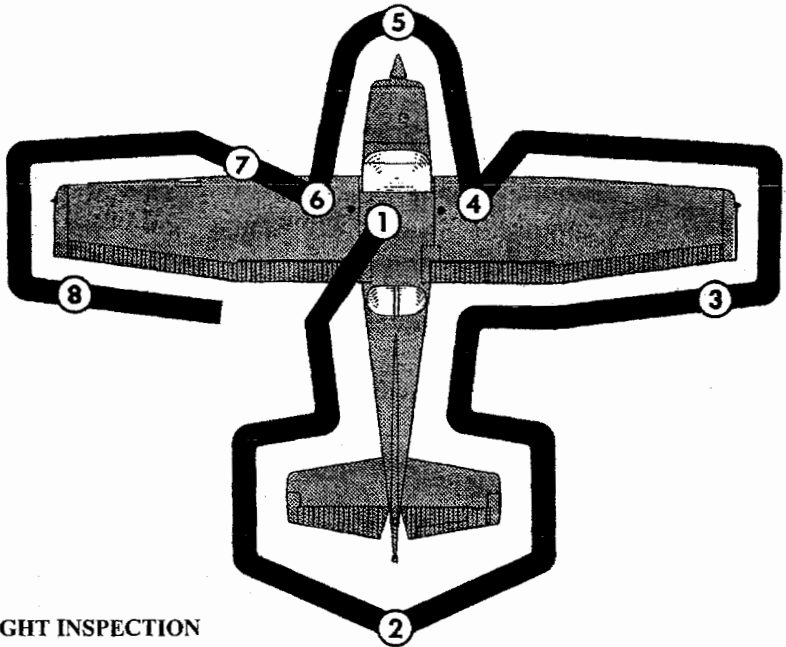


**CESSNA 172S NAV III SKYHAWK
CHECK LIST
NORMAL PROCEDURES**

AIRSPEED FOR SAFE OPERATION

| | <u>KNOTS</u> |
|---|---------------------|
| Never Exceed | 163 |
| Maximum Structural Cruising..... | 129 |
| Design Maneuvering | |
| 2550 lbs..... | 105 |
| 2200 lbs..... | 98 |
| 1900 lbs..... | 90 |
| Maximum Flap Extended | |
| 10° | 110 |
| 10° to full down | 85 |
| Maximum Window Open..... | 183 |
| Normal Climb out | 75-85 |
| Short Field, Flaps up 10° Speed at 50 Feet..... | 56 |
| Enroute Climb, Flaps Up | |
| Normal Sea Level..... | 75-85 |
| Normal 10,000 Feet..... | 70-80 |
| Best Rate of Climb | |
| Sea Level..... | 74 |
| 10,000 Feet..... | 72 |
| Best Angle of Climb | |
| Sea Level..... | 62 |
| 10,000 Feet..... | 61 |
| Balked Landing, Max. Power Flaps 20° | 60 |
| Max. Recommended Turbulent Air Penetration | |
| 2550 lbs..... | 105 |
| 2200 lbs..... | 98 |
| 1900 lbs..... | 90 |
| Max. Crosswind Velocity | |
| Takeoff/Landing..... | 15 |



PREFLIGHT INSPECTION

1. CABIN

1. Pitot Tube Cover – Remove
2. Pilot's Operating Handbook – ACCESSIBLE TO PILOT
3. Garmin G1000™ Cockpit Reference Guide – ACCESSIBLE TO PILOT
4. Airplane Weight and Balance – CHECKED
5. Parking Brake – SET
6. Control Wheel Lock – REMOVE
7. MAGNETOS Switch – OFF
8. AVIONICS Switch (BUS 1 and BUS 2) – OFF
9. MASTER Switch (ALT and BAT) – ON
10. Primary Flight Display (PFD) – CHECK ON
11. FUEL QTY (L and R) – CHECK
12. LOW FUEL L and LOW FUEL R Annunciators – CHECK
13. OIL PRESSURE Annunciator – CHECK
14. LOW VOLTS Annunciator – CHECK PFD
15. LOW VACUUM Annunciator – CHECK PFD
16. AVIONICS Switch (BUS 1) – ON
17. Forward Avionics Fan – CHECK
18. AVIONICS Switch (BUS 1) – OFF
19. AVIONICS Switch (BUS 2) – ON
20. Aft Avionics Fan – CHECK
21. AVIONICS Switch (BUS 2) – OFF
22. PITOT HEAT Switch – ON
23. PITOT HEAT Switch – OFF
24. MASTER Switch (ALT and BAT) – OFF
25. Elevator Trim Control – TAKEOFF position.
26. FUEL SELECTOR Valve – BOTH
27. ALT STATIC Valve – OFF
28. Fire Extinguisher – CHECK IN GREEN ARC

