAGE CHECKED
(V \simeq 28 Volts)

CHECK-LIST PROCEDURES

MOTORING (1/2)

CAUTION

AFTER ANY STARTING INTERRUPT PROCEDURE :

- WAIT FOR ENGINE TOTAL SHUT--DOWN
- WAIT AT LEAST 30 SECONDS BEFORE INITIATING A MOTORING

1.- Engine controls

- "MAN OVRD" control _____ **OFF (Notched)**

CAUTION

**WHEN THE ENGINE IS SHUTDOWN, THE POWER LEVER
MUST NOT BE MOVED BEHIND THE FLIGHT IDLE
POSITION**

- Power lever ----- **IDLE**
(Flight idle stop)
- Propeller governor lever ----- **MAX. RPM**
- Condition lever ----- **CUT OFF**

2.- Fuel

- Tank selector **L or R**
 - "AUX BP" switch **ON**

WARNING CAS MESSAGE “AUX BOOST PMP ON”_ _ON

WARNING CAS MESSAGE “FUEL PRESS” _____ OFF

CHECK-LIST PROCEDURES

MOTORING (2/2)

3.- "IGNITION" switch OFF

WARNING CAS MESSAGE "IGNITION" OFF

To clear fuel and vapor internally trapped :

4.- "STARTER" switch ON

during 15 sec maxi

WARNING CAS MESSAGE "STARTER" ON

To cool engine following shut-down in high temperature
environment :

4.- "STARTER" switch ON

during 30 sec

WARNING CAS MESSAGE "STARTER" ON

5.- "STARTER" switch OFF

WARNING CAS MESSAGE "STARTER" OFF

6.- FUEL panel

- "AUX BP" switch OFF

WARNING CAS MESSAGE "AUX BOOST PMP ON" OFF

WARNING CAS MESSAGE "FUEL PRESS" ON

CHECK-LIST PROCEDURES

MOTORIZING FOLLOWED BY AN ENGINE START (1/2)

Within starter operating limits (continuous max. 1 minute), it is possible to initiate a starting procedure from a motoring procedure.

1.- Engine controls

- "MAN OVRD" control _____ **OFF (Notched)**

CAUTION
WHEN THE ENGINE IS SHUTDOWN, THE POWER LEVER
MUST NOT BE MOVED BEHIND THE FLIGHT IDLE
POSITION

- Power lever _____ **IDLE**
(Flight idle stop)
- Propeller governor lever _____ **MAX. RPM**
- Condition lever _____ **CUT OFF**

2.- Fuel

- Tank selector _____ **L or R**
- "AUX BP" switch _____ **ON**

WARNING CAS MESSAGE "AUX BOOST PMP ON" ON
WARNING CAS MESSAGE "FUEL PRESS" _____ OFF

- 3.- "IGNITION" switch _____ **OFF**
- 4.- "STARTER" switch _____ **ON during 15 sec**

CHECK-LIST PROCEDURES

MOTORING FOLLOWED BY AN ENGINE START (2/2)

- 5.- After 15 seconds :
- "IGNITION" switch **AUTO**
 - Ng **Check at $\simeq 13 \%$**
 - Condition lever **LO / IDLE**
- 6.- Monitor increase of :
- ITT **(max. ITT : $\pm 870^{\circ}\text{C}$ for 20
seconds max.
 $\pm 1000^{\circ}\text{C}$ for 5 seconds max.)**
 - Ng
 - Oil pressure
 - WARNING MESSAGE "OIL PRESS" OFF**
- Ng $\simeq 50 \%$ stable
- "STARTER" switch **OFF**
 - WARNING CAS MESSAGE "STARTER" OFF**
 - WARNING CAS MESSAGE "IGNITION" OFF**
- 7.- Engine instruments **CHECK : Ng > 52 %**
(Oil pressure / ITT = green sector)
- 8.- Condition lever **HI / IDLE**
- 9.- Engine instruments **CHECK : Ng $\simeq 69 \%$ ($\pm 2 \%$)**
**(Oil pressure / Oil temperature
/ ITT = green sector)**
- 10.- FUEL panel
- "AUX BP" switch **AUTO**
 - WARNING CAS MESSAGE "AUX BOOST PMP ON" OFF**
- 11.- Generator
- WARNING CAS MESSAGE "MAIN GEN" OFF**
- RESET if necessary
- Ammeter **CHARGE CHECKED**
 - Voltmeter **VOLTAGE CHECKED**
(V $\simeq 28$ Volts)

CHECK-LIST PROCEDURES

AFTER STARTING ENGINE (1/2)

