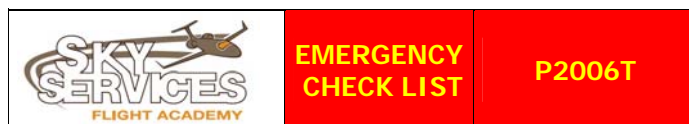

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**BOTH GENERATOR FAILURE**

In event of both LH and RH GENERATOR caution lights turned ON, apply following procedure

1	FIELD LH & RH	BOTH OFF
2	FIELD LH & RH	BOTH ON

If both L and R GENERATOR cautions stay displayed

3	FIELD LH & RH	BOTH OFF
4	CROSS BUS LH and RH	BOTH OFF
5	LAND AS SOON AS PRACTICAL	

**NOTE** The battery can supply electrical power for at least 25 minutes

**SINGLE GENERATOR FAILURE**

In event of LH or RH GENERATOR caution lights turned ON, apply following procedure

1	FIELD LH or RH	OFF
2	FIELD LH or RH	ON

If L or R GENERATOR cautions stay displayed

3	FIELD LH or RH	BOTH OFF
4	CROSS BUS LH or RH	OFF

If L or R GENERATOR cautions persist displayed

4	CROSS BUS LH or RH	OFF
---	--------------------	-----

**NOTE** The battery and a single generator are able to supply the electrical power necessary for the entire mission, but redundancy is lost.

**BOTH GENERATORS OVERVOLTAGE**

In event of both LH and RH OVERVOLT warning lights turned ON, apply following procedure

1	FIELD LH & RH	BOTH OFF
2	FIELD LH & RH	BOTH ON

if LH (or RH) OVERVOLT warning stays displayed

3	FIELD LH or RH	BOTH OFF
---	----------------	----------

if both LH & RH OVERVOLT warning stay displayed

4	CROSS BUS LH & RH	BOTH OFF
5	FIELD LH & RH	BOTH OFF
6	FIELD LH & RH	BOTH ON

If LH (or RH) OVERVOLT warning stays displayed

7	FIELD LH or RH	OFF
8	CROSS BUS LH or RH	ON

If both LH and RH OVERVOLT warning stay displayed

9	FIELD LH & RH	BOTH OFF
10	CROSS BUS LH & RH	BOTH OFF
11	LAND AS SOON AS PRACTICAL	

**NOTE** The battery can supply electrical power for at least 25 minutes

**SINGLE GENERATOR OVERVOLTAGE**

In event of both LH or RH OVERVOLT warning lights turned ON, apply following procedure

1	FIELD LH or RH	OFF
2	FIELD LH or RH	ON

if LH (or RH) OVERVOLT warning stays displayed

3	FIELD LH or RH	OFF
---	----------------	-----

**NOTE** The battery and a single generator are able to supply the electrical power necessary for the entire mission, but redundancy is lost.

**FAILED DOOR CLOSURE**

When a door is open and/or unlocked, related MAIN or REAR DOOR ALERT warning light is turned ON. In this case, apply following procedure:

**ON THE GROUND**

1	AFFECTED DOOR	VERIFY CORRECTLY CLOSED
2	IF DOOR IS OPEN	RELEVANT ENGINE SHUT DOWN DOOR CLOSE & CHECK
3	IF DOOR IS CLOSED	LOCKING DEVICE CHECK
4	IF DOWN IN UNLOCKED POSITION	ABORT MISSION.

**IN FLIGHT**

5	AFFECTED DOOR & LOCKING DEVICE	VERIFY CLOSED AND LOCKED
6	IF DOOR IS OPEN OR LOCKING DEVICE IS UNLOCKED	2 PASSENGERS AND CREW SEAT BELTS FASTEN AND TIGHTEN
7	LAND AS SOON AS POSSIBLE	

**PITOT HEATING SYSTEM FAILURE**

When the Pitot Heating system is activated, the green PITOT HEAT advisory light is turned ON; if the amber PITOT HEAT caution light turns OFF, then the Pitot Heating system is functioning properly. Anytime the amber PITOT HEAT caution light is ON at the same time the green PITOT HEAT light is ON, then the Pitot Heating system is not functioning properly.

In this case apply following procedure:

1	PITOT HEAT	OFF
2	PITOT HEATING CIRCUIT BREAKER	CHECK IN
3	PITOT HEAT SWITCH	ON
4	PITOT HEAT CAUTION LIGHT	CHECK

If the amber light stays ON, avoid visible moisture and OATs below 10 deg C.

**COOLANT LIQUID LOW LEVEL**

When the engine coolant liquid level goes under the lower limit, the related LH or RH LOW COOLANT is turned ON. This condition may lead to a high CHT.

When the warning light is turned ON, apply following procedure:

1	AFFECTED ENGINE	CHECK CHT
If CHT is above 135°C		
2	AFFECTED ENGINE	REDUCE POWER TO THE MINIMUM PRACTICAL
3	Land as soon as possible applying one engine inoperative landing procedure.	

If CHT continues to rise and engine shows roughness or power loss

4	AFFECTED ENGINE	SECURE
5	LAND AS SOON AS POSSIBLE APPLYING ONE ENGINE INOPERATIVE LANDING PROCEDURE.	

**GEAR PUMP FAILURE**

The GEAR PUMP ON caution light is turned ON when the landing gear hydraulic pump is electrically supplied.

After the landing gear retraction, if the red TRANS light is turned OFF and the GEAR PUMP ON caution stays turned ON, this could be the effect of an electrical failure.

If TRANS light is OFF

1	CONTINUE MISSION MONITORING THE CAUTION LIGHT
---	---

If TRANS light is ON

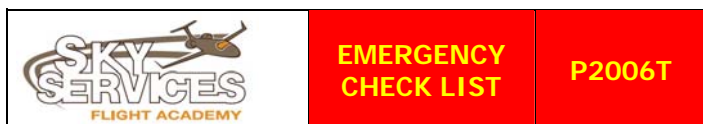
2	LANDING GEAR IS NOT LOCKED IN UP POSITION
---	---

**NOTE:** The electrical gear pump, continuously supplied, causes a current absorption which does not affect the mission, unless this failure is coupled with the overall electrical failure. In this case the residual battery endurance may be consistently lower than 30 minutes.