2. EMPENNAGE

1. Baggage Door - CHECK
2. Autopilot Static Source – CHECK
3. Rudder Gust Lock (if installed) – REMOVE
4. Tail Tie-Down – DISCONNECT
5. Control Surfaces – CHECK
6. Elevator Trim Tab – CHECK
7. Antennas – CHECK

3. RIGHT WING TRAILING EDGE

1. Flap – CHECK
2. Aileron – CHECK

4. RIGHT WING

1. Wing Tie-Down – DISCONNECT
2. Main Wheel Tire – CHECK
3. Fuel Tank Sump Quick Drain Valves – DRAIN
4. Fuel Quantity – CHECK VISUALLY
5. Fuel Filler Cap – SECURE and VENT CLEAR

5. NOSE

1. Fuel Strainer Quick Drain/Valve – DRAIN
2. Engine Oil – CHECK
3. Filler Cap – SECURE
4. Engine Cooling Air Inlets – CLEAR
5. Propeller and Spinner – CHECK
6. Air Filter – CHECK
7. Nose Wheel Strut and Tire – CHECK
8. Static Source Opening – CHECK

6. LEFT WING

1. Fuel Tank Vent Opening – CHECK
2. Stall Warning Opening – CHECK
3. Wing Tie-Down – DISCONNECT
4. Landing/Taxi Light(s) – CHECK

7. LEFT WING LEADING EDGE

1. Fuel Quantity – CHECK VISUALLY
2. Fuel Filler Cap – SECURE and VENT CHECKED
3. Fuel Tank Sump Quick Drain Valves – DRAIN
4. Main Wheel Tire – CHECK

8. LEFT WING TRIALING EDGE

1. Aileron – CHECK
2. Flap – CHECK

BEFORE STARTING ENGINE

1. Preflight Inspection – COMPLETE
2. Passenger Briefing – COMPLETE
3. Seats and Seat Belts – ADJUST and LOCK
4. Brakes – TEST and SET
5. Circuit Breakers – CHECK IN
6. Electrical Equipment – OFF
7. AVIONICS Switch (BUS 1 and Bus 2) – OFF
8. FUEL SELECTOR Valve – BOTH
9. FUEL SHUTOFF Valve – ON

STARTING ENGINE (With Battery)

1. Throttle Control – OPEN ¼ INCH.
2. Mixture Control – IDLE CUTOFF
3. Propeller Area – CLEAR
4. STBY BATT Switch – TEST
5. Engine Indicating System – CHECK
6. BUS E Volts – VERIFY 24 VOLTS minimum
7. M BUS Volts – VERIFY 1.5 Volts or less
8. BATT S Amps – VERIFY DISCHARGE (negative)
9. STBY BATT Annunciator – VERIFY ON
10. Master Switch (ALT and BAT) – ON
11. Throttle Control – FULL
12. FUEL PUMP Switch – ON
13. Mixture Control – SET to FULL RICH then IDLE cutoff
14. FUEL PUMP Switch – OFF
15. Throttle Control – OPEN ¼ INCH
16. Propeller Area – CLEAR
17. MAGNETOS Switch – START
18. Mixture Control – ADVANCE
19. Oil pressure – CHECK
20. AMPS (M BATT and BATT S) – CHECK Charge
21. LOW VOLTS Annunciator – CHECK
22. BEACON Light Switch – ON as required
23. NAV LIGHTS Switch – ON as required
24. AVIONICS Switch (BUS 1 and BUS 2) – ON

STARTING ENGINE (With External Power)