- 1.- "GENERATOR" selector
 - On "MAIN" ----- Voltage and current checked
 when current ≤ 50 amps :
 - on "ST--BY" ----- Voltage and current checked
(reset if necessary)
 - then again on "MAIN"
 - 2.- "AVIONICS" MASTER switch ----- ON
 - 3.- "AP TRIMS" MASTER switch ----- ON
 - 4.- Oxygen supply ----- Available for the planned flight
 - 5.- PFD 1, MFD and PFD 2
 - Brightness ----- ADJUST
If necessary
 - DISPLAY BACKUP button ----- CHECK
then return to NORMAL mode
- If ammeter < 100 A :*
- 6.- ECS panel
 - "BLEED" switch ----- AUTO
 - "AIR COND" switch ----- AUTO
 - "CABIN CTRL" selector ----- AS REQUIRED
 - "CABIN TEMP/°C" selectors ----- ADJUST
 - "AIR FLOW" distributor ----- AS REQUIRED
 - Cabin pressure control panel ----- Airfield altitude
 - 7.- Stand--by instruments ----- CHECKED
 - Suction gage ----- CHECKED
 - 8.- ADI/HSI on PFD1 / PFD2 ----- CHECKED
 - 9.- Altimeter setting ----- CHECKED

CHECK-LIST PROCEDURES

AFTER STARTING ENGINE (2/2)

- | | |
|---|--|
| 10.- VHF/VOR/GPS | ADJUSTED - TESTED |
| - Radar/Stormscope/TAS/TAWS/ | |
| Radio altimeter (if installed) | ADJUSTED - TESTED |
| 11.- MFD flight management | |
| - Weight computing | SET/CHECKED |
| - FOB synchro | SET |
| - FPL (if requested) | SET |
| 12.- AP / TRIMS | |
| - "AP TRIMS" MASTER operation | CHECK |
| - Pitch trim | UP / DN, then ADJUSTED |
| - Yaw trim | L / R, then ADJUSTED |
| - Roll trim | L / R, then ADJUSTED |
| 13.- DE ICE SYSTEM panel | |
| - "PROP DE ICE" switch | ON |
| | Check illumination of the green
light located above the switch |
| - "PROP DE ICE" switch | OFF |
| - "WINDSHIELD" switch | ON |
| | Check illumination of the green
lights located above the switch
(except if hot conditions) |
| - "WINDSHIELD" switch | OFF |
| | Increase power so as to get Ng ≥
80% to check AIRFRAME DE ICE |
| - "AIRFRAME DE ICE" switch | ON |
| | Visually check functioning of
deicer boots during 1 total cycle and
illumination of the two green lights
located above the switch |
| - "AIRFRAME DE ICE" switch | OFF |
| - "INERT SEP" switch | ON |
| WARNING CAS MESSAGE "INERT SEP ON" | ON |
| after 30 seconds | |

CHECK-LIST PROCEDURES

TAXIING

- 1.- "TAXI" light ON
- 2.- "INERT SEP" switch CHECKED ON

CHECK WARNING CAS MESSAGE "INERT SEP ON" ON

- 3.- Passenger briefing AS REQUIRED
- 4.- Parking brake RELEASED

WARNING CAS MESSAGE "PARK BRAKE" OFF

- 5.- L.H. and R.H. seats brakes CHECKED
- 6.- Nose wheel steering CHECKED
- 7.- Power lever AS REQUIRED

CAUTION
AVOID USING REVERSE DURING TAXIING

- 8 -- Flight instruments CHECK
- 9.- CAS display CHECK
- 10.- Cabin pressurization control panel . Cruise altitude + 1000 feet

CHECK-LIST PROCEDURES
BEFORE TAKEOFF (1/2)

- 1.- Parking brake _____ **SET**
WARNING CAS MESSAGE "PARK BRAKE" ON
 - 2.- Condition lever _____ **HI / IDLE**
[Ng : 69 % (± 2 %)]
 - 3.- Propeller governor lever _____ **FEATHER twice,**
then MAX. RPM
 - 4.- Flaps _____ **TO**
 - 5.- DE ICE SYSTEM panel
- "AIRFRAME DE ICE" switch _____ **As required**
- "PROP DE ICE" switch _____ **As required**
- If runway is in good condition, without icing conditions :
- "INERT SEP" switch _____ **OFF**
WARNING CAS MESSAGE "INERT SEP ON" OFF
- If there is standing water or other contamination on the runway :
- "INERT SEP" switch _____ **Leave ON**
WARNING CAS MESSAGE "INERT SEP ON" ON
 - "WINDSHIELD" switch _____ **As required**
 - "PITOT L HTR" switch _____ **ON**
 - "PITOT R & STALL HTR" switch _____ **ON**
- 6.- Flight controls _____ **DEFLECTIONS CHECKED**
 - 7.- Trims
- Pitch _____ **ADJUSTED**
- Yaw _____ **ADJUSTED**
- Roll _____ **ADJUSTED**