**ENGINE SECURING**

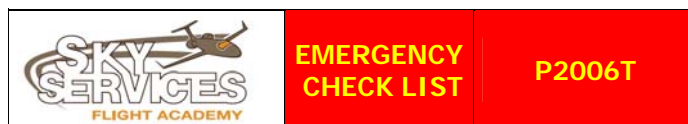
Following procedure is applicable to shut-down the engine in flight:

1	THROTTLE LEVER	IDLE
2	IGNITION KEY	BOTH OFF
3	PROPELLER LEVER	FEATHER
4	FUEL SELECTOR	OFF
5	ELECTRICAL FUEL PUMP	OFF

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### PROPELLER OVERSPEEDING

The aircraft is fitted with propeller/governor set by MT-Propeller such a way that the maximum propeller rpm exceedance is prevented. In case of propeller overspeeding in flight, apply following procedure:

1	THROTTLE LEVER	REDUCE POWER TO MINIMUM PRACTICAL
2	PROPELLER LEVER	REDUCE AS PRACTICAL (NOT IN FEATHERING)
3	RPM INDICATOR	CHECK

If it is not possible to decrease propeller rpm, apply engine securing procedure and land as soon as possible applying one engine inoperative landing procedure

<b>CAUTION</b>	Maximum propeller rpm exceedance may cause the engine components damage. Propeller and engine shall be inspected in accordance with related Operators Manuals.
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### CHT LIMITS EXCEEDANCE

If CHT exceeds limits apply following procedure:

1	AFFECTED ENGINE	CHECK CHT
If CHT is above 135°C		
2	LAND AS SOON AS PRACTICAL	

If CHT continues to rise and engine shows roughness or power loss

3	AFFECTED ENGINE	SECURE
4	LAND AS SOON AS POSSIBLE APPLYING ONE ENGINE INOPERATIVE LANDING PROCEDURE.	

### OIL TEMPERATURE LIMIT EXCEEDANCE

If oil temperature exceeds maximum limit (130°C), apply following procedure:

1	OIL PRESS	CHECK
If oil pressure is within limits		
2	AFFECTED ENGINE	REDUCE POWER SETTING TO THE MINIMUM APPLICABLE
3	AFFECTED ENGINE	KEEP PROPELLER SPEED HIGHER THAN 2000 RPM

If oil pressure does not decrease

4	AIRSPEED	INCREASE
---	----------	----------

Note: If oil temperature does not come back within limits, the thermostatic valve, regulating the oil flow to the heat exchangers, could be damaged or an oil leakage can be present in the oil supply line.

5	LAND AS SOON AS PRACTICAL KEEPING THE AFFECTED ENGINE TO THE MINIMUM NECESSARY POWER	
6	OIL PRESS and CHT	MONITOR

If engine roughness or vibrations or erratic behaviour is detected:

7	AFFECTED ENGINE	SECURE
8	LAND AS SOON AS POSSIBLE APPLYING ONE ENGINE INOPERATIVE LANDING PROCEDURE	

<b>WARNING</b>	EXCESSIVE OIL PRESSURE DROP LEADS TO A HIGH PITCH PROPELLER CONFIGURATION WITH CONSEQUENT PROPELLER FEATHERING AND ENGINE STOPPING.
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### STATIC PORT FAILURE

In case of static ports failure, the alternate static port in the cabin (shown below) must be activated.

In this case apply following procedure:

1	CABIN VENTILATION	OFF (HOT AND COLD AIR)
2	ALTN. STATIC PORT VALVE	OPEN
3	CONTINUE THE MISSION	

### OIL PRESSURE LIMIT EXCEEDANCE

If oil pressure exceeds its lower or upper limit (0.8 – 7 bar), apply following procedure:

<b>WARNING</b>	EXCESSIVE OIL PRESSURE DROP LEADS TO A HIGH PITCH PROPELLER CONFIGURATION WITH CONSEQUENT PROPELLER FEATHERING AND ENGINESTOPPING.
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1	OIL PRESS	CHECK
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If oil pressure exceeds upper limit (7 bar)

2	THROTTLE LEVER	FIRST REDUCE AFFECTED ENGINE POWER BY 10%
3	PROPELLER LEVER	KEEP LOW RPM
4	OIL PRESS	CHECK (VERIFY IF CAME BACK WITHIN THE LIMITS)
5	LAND AS SOON AS PRACTICAL	

If oil pressure is under the lower limit (0.8 bar)

6	LAND AS SOON AS PRACTICAL	
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If oil pressure is continuously decreasing

7	AFFECTED ENGINE	SECURE
8	LAND AS SOON AS POSSIBLE APPLYING ONE ENGINE INOPERATIVE LANDING PROCEDURE	

### LOW FUEL PRESSURE

If the fuel pressure indicator falls below the 2.2 psi (0.15 bar), apply following procedure:

1	FUEL PRESS	CHECK
2	FUEL QUANTITY	CHECK
3	FUEL CONSUMPTION	MONITOR

If a fuel leakage is deemed likely

4	LAND AS SOON AS POSSIBLE	
---	--------------------------	--

If a fuel leakage can be excluded:

4	ELECTRICAL FUEL PUMP	ON
4	FEED THE AFFECTED ENGINE BY MEANS OF OPPOSITE SIDE FUEL TANK	

If pressure does not come back within the limits

4	LAND AS SOON AS PRACTICAL	
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### ELECTRICAL SYSTEM TOTAL FAILURE

In case of electrical system overall failure, apply following procedure:

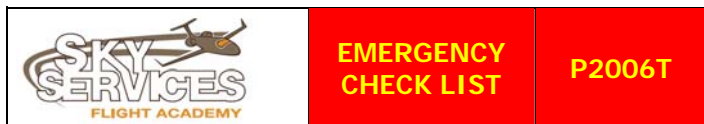
1	EMERGENCY LIGHT	ON
2	STBY ATT. IND. SWITCH	ON
3	MASTER SWITCH	OFF
4	FIELD LH & RH BOTH	OFF
5	MASTER SWITCH	ON
6	FIELD LH & RH	BOTH ON