1. Throttle Control – OPEN ¼ INCH
2. Mixture Control – IDLE CUTOFF
3. STBY BATT Switch – TEST
4. Engine Indication System – CHECK
5. BUS E Volts – CHECK (Make sure 24 VOLTS minimum shown)
6. M BUS Volts – CHECK (Make sure 1.5 VOLTS or less shown)
7. BATT S Amps – CHECK (Make sure discharge shown (negative))
8. STBY BATT Annunciator – CHECK PFD (Make sure annunciator is shown)
9. AVIONICS Switch (BUS 1 and BUS 2) – OFF
10. MASTER Switch (ALT and BAT) – OFF
11. External Power – CONNECT
12. MASTER Switch (ALT and BAT) – ON
13. M BUS VOLTS – CHECK (Make sure that approximately 28 VOLTS is shown)

14. Throttle Control – FULL
15. FUEL PUMP Switch – ON
16. Mixture Control – SET to FULL RICH
17. FUEL PUMP Switch – OFF
18. Throttle Control – OPEN ¼ INCH
19. Propeller Area – CLEAR
20. MAGNETOS Switch – START
21. Mixture Control – ADVANCE
22. Oil Pressure – CHECK
23. Engine RPM – REDUCE to idle
24. External Power – DISCONNECT
25. Engine RPM – INCREASE (to approximately 1500 RPM for several minutes to charge battery)
26. AMPS (M BATT and S BATT) – CHECK charge (positive)
27. LOW VOLTS Annunciator – CHECK PFD
28. Internal Power – CHECK
 - a. MASTER Switch (ALT) – OFF
 - b. TAXI and LANDING Light Switches – ON
 - c. Engine RPM – REDUCE to idle.
 - d. MASTER Switch (ALT and BAT) – ON
 - e. Engine RPM – INCREASE (to approximately 1500 RPM)
 - f. Main Battery (M BATT) Ammeter – CHECK
 - g. LOW VOLTAGE Annunciator – CHECK PFD (Make sure annunciator is not shown)
29. BEACON Light Switch – ON as required
30. NAV Lights Switch – ON as required
31. AVIONICS Switch (BUS 1 and BUS 2) – ON

BEFORE TAKEOFF

1. Parking Brake – SET
2. Passenger Seat Backs – MOST UPRIGHT POSITION
3. Seats and Seat Belts – CHECK SECURE
4. Cabin Doors – CLOSED and LOCKED
5. Flight Controls – FREE
6. Flight Instruments (PFD) – CHECK (no red X's).
7. Altimeters:
 - a. PFD (BARO) – SET
 - b. Standby Altimeter – SET
 - c. KAP 140 Autopilot (BARO) - SET
8. G1000 ALT SEL – SET
9. KAP 140 Altitude Preselect – SET

NOTE

There is no connection between the G1000 ALT SEL feature and the KAP 140 autopilot preselect or altitude hold functions. G1000 and KAP 140 altitudes are set independently.

10. Standby Flight Instruments – CHECK
11. Fuel Quantity – CHECK
12. Mixture Control – RICH
13. FUEL SELECTOR Valve – SET BOTH

14. Elevator Trim – SET for takeoff
15. Manual Electric Trim (MET) System – TEST
 - a. LH Switch – PUSH FORWARD to DN position and hold
 - b. LH switch – CHECK PULL AFT to UP position and hold
 - c. RH Switch – CHECK PUSH FORWARD to DN Position and hold
 - d. RH Switch - CHECK PULL AFT to UP Position and hold
 - e. LH & RH Switch – CHECK
 - f. LH & RH Switch – CHECK
16. Throttle – 1800 RPM
 - a. MAGNETOS Switch – CHECK
 - b. VAC Indicator – CHECK
 - c. Engine Indicators – CHECK
 - d. Ammeters and Voltmeters - CHECK
17. Annunciators – CHECK PFD
18. Throttle Control – CHECK IDLE
19. Throttle Control Friction Lock – ADJUST
20. COM Frequency(s) – SET
21. NAV Frequency(s) – SET
22. FMS/GPS Flight Plan – AS DESIRED
23. XPDR – SET
24. CDI Softkey – SELECT NAV source
25. Autopilot – OFF
26. Wing Flaps – UP – 10° (10° preferred)
27. Cabin Windows – CLOSED and LOCKED
28. Anti-collision STROBE Lights Switch – ON
29. Brakes – RELEASE