CHECK-LIST PROCEDURES

BEFORE TAKEOFF (2/2)

- | | |
|----------------------------------|-------------------|
| 8.- Pilot's / Passengers' belts | CHECK |
| - Passengers's table | REMOVED |
| 9.- "STROBE" switch | ON |
| 10.-CAS display | CHECK |
| | All messages OFF, |
| except "PARK BRAKE" | ON |
| and, if used "INERT SEP ON" | ON |
| 11.- Fuel | |
| - Gages : quantity, symmetry | CHECKED |
| - "FUEL SEL" switch | CHECK AUTO |
| - "AUX BP" fuel switch | CHECK AUTO |
| 12.- Flight instruments | CHECKED |
| - Altimeter setting | ADJUSTED/CHECKED |
| - "ALT SEL" | ADJUSTED/CHECKED |
| 13.- VHF/VOR/GPS/XPDR | ADJUSTED/CHECKED |
| - Radar/Stormscope/TAS/TAWS/ADF | |
| (if installed) | ADJUSTED/CHECKED |
| - Radio altimeter (if installed) | ADJUSTED/CHECKED |
| - Transponder code | ADJUSTED/CHECKED |
| 14.- Engine instruments | CHECK |
| 15.- Battery charge | < 50 Amperes |

CAUTION

DO NOT TAKE OFF IF BATTERY CHARGE > 50 Amperes

- | | |
|----------------------------------|----------|
| 16.- Parking brake | RELEASED |
| WARNING CAS MESSAGE "PARK BRAKE" | OFF |

CHECK-LIST PROCEDURES

TAKEOFF (1/2)

WHEN LINED UP

CAUTION

- IF HEAVY PRECIPITATION, TURN IGNITION AND INERT SEP ON.

- 1.- Horizon **CHECK altitude $\simeq + 2^\circ$**
- 2.- Heading - HSI - Stand-by compass **CHECK**
 - Altimeter setting **CHECK**
- 3.- Lights
 - "L.LDG / TAXI / R.LDG" **ON**
- 4.- Engine instruments **CHECK**
 (ITT = green sector)
- 5.- CAS display **CHECK**
 All messages OFF,
 except "INERT SEP ON" if used
 except "IGNITION" if used
- 6.- PROP O' SPEED GOVERNOR TEST
 - Increase power until propeller RPM reaches 1900 RPM
 - PROP O' SPEED TEST : Maintain engaged
 - Observe that propeller RPM decreases by 50 to 250 RPM
 - PROP O' SPEED TEST : Release
 - Check that propeller RPM increases by a minimum of 50 RPM
 when compared to minimum value during PROP O'SPEED test.

CHECK-LIST PROCEDURES

TAKEOFF (2/2)

- | | |
|--------------------------------|--|
| 7.- Brakes | RELEASED |
| 8.- Power lever | TRQ = 100 % |
| 9.- Takeoff | ROTATION |
| - Normal takeoff | ATTITUDE : 7°5 |
| - Short takeoff | |
| . Weight < 6579 lbs (2984 kg) | ATTITUDE : 15° |
| . Weight ≥ 6579 lbs (2984 kg) | ATTITUDE : 12°5 |
| 10.- Vertical speed indicator | POSITIVE |
| 11.- Brakes | APPLY
(Briefly) |
| 12.- Landing gear control | UP
At sequence end, check :
All warning lights OFF |
| 13.- Initial climb speed | Weight < 6579 lbs (2984 kg) : 110 KIAS
Weight ≥ 6579 lbs (2984 kg) : 115 KIAS |
| 14.- Flaps | UP
Only when flaps are confirmed UP : |
| 15.- Flap control | 850 |
| 16.- Power lever | TRQ = 121.4 % |
| 17.- Climb speed (recommended) | 130 KIAS |
| - Trims (Pitch, Roll and Yaw) | ADJUSTED |
| 18.- "YAW DAMPER" push-button | ON |
| 19.- Lights | |
| - "TAXI" | OFF |
| - "L.LDG / R.LDG" | AS REQUIRED |

CHECK--LIST PROCEDURES

CLIMB

1.- Power lever ADJUST

CAUTION
OBSERVE TRQ / Ng / Np / ITT / T°
AND OIL PRESSURE LIMITATIONS.