If failure persists

7	LAND AS SOON AS POSSIBLE APPLYING EMERGENCY LANDING GEAR EXTENSION PROCEDURE	
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<b>WARNING</b>	AN ELECTRICAL SYSTEM OVERALL FAILURE PREVENTS FLAPS OPERATION: LANDING DISTANCE WITHOUT FLAPS INCREASES OF ABOUT 25%.
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<b>CAUTION</b>	A fully charged battery can supply electrical power for at least 30 minutes.
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Edizione 23/04/2015



**UNINTENTIONALLY FLIGHT INTO ICING CONDITIONS**

1	<b>CARBURETTOR HEATING</b>	<b>BOTH ON</b>
2	<b>PITOT HEAT</b>	<b>BOTH ON</b>
3	Immediately fly away from icing conditions (changing altitude and direction of flight, out of clouds, visible moisture, precipitations)	
3	<b>FLIGHT CONTROLS</b>	Continue to move to keep clear from ice build up
4	<b>PROPELLER SPEED</b>	<b>INCREASE RPM TO PREVENT ICE BUILD UP ON THE BLADES</b>
<b>WARNING</b> IF ICE BUILD-UP IN CORRESPONDENCE OF WING LEADING EDGES, STALL SPEED INCREASES. ICE BUILD-UP ON WING, TAIL FIN OR FLIGHT CONTROL SURFACES UNEXPECTED SUDDEN ROLL AND/OR PITCH TENDENCIES CAN BE EXPERIENCED AND MAY LEAD TO UNUSUAL ATTITUDE AND LOSS OF AIRCRAFT CONTROL. DO NOT USE AUTOPILOT WHEN ICING FORMATION IS SUSPECTED OR DETECTED.		

**CARBURATTOR ICING**

**DURING TAKEOFF**  
The carburettor icing in "full throttle" mode is unlikely. And take off in known or suspected icing formation is forbidden. Therefore, and in order to dispose of full engine take off power, the takeoff must be performed with carburettor heating OFF.

**IN FLIGHT**  
Carburettor icing is considered probable when external air temperature is below 15° C and visible air moisture (clouds, mist, haze or fog) or atmospheric precipitation are present. As a general rule an OAT-to-dew point temperature spread lower than 10°C and OAT less than 15°C with visibility lower than 5 km is a positive indication of likely icing formation condition. Should an inadvertent flight into known or forecast icing condition happen carburetor heating should be selected "ON" as soon as possible: the greater the advance carburettors are warmed the better the chances not to form ice and avoid engine power loss or reduction. Keep Carb Heating "ON" until engine power is restored and area of possible icing condition is exited.

**CAUTION** Carburettor Heating selected to "ON" will cause engine RPM reduction of about 100 RPM causing a sensible available engine power decrease.

**FLAPS FAILURE**

**During takeoff**

**CAUTION** Flap UP take off, requires a T/O distance (50 ft height obstacle distance) increased by about 20%..

1	<b>AIRSPEED</b>	<b>BELOW 93 KIAS</b>
2	<b>LAND AS SOON AS PRACTICAL</b>	

**During approach and landing**

**CAUTION** If the flaps control fails, consider the higher stall speed (see Section 5, Para. 6, "Stall Speed") and an increased landing distance of about 25%.

1	<b>APPROACH SPEED</b>	<b>KEEP OVER 75 KIAS</b>
2	<b>LAND AS SOON AS PRACTICAL ON A RUNWAY OF APPROPRIATE LENGTH</b>	

**INFLIGHT ENGINE RESTART**

**WARNING** After a mechanical engine seizure, fire or a major propeller damage engine restart is not recommended.

1	<b>CARBURETTOR HEAT - IF REQUIRED</b>	<b>ON</b>
2	<b>ELECTRICAL FUEL PUMP</b>	<b>ON</b>
3	<b>FUEL QUANTITY INDICATOR</b>	<b>CHECK</b>
4	<b>FUEL SELECTOR</b>	<b>CHECK CROSSFEED IF REQUIRED</b>
5	<b>FIELD</b>	<b>OFF</b>
6	<b>IGNITION</b>	<b>BOTH ON</b>
7	<b>THROTTLE LEVER OPERATING ENGINE</b>	<b>SET AS PRACTICAL</b>
8	<b>STOPPED ENGINE THROTTLE LEVER</b>	<b>IDLE</b>
9	<b>STOPPED ENGINE PROPELLER LEVER</b>	<b>FULL FORWARD</b>
10	<b>START PUSH-BUTTON</b>	<b>PUSH</b>
11	<b>PROPELLER LEVER</b>	<b>SET AT DESIRED RPM</b>
12	<b>FIELD ON</b>	<b>SET AS PRACTICAL</b>
13	<b>ENGINE THROTTLE LEVERS</b>	<b>SET AS REQUIRED</b>

**CAUTION** After engine restart, if practical, moderate propeller rpm and throttle increase to allow OIL and CHT temperatures for stabilizing in the green arcs.

**NOTE:** If the fuel quantity in the tank which feeds the stopped engine is low, select the opposite side fuel tank by means of the fuel selector.