TAKEOFF

NORMAL TAKEOFF

1. Wing Flaps – UP-10° (10° preferred)
2. Throttle Control – FULL
3. Mixture Control – FULL RICH
4. Elevator Control – LEFT NOSE WHEEL (at 55 KIAS)
5. Climb Speed – 70-80 KIAS
6. Wing Flaps – RETRACT

SHORT FIELD TAKEOFF

1. Wing Flaps – 10°
2. Brakes – APPLY
3. Throttle Control – FULL
4. Mixture Control – FULL RICH
5. Bakes – RELEASE
6. Elevator Control – SLIGHT TAIL LOW
7. Climb Speed – 56 KIAS (until all obstacles are cleared)
8. Wing Flaps – RETRACT airspeed more than 60 KIAS

ENROUTE CLIMB

1. Airspeed – 70-85 KIAS
2. Throttle Control – FULL
3. Mixture Control – FULL RICH

CRUISE

1. Power 2100 – 2700 RPM
2. Elevator Trim – ADJUST
3. Mixture Control – LEAN
4. FMS/GPS – REVIEW and BRIEF OBS/SUSP softkey operation for holding pattern procedure (IFR)

DESCENT

1. Power – AS DESIRED
2. Mixture – ADJUST
3. Altimeters
 - a. PFD (BARO) – SET
 - b. Standby Altimeter – SET
 - c. KAP 140 Autopilot (BARO) – SET
4. G1000 ALT Altitude Preselect – SET
5. KAP 140 Altitude Preselect – SET

NOTE

There is not connection between the G1000 ALT SEL feature and the KAP 140 autopilot altitude preselect or altitude hold functions. G1000 and KAP 140 altitudes are set independently.

6. CDI Softkey – SELECT NAV source
7. FMS/GPS – REVIEW and BRIEF OBS/SUSP softkey operation for holding pattern procedure (IFR)
8. FUEL SELECTOR Valve – BOTH
9. Wing Flaps – AS DESIRED

BEFORE LANDING

1. Pilot and Passenger Seat Backs – MOST UPRIGHT POSITION
2. Seat and Seat Belts – SECURED and LOCKED
3. FUEL SELECTOR Valve – BOTH
4. LANDING and TAXI Light Switches – ON
5. Autopilot – OFF

LANDING

NORMAL LANDING

1. Airspeed – 65-75 KIAS (flaps UP)
2. Wing Flaps – AS DESIRED
3. Airspeed – 60-70 KIAS (flaps FULL)
4. Elevator Trim Control – ADJUST
5. Mixture Control – FULL RICH
6. Touchdown – MAIN WHEELS FIRST
7. Landing Roll – LOWER NOSE WHEEL GENTLY
8. Braking – MINIMUM REQUIRED

SHORT FIELD LANDING

1. Airspeed – 65-75 KIAS (flaps UP)
2. Wing Flaps – FULL
3. Airspeed – 61 KIAS (until flare)
4. Elevator Trim Control – ADJUST
5. Mixture Control – FULL RICH
6. Power – REDUCE to idle after clearing obstacle
7. Touchdown – MAIN WHEELS FIRST
8. Brakes – APPLY HEAVILY
9. Wing Flaps – UP

BALKED LANDING

1. Throttle Control – FULL
2. Wing Flaps – RETRACT TO 20°
3. Climb Speed – 60 KIAS
4. Wing Flaps – 10° (until obstacles are cleared), then UP (after reaching a safe altitude and 65 KIAS).

AFTER LANDING

1. Wing Flaps – UP

SECURING AIRPLANE

1. Parking Brake – SET
2. throttle Control – IDLE
3. Electrical Equipment – OFF
4. AVIONICS Switch (BUS 1 and BUS 2) – OFF
5. Mixture Control – IDLE CUTOFF
6. MAGNETOS Switch – OFF
7. MASTER Switch (ALT and BAT) – OFF
8. STBY BATT Switch – OFF
9. Control Lock – INSTALL
10. FUEL SELECTOR Valve – LEFT or RIGHT

EMERGENCY PROCEDURES

EMERGENCY AIRSPEEDS

KNOTS

| | |
|---|----|
| Engine Failure After Take-off | |
| Flaps Up | 70 |
| Flaps 10° to full | 65 |
| Maximum Glide | 68 |
| Precautionary Landing With Engine Power | 65 |
| Landing With out Engine Power | |
| Flaps Up | 70 |
| Flaps 10° | 65 |