2.- Climb speed AS REQUIRED

3.- ECS panel

- Cabin pressure control panel Cruise altitude + 1000 feet
- Pressurization CHECK
- "CABIN TEMP/°C" selectors ADJUST

4.- Fuel tank gages CHECK / CORRECT
(Quantity / Symmetry)

5.- DE ICE SYSTEM As required

CAUTION
IF HEAVY PRECIPITATION, TURN IGNITION
AND INERT SEP ON

CHECK-LIST PROCEDURES

CRUISE

1.- Power leverADJUST

CAUTION
OBSERVE TRQ / Ng / Np / ITT / T°
AND OIL PRESSURE LIMITATIONS.

2.- PressurizationCHECK

3.- Fuel

- GagesCHECK

REGULARLY CHECK :

- consumption
- expected fuel at destination
- tank automatic change (every 10 minutes)
- symmetry [max. dissymmetry 15 us gal (57 Litres)]

4.- Cruise parameters / engine dataCHECK/RECORD

5.- DE ICE SYSTEMAs required

CAUTION
IF HEAVY PRECIPITATION, TURN IGNITION
AND INERT SEP ON

CHECK-LIST PROCEDURES

FLAP CONTROL TRANSITION FROM “UP” TO “850”	
1.- Flaps	CHECKED UP
2.- Propeller RPM	2000
3.- Power lever	TRQ \pm 100 %
4.- Flap control lever	From UP to 850
5.- Power lever	As required
	TRQ less than 121.4 %

FLAP CONTROL TRANSITION FROM “850” TO “UP”	
1.- Altitude	At or above 1500 ft AGL
2.- Propeller RPM	2000
3.- Power lever	TRQ \pm 100 %
4.- Flap control lever	From 850 to UP
5.- Power lever	As required
	TRQ less than 100 % (2000 RPM)

CHECK-LIST PROCEDURES

DESCENT

- 1.- Flaps **UP**
- 2.- Altimeter settings **COMPLETE**
- 3.- “ALT SEL” **SELECTED**
- 4.- ECS panel
 - Cabin pressure control panel **Airfield altitude**
- 5.- DE ICE SYSTEM **As required**

CAUTION
IF HEAVY PRECIPITATION, TURN IGNITION
AND INERT SEP ON

CAUTION
USE OF CONTROL REVERSE BETA (β) RANGE (BEHIND
THE FLIGHT IDLE POSITION) IS PROHIBITED DURING
FLIGHT

- 6.- Windshield misting protection system **As required**
- 7.- Fuel
 - Gages **CHECK**
(Quantity / Symmetry)
 - Fullest tank **SELECT**
- 8.- Passengers briefing **As required**
- 9.- Seats, belts and harnesses **LOCKED**
- 10.- Passengers's table **REMOVED**

CHECK-LIST PROCEDURES

BEFORE LANDING

Long final

- | | |
|--|--------------------------------|
| 1.- Altimeters | CHECK |
| 2.- Fuel | |
| - Gages | CHECK
(Quantity / Symmetry) |
| - Fullest tank | SELECT |
| 3.- "INERT SEP" switch (IAS ≤ 200 KIAS) | ON |
| 4.- Propeller lever | MAX RPM |
| 5 -- Landing gear control (IAS ≤ 178 KIAS) | DN |
| - Green indicator lights | ON |
| - Red warning light | OFF |
| 6.- Flaps (IAS ≤ 178 KIAS) | TO |
| 7.- Lights | |
| - "L.LDG / TAXI / R.LDG" | ON |

Short final

- | | |
|--|---|
| 8.- Autopilot | DISCONNECT |
| 9.- Flaps _____ (IAS ≤ 122 KIAS) _____ | LDG |
| 10.- Approach speed | |
| (Flaps LDG) | Weight < 6250 lbs (2835 kg) : 80 KIAS |
| | Weight ≥ 6250 lbs (2835 kg) : 85 KIAS |
| (Flaps LDG) | With AP engaged : _____ ≥ 85 KIAS |
| 11.- "YAW DAMPER" push-button _____ | OFF |

CHECK-LIST PROCEDURES

LANDING

1.- Power lever IDLE

After wheels touch

2.- Reverse As required

(Reverse may be applied as soon as the wheels touch the ground.)

To avoid ingestion of foreign objects, come out the reverse as speed reduces and use the brakes if necessary for further deceleration.