In case of unsuccessful engine restart:

14	<b>AFFECTED ENGINE</b>	<b>SECURE</b>
15	<b>LAND AS SOON AS POSSIBLE APPLYING ONE ENGINE INOPERATIVE LANDING PROCEDURE</b>	

**ENGINE FAILURE DURING TAKE OFF RUN**

**BEFORE ROTATION : ABORT TAKEOFF**

1	<b>THROTTLE</b>	<b>BOTH IDLE</b>
2	<b>RUDDER</b>	<b>MAINTAIN HEADING</b>
3	<b>BRAKES</b>	<b>APPLY AS NEEDED</b>

**WHEN SAFELY STOPPED:**

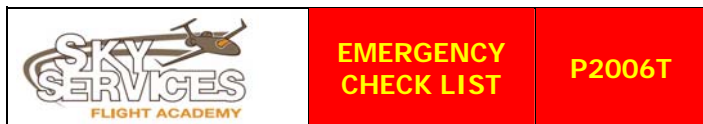
5	<b>FAILED ENGINE IGNITION</b>	<b>BOTH OFF</b>
6	<b>FAILED ENGINE FIELD</b>	<b>OFF</b>
7	<b>FAILED ENGINE ELECTRIC FUEL PUMP</b>	<b>OFF</b>

**IF THE DECISION IS TAKEN TO CONTINUE THE TAKEOFF**

**WARNING** A TAKE-OFF ABORT SHOULD ALWAYS BE PREFERRED IF A SAFE STOP CAN BE PERFORMED ON GROUND. A SUGGESTED "GO-NO-GO" CRITERIA IS: ABORT TAKE-OFF UNTIL LG IS STILL DOWN AND LOCKED. ONCE AIRBORNE ACCELERATE TO BLUE LINE SPEED (VYSE) BEFORE COMMANDING LG RETRACTION. TAKE-OFF PLANNING SHOULD TAKE INTO ACCOUNT THAT HIGH DENSITY ALTITUDE AND AIRCRAFT MASS MAY RESULT IN OEI NEGATIVE CLIMB RATE. VYSE WITH FLAP UP SHALL BE FLOWN IN ORDER TO ACHIEVE BEST POSSIBLE RATE OF CLIMB AFTER LANDING GEAR RETRACTION AND ENGINE FEATHERING.

1	<b>OP.ENGINE THROTTLE LEVER</b>	<b>FULL POWER</b>
2	<b>OP. ENGINE PROPELLER LEVER</b>	<b>FULL FORWARD</b>
3	<b>RUDDER AND AILERONS</b>	<b>MAINTAIN HEADING USING RUDDER &amp; AILERONS</b>
4	<b>ATTITUDE</b>	<b>KEEP OVER 62 KIAS</b>
5	<b>INOP.ENGINE PROPELLER LEVER</b>	<b>FEATHER</b>
6	<b>LANDING GEAR CONTROL LEVER</b>	<b>UP</b>
7	<b>AIRSPEED</b>	<b>VXSE /VYSE</b>
8	<b>FLAPS</b>	<b>0°</b>

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Edizione 23/04/2015

CONTINUE FROM PREVIOUS PAGE

**"ENGINE FAILURE DURING TAKE OFF RUN"**

At safe altitude

<b>9</b>	<b>INOP.ENGINE</b>	<b>CONFIRM &amp; SECURE</b>
<b>10</b>	<b>OPE. ENGINE .FUEL PUMP</b>	<b>CHECK ON</b>
<b>11</b>	<b>OP. ENGINE INSTRUMENTS</b>	<b>CHECK</b>
<b>12</b>	<b>OP. ENGINE FUEL SELECTOR</b>	<b>CHECK CORRECT FEEDING (CROSSFEED IF NEEDED)</b>
<b>13</b>	<b>LAND AS SOON AS POSSIBLE</b>	

If engine restart is unsuccessful or it is not recommended:

<b>14</b>	<b>ONE ENGINE INOPERATIVE LANDING PROCEDURE APPLY</b>	
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<b>WARNING</b>	<b>FOLLOWING A MECHANICAL ENGINE SEIZURE, FIRE OR A MAJOR PROPELLER DAMAGE ENGINE RESTART IS NOT RECOMMENDED.</b>
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**ENGINE FAILURE DURING CLIMB**

<b>1</b>	<b>AUTOPILOT</b>	<b>OFF</b>
<b>2</b>	<b>RUDDER &amp; AILERON</b>	<b>MAINTAIN HEADING</b>
<b>3</b>	<b>ATTITUDE</b>	<b>KEEP OVER 62 KIAS</b>
<b>4</b>	<b>OP.ENGINE THROTTLE LEVER</b>	<b>FULL THROTTLE</b>
<b>5</b>	<b>OP.ENGINE PROPELLER LEVER</b>	<b>FULL FORWARD</b>
<b>6</b>	<b>OP.ENGINE ELEC. FUEL PUMP</b>	<b>CHECK ON</b>
<b>7</b>	<b>INOP. ENGINE PROPELLER LEVER</b>	<b>FEATHER</b>
<b>8</b>	<b>INOP. ENGINE</b>	<b>CONFIRM &amp; SECURE</b>
<b>9</b>	<b>LAND AS SOON AS POSSIBLE</b>	

If engine restart is unsuccessful or it is not recommended:

<b>10</b>	<b>ONE ENGINE INOPERATIVE LANDING PROCEDURE APPLY</b>	
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<b>WARNING</b>	<b>FOLLOWING A MECHANICAL ENGINE SEIZURE, FIRE OR A MAJOR PROPELLER DAMAGE ENGINE RESTART IS NOT RECOMMENDED.</b>
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<b>WARNING</b>	<b>CONTINUATION OF FLIGHT TO A SAFE LANDING RUNWAY MUST BE PLANNED TAKING INTO ACCOUNT MAXIMUM OPERATING CEILING IN OEI CONDITION. REFER TO SECTION 5 "ONE-ENGINE RATE OF CLIMB".</b>
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**ENGINE FAILURE IN FLIGHT**

<b>1</b>	<b>AUTOPILOT</b>	<b>OFF</b>
<b>2</b>	<b>RUDDER &amp; AILERON</b>	<b>MAINTAIN HEADING</b>
<b>3</b>	<b>ATTITUDE</b>	<b>KEEP OVER 62 KIAS</b>
<b>4</b>	<b>OP.ENGINE INSTRUMENT</b>	<b>MONITOR</b>
<b>5</b>	<b>OP.ENGINE ELEC. FUEL PUMP</b>	<b>CHECK ON</b>
<b>6</b>	<b>OP. ENGINE FUEL SEL.</b>	<b>CHECK CORRECT FEEDING (CROSSFEED IF NEEDED)</b>
<b>7</b>	<b>LAND AS SOON AS POSSIBLE</b>	