NOTE: Items *ITALICIZED* and marked with a **|** are Memory Items

ENGINE FAILURE BEFORE TAKEOFF

1. *Throttle Control – RETARD*
2. Brakes – APPLY
3. Wing Flaps – RETRACT
4. Mixture Control – IDLE CUT-OFF
5. MAGNETOS Switch – OFF
6. STBY BATT Switch – OFF
7. MASTER Switch (ALT and BAT) – OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. *Airspeed – 70 KIAS Flaps UP*
65 KIAS Flaps 10° - FULL
2. Mixture Control – IDLE CUTOFF
3. FUEL SHUTOFF Valve – OFF
4. MAGNETOS Switch – OFF
5. *Wing Flaps – AS REQUIRED (FULL recommended)*
6. STBY BATT Switch – OFF
7. MASTER Switch (ALT and BAT) – OFF
8. Cabin Door – UNLATCH
9. Land – STRAIGHT AHEAD

ENGINE FAILURE DURING FLIGHT (Restart Procedures)

1. *Airspeed – 68 KIAS (best glide speed)*
2. FUEL SHUTOFF VALVE – ON
3. FUEL SELECTOR VALVE – BOTH
4. FUEL PUMP Switch – ON
5. Mixture Control – RICH (if restart has not occurred)
6. MAGNETOS Switch – BOTH (or START if propeller stopped)
7. FUEL PUMP Switch – OFF

EMERGENCY LANDING WITHOUT ENGINE POWER

1. Passenger Sear Backs – UPRIGHT
2. *Seat and Seal Belts – SECURE*
3. *Airspeeds – 70 KIAS – Flaps UP*
65 KIAS – Flaps 10° - FULL

4. Mixture Control – IDLE CUT OFF
5. FUEL SHUTOFF Valve – OFF
6. MAGNETOS Switch – OFF
7. Wing Flaps – AS REQUIRED (FULL recommended)
8. STBY BATT Switch – OFF
9. MASTER Switch (ALT and BAT) – OFF (when landing is assured)
10. Doors – UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown – SLIGHTLY TAIL LOW
12. Brakes – APPLY HARD

PRECAUTIONARY LANDING WITH ENGINE POWER

1. Passenger Seat Backs – MOST UPRIGHT POSITION
2. Seats and Seat Belts – SECURE
3. Airspeed – 65 KIAS
4. Wing Flaps – 20°
5. Selected Field – FLY OVER
6. Wing Flaps – FULL (final approach)
7. Airspeed – 65 KIAS
8. STBY BATT Switch – OFF
9. MASTER Switch (ALT and BAT) – OFF
10. Doors – UNLATCH PRIOR TO TOUCHDOWN
11. Touchdown – SLIGHTLY TAIL LOW
12. Mixture Control – IDLE CUT OFF
13. MAGNETOS Switch – OFF
14. Brakes APPLY HARD

DITCHING

1. Radio – TRANSMIT MAYDAY ON 121.5 MHz, giving location and intentions and SQUAWK 7700.
2. Heavy Objects (in baggage area) – SECURE OR JETTISON
3. Passenger Seat Backs – MOST UPRIGHT POSITION
4. Seats and Seat Belts – SECURE
5. Wing Flaps – 20° - FULL
6. Power – ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS

NOTE

*If not power is available, approach at 70 KIAS
with Flaps UP or at 65 KIAS with Flaps 10°*

7. Approach – High Winds, Heavy Seas – INTO THE WIND
Light Winds, Heavy Swells – PARALLEL TO SWELLS
8. Cabin Doors – UNLATCH
9. Touchdown – LEVEL ATTITUDE AT ESTABLISHED RATE OF DESCENT
10. Face – CUSHION
11. ELT – ACTIVATE
12. Airplane – EVACUATE
13. Life Vests and Raft – INFLATE CLEAR OF AIRPLANE

FIRE DURING START

1. MAGNETOS Switch – START (continue cranking to start the engine).

If engine starts:

2. Power – 1800 RPM for a few minutes
3. Engine – SHUTDOWN and inspect for damage

If engine fails to start:

2. *Throttle Control – FULL OPEN*
3. *Mixture Control – IDLE CUT OFF*
4. *MAGNETOS Switch – START (continue cranking)*
5. *FUEL SHUTOFF Valve – OFF (pull full out)*
6. *Fuel Pumps Switch – OFF*
7. *MAGNETOS Switch – OFF*
8. *STBY BATT Switch – OFF*
9. *MASTER Switch (ALT and BAT) – OFF*
10. Engine – SECURE
11. Parking Brake – RELEASE
12. Aircraft – EVACUATE

ENGINE FIRE IN FLIGHT

1. Mixture Control – IDLE CUT OFF
2. FUEL SHUTOFF Valve – OFF
3. FUEL PUMP Switch – OFF
4. *STBY BATT Switch – OFF*
5. *MASTER Switch – (ALT and BAT) – OFF*
6. *Cabin Heat and Air – OFF (except overhead vents)*
7. *Airspeed – 100 KIAS*
8. *Forced Landing – EXECUTE LANDING WITHOUT ENGINE POWER*

ELECTRICAL FIRE IN FLIGHT

1. *STBY BATT Switch – OFF*
2. *MASTER Switch (ALT and BAT) – OFF*
3. *Vents/Cabin Air/Heat – CLOSED*
4. *Fire Extinguisher – ACTIVATE (if available)*
5. AVIONICS Switch (BUS 1 and BUS 2) – OFF
6. All Other Switches (except MAGNETOS switch) – OFF
7. *Vents/Cabin Air/Heat – OPEN*
8. Circuit Breakers – CHECK for OPEN circuit(s), do not reset.
9. MASTER Switch (ALT and BAT) – ON
10. AVIONICS Switch (BUS 1) – ON
11. AVIONICS Switch (BUS 2) – ON

CABIN FIRE

1. *STBY BATT Switch – OFF*
2. *MASTER Switch (ALT and BAT) – OFF*
3. *Vents/Cabin Air/Heat – CLOSED*
4. *Fire Extinguisher – ACTIVATE*
5. Vents/Cabin Air/Heat – OPEN

WING FIRE

1. *LAND and TAXI Light Switches – OFF*
2. *NAV Light Switch – OFF*
3. *PITOT HEAT Switch – OFF*
4. *PITOT HEAT Switch – OFF*

STATIC SOURCE BLOCKAGE

(ERRONEOUS INSTRUMENT READING SUSPECTED)

1. *ALT STATIC AIR Valve – PULL ON*
2. Vents – CLOSED
3. Airspeed – CHECK

EXCESSIVE FUEL VAPOR

FUEL FLOW STABILIZATION PROCEDURES

1. FUEL PUMP Switch – ON
2. Mixture – ADJUST
3. Fuel Selector Valve – SELECT OPPOSITE TANK if vapor symptoms continue
4. FUEL PUMP Switch – OFF after fuel flow has stabilized

LANDING WITH FLAT MAIN TIRE

1. Approach – NORMAL
2. Wing Flaps – FULL
3. Touchdown – GOOD MAIN TIRE FIRST
4. Directional Control – MAINTAIN

LANDING WITH A FLAT NOSE TIRE

1. Approach – NORMAL
2. *Wing Flaps – AS REQUIRED*
85 to 110 KIAS – Flaps Up – 10°
Below 85 KIAS – Flaps 10° – FULL
3. *Touchdown – ON MAINS*
4. Elevator – FULL UP

ELECTRICAL POWER SUPPLY SYSTEM

M BUS VOLTS MORE THAN 32 OR M BAT AMPS MORE THAN 40

1. MASTER Switch (ALT Only) – OFF
2. *Electrical Load – REDUCE*
 - a. *AVIONICS Switch (BUS 1) – OFF*
 - b. *PITOT HEAT – OFF*
 - c. *BEACON Light – OFF*
 - d. *LAND Light – OFF*
 - e. *TAXI Light – OFF*
 - f. *NAV Lights – OFF*
 - g. *STROBE Lights – OFF*
 - h. *CABIN PWR 12V – OFF*
 - i. COM1 and NAV1 – TUNE TO ACTIVE FREQUENCY
 - j. COM1 MIC and NAV1 – SELECT (COM2 MIC and NAV2 will be inoperative once AVIONICS BUS 2 is selected to OFF).