CAUTION
ON SNOWY OR DIRTY RUNWAY, IT IS BETTER NOT TO
USE REVERSE BELOW 40 KIAS

3.- Brakes As required

CHECK-LIST PROCEDURES

GO-AROUND

- 1.- GO AROUND push--button **PUSHED**
- 2.- Simultaneously
 - Power lever **TRQ = 100 %**
 - Attitude **7°5**
- 3.- Flaps **TO**

Weight below 6579 lbs (2984 kg)

If the vertical speed is positive and if IAS is at or above 85 KIAS :

- 4.- Landing gear control **UP**

All warning lights OFF

If IAS is at or above 110 KIAS :

- 5.- Flaps **UP**
- 6.- Climb speed **AS REQUIRED**

Weight above 6579 lbs (2984 kg)

If the vertical speed is positive and if IAS is at or above 90 KIAS :

- 7.- Landing gear control **UP**

All warning lights OFF

If IAS is at or above 115 KIAS :

- 8.- Flaps **UP**
- 9.- Climb speed **AS REQUIRED**
- 10.- Power **AS REQUIRED**

CHECK-LIST PROCEDURES

TOUCH AND GO

After wheels touch

- | | |
|-------------------------------------|---------------------|
| 1.- Flaps | TO |
| 2.- Elevator trim | Green sector |
| 3.- Power lever | Display TRQ = 100 % |
| 4.- Takeoff | ROTATION |
| - Normal takeoff | ATTITUDE : 7°5 |
| - Short takeoff | |
| . Weight < 6579 lbs (2984 kg) | ATTITUDE : 15° |
| . Weight ≥ 6579 lbs (2984 kg) | ATTITUDE : 12°5 |

CHECK-LIST PROCEDURES

AFTER LANDING

RUNWAY CLEAR -- AIRPLANE STOPPED

- 1.- DE ICE SYSTEM panel
 - "AIRFRAME DE ICE" switch **OFF**
 - "PROP DE ICE" switch **OFF**
 - "INERT SEP" switch **CHECKED ON**
 - "WINDSHIELD" switch **As required**
 - "PITOT L HTR" switch **OFF**
 - "PITOT R & STALL HTR" switch **OFF**
 - "BLEED" switch **As required**
- 2.- Radar (if installed) **CHECKED STANDBY**
- 3.- Transponder **CHECKED SBY**
- 4.- Flaps **UP**
- 5.- "STROBE" switch **OFF**
- 6.- Lights
 - "L.LDG / R.LDG" **OFF**
 - "TAXI" **ON**
- 7.- "OXYGEN" switch **OFF**

CHECK-LIST PROCEDURES

SHUT-DOWN (1/2)

- | | |
|---|---------------------------|
| 1.- Parking brake | SET |
| WARNING CAS MESSAGE "PARK BRAKE" | |
| | ON |
| 2.- Condition lever | CHECK HI /IDLE |
| 3.- Power lever | IDLE for 1 minute minimum |
| 4.- "TAXI" light | OFF |
| 5.- "AP TRIMS" MASTER switch | OFF |
| 6.- "AVIONICS" MASTER switch | START |
| 7.- ECS panel | |
| - "BLEED" switch | OFF |
| - Check for cabin depressurization | |
| - "AIR COND" switch | OFF |

CAUTION

IN CASE OF SHUT-DOWN ON A CONTAMINATED AREA:

- Condition lever	CUT OFF
- Propeller governor lever	FEATHER

- | | |
|-------------------------------------|------------------------|
| 8.- Propeller governor lever | FEATHER for 15 seconds |
| 9.- Condition lever | CUT OFF |
| 10.- "INERT SEP" switch | OFF |
| 11.- "AVIONICS" MASTER switch | OFF |
| 12.- EXT LIGHTS panel | |
| - All switches | OFF |

CHECK-LIST PROCEDURES

SHUT-DOWN (2/2)

- 13.- INT LIGHTS panel
 - All switches OFF
- 14.- Fuel
 - "AUX BP" switch OFF
 - "FUEL SEL" switch MAN
 - Tank selector OFF
- 15.- "GENERATOR" selector OFF
- 16.- "SOURCE" selector OFF
- 17.- CRASH lever PUSHED DOWN
- 18.- Parking brake As required

CAUTION

IN CASE OF HIGH OAT [ABOVE 35°C (95°F)], IT IS RECOMMENDED
TO PERFORM 30 SECONDS DRY MOTORING RUN AFTER
SHUT--DOWN TO IMPROVE COOLING OF THE BEARING CAVITIES AND
PREVENT OIL COKING (REFER TO PARAGRAPH "MOTORING")