If engine restart is unsuccessful or it is not recommended:

<b>8</b>	<b>ONE ENGINE INOPERATIVE LANDING PROCEDURE APPLY</b>	
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<b>WARNING</b>	<b>FOLLOWING A MECHANICAL ENGINE SEIZURE, FIRE OR A MAJOR PROPELLER DAMAGE ENGINE RESTART IS NOT RECOMMENDED.</b>
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<b>WARNING</b>	<b>CONTINUATION OF FLIGHT TO A SAFE LANDING RUNWAY MUST BE PLANNED TAKING INTO ACCOUNT MAXIMUM OPERATING CEILING IN OEI CONDITION. REFER TO SECTION 5 "ONE-ENGINE RATE OF CLIMB".</b>
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**ONE ENGINE INOPERATIVE LANDING**

<b>WARNING</b>	<b>THOROUGHLY EVALUATE RESIDUAL SINGLE ENGINE GO-AROUND CAPABILITIES AND EXPECTED CLIMB GRADIENT SHOULD A MISSED APPROACH / BALKED LANDING BE EXECUTED. REFER TO SECTION 5, PARA. SINGLE ENGINE GO AROUND/BALKED LANDING/CLIMB AND PARA. - ONE-ENGINE RATE OF CLIMB AT VYSE ANDVXSE</b>
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<b>WARNING</b>	<b>AUTOPILOT MUST BE KEPT OFF</b>
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<b>1</b>	<b>SEAT BELTS</b>	<b>TIGHTLY FASTENED</b>
<b>2</b>	<b>LANDING LIGHTS</b>	<b>AS REQUIRED</b>
<b>3</b>	<b>OP. ENGINE FUEL SELECTOR</b>	<b>CHECK CORRECT FEEDING/CROSSFEED IF NEEDED</b>
<b>4</b>	<b>INOP. ENGINE PROP. LEVER</b>	<b>CHECK FEATHER</b>
<b>5</b>	<b>INOP. ENGINE</b>	<b>CHECK SECURED</b>
<b>6</b>	<b>OP. ENGINE ELEC. FUEL PUMP</b>	<b>ON</b>

When on final leg:

<b>7</b>	<b>FLAP</b>	<b>T/O</b>
<b>8</b>	<b>LANDING GEAR</b>	<b>SELECT DOWN AND CHECK THREE GREEN LIGHTS ON</b>
<b>9</b>	<b>APPROACH AIRSPEED</b>	<b>VYSE</b>
<b>10</b>	<b>TOUCHDOWN SPEED</b>	<b>70 KIAS</b>

**EMERGENCY LANDING GEAR EXTENSION**

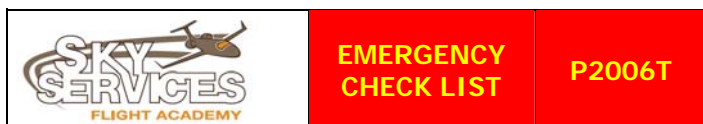
**NOTE:** The failed landing gear extension is identified by means of the green lights which do not illuminate: relevant gear leg may not be fully extended and/or locked. Light operating status can be verified by pressing the LDG push-to-test button. Additionally, the red light TRANS indicates that one or more legs are moving and the PUMP ON amber light on the annunciator panel indicates the hydraulic gear pump is operating.

<b>1</b>	<b>AIRSPEED</b>	<b>BELOW 93 KIAS</b>
<b>2</b>	<b>LANDING GEAR CONTROL LEVER</b>	<b>DOWN</b>
<b>3</b>	<b>EMERG. GEAR EXT. ACCESS DOOR</b>	<b>REMOVE</b>
<b>4</b>	<b>RH CONTROL LEVER</b>	<b>ROTATE 90° CCW</b>
<b>5</b>	<b>WAIT AT LEAST 20 SECONDS</b>	

**NOTE:** Main Landing Gear legs green lights may be turned on, thus indicating effective main gear legs blocked in down position by mere effect of gravity force.

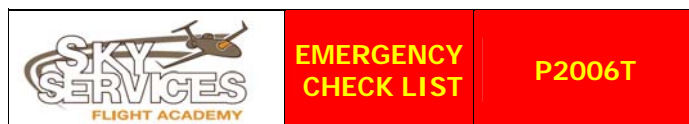
<b>6</b>	<b>LH CONTROL LEVER</b>	<b>ROTATE 180° CCW</b>
<b>7</b>	<b>LAND AS SOON AS PRACTICAL</b>	

**NOTE:** The emergency landing gear extension operation takes about 20 sec.

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**COMPLETE GEAR UP OR NOSE GEAR UP LANDING**

<b>CAUTION</b>	<i>The following procedure applies if Nose Landing Gear is not extended and locked even after emergency extension procedure.</i>
<b>WARNING</b>	<b>A NOSE LANDING GEAR UP LEG NOT DOWN AND LOCKED MIGHT LEAD TO A HAZARDOUS SITUATION, ESPECIALLY ON UNEVEN RUNWAYS.</b>
<b>WARNING</b>	<b>IF LANDING GEAR POSITION IS NOT KNOWN, PERFORM A TOWER FLY-BY AT SAFE SPEED AND ALTITUDE TO HAVE CONFIRMATION ABOUT ITS SITUATION.</b> <b>IF POSSIBLE COORDINATE FIRE BRIGADE INTERVENTION ALONG RUNWAY AND REPORT NUMBER OF PERSONS ON BOARD AND REMAINING FUEL TYPE AND QUANTITY.</b>

If a complete Landing Gear up or a Nose Landing Gear up position is reported:

**Preparation**

<b>1</b>	<b>CREW &amp; PASS. SAFETY BELTS</b>	<b>TIGHTLY FASTENED</b>
<b>2</b>	<b>LANDING GEAR CONTROL LEVER</b>	<b>UP</b>
<b>3</b>	<b>GREEN LIGHTS AND TRANS LIGHT</b>	<b>CHECK OFF</b>
<b>4</b>	<b>FLAP SETTING</b>	<b>PLAN APPROACH WITH FLAP LAND</b>