NOTE

When AVIONICS BUS 2 is set to OFF, the following items will not operate:

| | |
|--------------------|----------------------|
| KAP 140 | GMA 1347 Audio Panel |
| COMM 2 | NAV 2 |
| GTX 33 Transponder | GDU 1040 MFD |

- k. AVIONICS Switch (BUS 2) – OFF (KEEP ON if in clouds)

LOW VOLTS ANNUNCIATOR COMES ON BELOW 1000 RPM

1. Throttle Control – 1000 RPM
2. Low Voltage Annunciator (LOW VOLTS) – CHECK OFF

LOW VOLTS ANNUNCIATOR COMES ON OR DOES NOT GO OFF AT HIGHER RPM

1. MASTER Switch (ALT Only) – OFF
2. Alternator Circuit Breakers (ALT FIELD) – CHECK IN
3. MASTER Switch (ALT and BAT) – ON
4. Low Voltage Annunciator (LOW VOLTS) – CHECK OFF
5. M BUS VOLTS – CHECK 27.5 V minimum
6. M BAT AMPS – CHECK CHARGING (+)

IF LOW VOLTS ANNUNCIATOR REMAINS ON

7. MASTER Switch (ALT Only) – OFF

NOTE

The Main Battery supplies electrical power to the MAIN and Essential Buses until M BUS VOLTS decreases below 20 volts. When M BUS VOLTS falls below 20 volts, the Standby Battery System will automatically supply electrical power to the Essential Bus for at least 30 minutes.

8. Electrical Load – REDUCE IMMEDIATELY as follows:
 - a. AVIONICS Switch (BUS 1) – OFF
 - b. PITOT HEAT – OFF
 - c. BEACON Light – OFF
 - d. LAND Light – OFF (use as required for landing)
 - e. TAXI Light – OFF
 - f. NAV Lights – OFF
 - g. STROBE Lights – OFF
 - h. CABIN PWR 12V – OFF
 - i. COM1 and NAV1 – TUNE TO ACTIVE FREQUENCY
 - j. COM1 MIC and NAV1 – SELECT (COM2 MIC and NAV 2 will be inoperative once AVIONICS BUS2 is selected to OFF).

NOTE

When AVIONICS BUS 2 is set to OFF, the following items will not operate:

| | |
|--------------------|----------------------|
| KAP 140 Autopilot | GMA 1347 Audio Panel |
| COMM 2 | NAV 2 |
| GTX 33 Transponder | GDU 1040 MFD |

- k. AVIONICS Switch (BUS 2) – OFF (KEEP ON if in clouds)

AIR DATA SYSTEM FAILURE

RED X – PFD AIRSPEED INDICATOR

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

ATTITUDE AND HEADING REFERENCE SYSTEM (AHRS) FAILURE

RED X – PFD ATTITUDE INDICATOR

1. ADC/AHRS Circuit Breakers – CHECK IN (ESS BUS and AVN BUS1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Attitude Indicator – USE for attitude information.

RED X – HORIZONTAL SITUATION INDICATOR (HIS)

1. DC/AHRS Circuit Breakers – CHECK IN (ESS BUS and AVN BUS1). If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Non-Stabilized Magnetic Compass – USE for heading information

DISPLAY COOLING ADVISORY

PFD1 COOLING OR MFD1 COOLING ANNUNCIATOR(S)

1. Cabin Heat (CABIN HT) – REDUCE (minimum preferred)
2. Forward Avionics Fan – CHECK (feel for airflow from screen on glareshield)

IF FORWARD AVIONICS FAN HAS FAILED

3. STBY BATT Switch – OFF (unless needed for emergency power)

IF PFD1 COOLING OR MFD1 COOLING ANNUNCIATOR DOES NOT GO OFF WITHIN 3 MINUTES OR IF BOTH PFD1 COOLING AND MFD1 COOLING ANNUNCIATORS COME ON

3. STBY BATT Switch – OFF

VACUUM SYSTEM FAILURE

LOW VACUUM ANNUNCIATOR COMES ON

CAUTION

VACUUM POINTER IS OUT OF THE GREEN ARC DURING FLIGHT OR THE GYRO FLAG IS SHOWN ON THE STANDBY ATTITUDE INDICATOR, THE STANDBY ATTITUDE INDICATOR MUST NOT BE USED FOR ATTITUDE INFORMATION

1. Vacuum Indicator (VAC) – CHECK EIS SYSTEM