**Before ground contact:**

<b>5</b>	<b>IGNITIONS</b>	<b>ALL OFF</b>
<b>6</b>	<b>LH &amp; RH FUEL SELECTOR</b>	<b>BOTH OFF</b>
<b>7</b>	<b>LH &amp; RH ELEC. FUEL PUMP</b>	<b>BOTH OFF</b>

**On touch down:**

<b>8</b>	<b>LANDING ATTITUDE</b>	<b>SLIGHT NOSE-UP AND WINGS LEVELLED</b>
<b>9</b>	<b>TOUCHDOWN SPEED</b>	<b>AS LOW AS 50 KIAS WITH FLAP</b>
<b>10</b>	<b>AIRCRAFT NOSE</b>	<b>GENTLY LOWER AS SPEED BLEEDS OFF</b>

**After aircraft stops:**

<b>11</b>	<b>FIELD LH &amp; RH</b>	<b>BOTH OFF</b>
<b>12</b>	<b>MASTER SWITCH</b>	<b>OFF</b>

**CAUTION** Master switch to OFF impairs radio communication and outside aircraft lighting.

**12** AIRCRAFT EVACUATION PERFORM

**WARNING** CONSIDER USE OF DITCHING EMERGENCY EXIT TO ESCAPE IN CASE PILOT OR PASSENGER DOORS ARE BLOCKED, WATCH FOR ENGINE HOT PARTS, FUEL, HYDRAULIC FLUID OR OIL SPILLS. LEAVE AIRCRAFT IN UPWIND DIRECTION.

**FAILED RETRACTION**

<b>1</b>	<b>AIRSPEED 2. LANDING</b>	<b>BELOW 93 KIAS</b>
<b>2</b>	<b>GEAR CONTROL LEVER</b>	<b>DOWN</b>

**WARNING** A LANDING GEAR LEVER RECYCLE (FURTHER RETRACTION ATTEMPT) MAY RESULT IN A FINAL PARTIAL LANDING GEAR EXTENSION, WHICH MAY THEN COMPROMISE SAFE LANDING AIRCRAFT CAPABILITY.

<b>3</b>	<b>LANDING GEAR LIGHTS</b>	<b>CHECK</b>
<b>4</b>	<b>EMERG. LG EXT. PROCEDURE</b>	<b>APPLY IF NEEDED</b>
<b>5</b>	<b>LAND AS SOON AS PRACTICAL</b>	

**PARTIAL MAIN LANDING GEAR EXTENSION**

<b>CAUTION</b>	<i>The following procedure applies if one or both Main Landing Gear legs are not completely extended and locked even after emergency extension procedure.</i>
<b>WARNING</b>	<b>A PARTIAL GEAR LANDING (RH AND/OR LH LEG NOT DOWN AND LOCKED) MIGHT TURN INTO A HAZARDOUS SITUATION, ESPECIALLY ON UNEVEN RUNWAYS.</b> <b>IF POSSIBLE TRY TO OBTAIN A SYMMETRIC GEAR EXTENSION (E.G. BY TRYING FURTHER LANDING GEAR RETRACTION) IN ORDER TO AVOID SWERVING AFTER TOUCHDOWN.</b> <b>A GEAR UP LANDING IS GENERALLY CONSIDERED SAFER.</b>
<b>WARNING</b>	<b>IF LANDING GEAR POSITION IS NOT KNOWN, PERFORM A TOWER FLY-BY AT SAFE SPEED AND ALTITUDE TO HAVE CONFIRMATION ABOUT ITS SITUATION.</b> <b>IF POSSIBLE COORDINATE FIRE BRIGADE INTERVENTION ALONG RUNWAY AND REPORT NUMBER OF PERSONS ON BOARD AND REMAINING FUEL TYPE AND QUANTITY.</b>

**Preparation**

<b>1</b>	<b>CREW &amp; PASS. SAFETY BELTS</b>	<b>TIGHTLY FASTENED</b>
<b>2</b>	<b>LANDING GEAR CONTROL LEVER</b>	<b>UP</b>
<b>3</b>	<b>GREEN LIGHTS AND TRANS LIGHT</b>	<b>CHECK OFF</b>
<b>4</b>	<b>FLAP SETTING</b>	<b>PLAN APPROACH WITH FLAP LAND</b>

If partially extended landing gear is confirmed

**Before ground contact:**

<b>5</b>	<b>IGNITIONS</b>	<b>ALL OFF</b>
<b>6</b>	<b>LH &amp; RH FUEL SELECTOR</b>	<b>BOTH OFF</b>
<b>7</b>	<b>LH &amp; RH ELEC. FUEL PUMP</b>	<b>BOTH OFF</b>

**On touch down:**

<b>8</b>	<b>ALIGN FOR APPROACH ON THE RUNWAY CENTRELINE</b>
<b>9</b>	<b>TOUCHDOWN SPEED AS LOW AS 50 KIAS</b>
<b>10</b>	<b>TOUCHDOWN ON THE EXTENDED GEAR ONLY</b>
<b>11</b>	<b>HEADING &amp; DIRECTION MAINTAIN APPLYING APPROPRIATE AILERON &amp; RUDDER/STEERING CONTROL</b>
<b>12</b>	<b>RETRACTED LEG KEEP OFF THE GROUND AS LONG AS POSSIBLE</b>

**After aircraft stops:**

<b>13</b>	<b>FIELD LH &amp; RH</b>	<b>ALL OFF</b>
<b>14</b>	<b>MASTER SWITCH</b>	<b>OFF</b>

**CAUTION** Master switch to OFF impairs radio communication and outside aircraft lighting.

**13** AIRCRAFT EVACUATION PERFORM

**WARNING** CONSIDER USE OF DITCHING EMERGENCY EXIT TO ESCAPE IN CASE PILOT OR PASSENGER DOORS ARE BLOCKED, WATCH FOR ENGINE HOT PARTS, FUEL, HYDRAULIC FLUID OR OIL SPILLS. LEAVE AIRCRAFT IN UPWIND DIRECTION.

**UNINTENTIONAL LANDING GEAR EXTENSION**

An unwanted landing gear extension, with at least one leg moving downward, may be caused by hydraulic fluid loss and it is signaled by

**CAUTION** -significant aerodynamic noise increase;  
- light & counteractable nose down pitch moment;  
- red TRANS light turned on.

<b>1</b>	<b>AIRSPEED</b>	<b>BELOW 93 KIAS</b>
<b>2</b>	<b>LANDING GEAR CONTROL LEVER</b>	<b>DOWN</b>
<b>3</b>	<b>LANDING GEAR LIGHTS</b>	<b>CHECK</b>
<b>4</b>	<b>EMERG. LG EXT. PROCEDURE</b>	<b>APPLY IF NEEDED</b>
<b>5</b>	<b>LAND AS SOON AS PRACTICAL</b>	


**EMERGENCY  
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**EMERGENCY  
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**ENGINE FIRE ON THE GROUND**

1	FUEL SELECTOR	BOTH OFF
2	IGNITION	ALL OFF
3	ELECTRICAL FUEL PUMP	BOTH OFF
5	CABIN HEAT & DEFROST	OFF
6	MASTER SWITCHES	OFF
7	PARKING BRAKE	SET
8	AIRCRAFT EVACUATION	PERFORM IMMEDIATELY
<b>WARNING</b>	CONSIDER USE OF DITCHING EMERGENCY EXIT TO ESCAPE IN CASE PILOT OR PASSENGER DOORS ARE BLOCKED, WATCH FOR ENGINE HOT PARTS, FUEL, HYDRAULIC FLUID OR OIL SPILLS. LEAVE AIRCRAFT IN UPWIND DIRECTION.	

**ENGINE FIRE DURING TAKE OFF RUN**
*BEFORE ROTATION: ABORT TAKE OFF*

1	THROTTLE LEVER	BOTH IDLE
2	RUDDER	KEEP HEADING
3	BRAKES	AS REQUIRED

*With aircraft under control:*

4	FUEL SELECTOR	BOTH OFF
5	IGNITION	ALL OFF
6	ELECTRICAL FUEL PUMP	BOTH OFF
7	CABIN HEAT & DEFROST	OFF
8	MASTER SWITCHES	OFF
9	PARKING BRAKE	SET
10	AIRCRAFT EVACUATION	PERFORM
<b>WARNING</b>	CONSIDER USE OF DITCHING EMERGENCY EXIT TO ESCAPE IN CASE PILOT OR PASSENGER DOORS ARE BLOCKED, WATCH FOR ENGINE HOT PARTS, FUEL, HYDRAULIC FLUID OR OIL SPILLS. LEAVE AIRCRAFT IN UPWIND DIRECTION.	

*IF THE DECISION IS TAKEN TO CONTINUE THE TAKEOFF:*

<b>WARNING</b>	A TAKE-OFF ABORT SHOULD ALWAYS BE PREFERRED IF A SAFE STOP CAN BE PERFORMED ON GROUND. A SUGGESTED "GO-NO-GO" CRITERIA IS: ABORT TAKE-OFF UNTIL LG IS STILL DOWN AND LOCKED. ONCE AIRBORNE ACCELERATE TO BLUE LINE SPEED (VYSE) BEFORE COMMANDING LG RETRACTION. TAKE-OFF PLANNING SHOULD TAKE INTO ACCOUNT THAT HIGH DENSITY ALTITUDE AND AIRCRAFT MASS MAY RESULT IN OEI NEGATIVE CLIMB RATE. VYSE WITH FLAP UP SHALL BE FLOWN IN ORDER TO ACHIEVE BEST POSSIBLE RATE OF CLIMB AFTER LANDING GEAR RETRACTION AND ENGINE FEATHERING.	
1	OP. ENGINE THROTTLE LEVER	FULL POWER
2	OP. ENGINE PROPELLER LEVER	FULL FORWARD
3	RUDDER & AILERONS	MAINTAIN HEADING
4	ATTITUDE	KEEP OVER 62 KIAS
5	FIRE AFFECTED ENG. PROP.LEVER	FEATHER
6	LDG GEAR CONTROL LEVER	UP
7	AIRSPEED	VXSE OR VYSE
8	FLAPS	0°

*At safe altitude*

9	CABIN HEAT AND DEFROST	BOTH OFF
10	FIRE AFFECTED ENGINE FUEL SELECTOR	CONFIRM AND OFF
11	FIRE AFFECTED ENGINE IGNITIONS	CONFIRM AND BOTH OFF
12	FIRE AFFECTED ENGINE ELECTRICAL FUEL PUMP	CONFIRM AND OFF
13	FIRE AFFECTED ENGINE FIELD	OFF
14	LAND AS SOON AS POSSIBLE APPLYING ONE ENGINE INOPERATIVE LANDING PROCEDURE	

**ENGINE FIRE IN FLIGHT**

1	CABIN HEATING & DEFROST	BOTH OFF
2	AUTOPILOT	OFF
3	FIRE AFF. ENGINE FUEL SEL.	CONFIRM & OFF
4	FIRE AFF. ENGINE IGNITION	CONFIRM & BOTH OFF
5	FIRE AFF. ENGINE THROTTLE LEVER	CONFIRM & FULL FORWARD
6	FIRE AFF. ENGINE PROP. LEVER	CONFIRM & FEATHER
7	FIRE AFF. ENGINE ELEC. FUEL PUMP	OFF
8	RUDDER & AILERONS	KEEP HEADING
9	ATTITUDE	KEEP OVER 62 KIAS
10	FIRE AFFECTED ENGINE FIELD	OFF
11	CABIN VENTILATION	OPEN
<b>WARNING</b>	DO NOT ATTEMPT ENGINE RESTART	
12	LAND AS SOON AS POSSIBLE APPLYING FORCED LANDING PROCEDURE	

**ELECTRICAL SMOKE IN THE CABIN ON GROUND**

1	MASTER SWITCH	OFF
2	CABIN HEAT & DEFROST	OFF
3	THROTTLE LEVER	BOTH IDLE
4	IGNITION	ALL OFF
5	FUEL SELECTOR	BOTH OFF
6	PARKING BRAKE	SET
7	AIRCRAFT EVACUATION	PERFORM IMMEDIATELY
<b>WARNING</b>	CONSIDER USE OF DITCHING EMERGENCY EXIT TO ESCAPE IN CASE PILOT OR PASSENGER DOORS ARE BLOCKED, WATCH FOR ENGINE HOT PARTS, FUEL, HYDRAULIC FLUID OR OIL SPILLS. LEAVE AIRCRAFT IN UPWIND DIRECTION.	

**ELECTRICAL SMOKE IN THE CABIN DURING FLIGHT**

1	EMERGENCY LIGHT	ON
2	STANDBY ATT. INDICATOR SWITCH	ON
3	GAIN VMC CONDITIONS AS SOON AS POSSIBLE	
<i>In case of cockpit fire:</i>		
4	FIRE EXTINGUISHER	USE TOWARD BASE OF FLAMES
6	CABIN VENTILATION	OPEN

**CAUTION** A tripped circuit breaker should not be reset.

*If smoke persist:*

7	FIELD LH & RH	OFF
8	AVIONICS LH & RH	OFF
9	CROSS BUS LH & RH	BOTH OFF

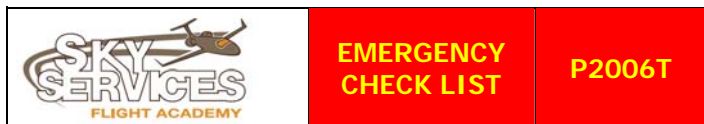
**CAUTION** A fully charged battery can supply electrical power for at least 30 minutes.

*If smoke persist:*

<b>WARNING</b>	BEFORE TOTAL ELECTRICAL SYSTEM SHUTDOWN CONSIDER GAINING VMC CONDITION, AT NIGHT SET PERSONAL EMERGENCY LIGHT ON. ONLY EMERGENCY LIGHT AND EMERGENCY ADI WILL BE ELECTRICALLY POWERED. ALL RADIO COM AND NAV, LANDING GEAR LEVER (NORMAL MODE) AND INDICATION LIGHTS, ELECTRICAL TRIMS AND FLAPS WILL BE UNSERVICEABLE.	
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10	MASTER	OFF
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CONTINUE ON NEXT PAGE



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CONTINUE FROM PREVIOUS PAGE

**"ELECTRICAL SMOKE IN THE CABIN DURING FLIGHT**

**10** LAND AS SOON AS POSSIBLE

*When on ground*

**11** AIRCRAFT EVACUATION      PERFORM IMMEDIATELY

<b>1</b>	CABIN HEATING	OFF
<b>2</b>	CABIN VENTS	OPEN
<b>3</b>	TRY TO CHOKE THE FIRE	DIRECT THE FIRE EXTINGUISHER TOWARDS FLAME BASE
<b>4</b>	TRY TO CHOKE THE FIRE	DIRECT THE FIRE EXTINGUISHER TOWARDS FLAME BASE

**WARNING** CONSIDER USE OF DITCHING EMERGENCY EXIT TO ESCAPE IN CASE PILOT OR PASSENGER DOORS ARE BLOCKED, WATCH FOR ENGINE HOT PARTS, FUEL, HYDRAULIC FLUID OR OIL SPILLS. LEAVE AIRCRAFT IN UPWIND DIRECTION.

**RECOVERY FROM UNINTENTIONAL SPIN**

**WARNING** SPIN BEHAVIOUR HAS NOT BEEN DEMONSTRATED SINCE CERTIFICATION PROCESS DOES NOT REQUIRED IT FOR THIS AIRCRAFT CATEGORY. INTENTIONAL SPIN IS FORBIDDEN. STALL WITH ONE ENGINE INOPERATIVE IS FORBIDDEN. SHOULD AN UNINTENTIONAL SPIN OCCUR, THE CLASSIC RECOVERY MANOEUVRE IS DEEMED AS BEING THE BEST ACTION TO UNDERTAKE

<b>1</b>	BOTH ENGINE THROTTLE	IDLE
<b>2</b>	FLIGHT CONTROLS	CENTRALIZE
<b>3</b>	RUDDER	FULLY AGAINST ROTATION UNTIL IT STOPS

**AIRPLANE EVACUATION**

**WARNING** LEAVE THE AIRCRAFT WHEN ENGINES ARE FULLY STOPPED. WATCH FOR ENGINE HOT PARTS AND FUEL, HYDRAULIC FLUID OR OIL SPILLS WHEN USING FUSELAGE DOORS. IF FUSELAGE DOORS ARE UNSERVICEABLE ESCAPE THROUGH THE DITCHING EMERGENCY EXIT. IN CASE OF ENGINE FIRE ESCAPE FROM OPPOSITE OR UPWIND AIRCRAFT SIDE.

*Verify (if not yet performed):*

<b>1</b>	FUEL SELECTORS	BOTH OFF
<b>2</b>	IGNITIONS	ALL OFF
<b>3</b>	ELECTRICAL FUEL PUMPS	BOTH OFF
<b>4</b>	MASTER SWITCH	OFF
<b>5</b>	PARKING BRAKE	ENGAGED
<b>6</b>	LEAVE THE AIRCRAFT USING EMERGENCY EXITS	

**LANDING WITHOUT ENGINE POWER**

**CAUTION** In case of double engine failure both propellers should be feathered to achieve maximum efficiency. Best glide speed is attained with flap UP and equals VY for current aircraft mass and air density altitude. Refer to Section 5, Para. "Enroute Rate of Climb". Normal landing gear extension requires MASTER switch ON, an efficient battery and takes around 20 seconds. LG selection should be appropriately anticipated when sure on final. Flap can be set to T/O or LAND when sure on final to reduce landing ground roll on short field. Touchdown speed can be as low as 50 kt with flap down.

<b>1</b>	AIRSPEED	MTOW 1180kg MTOW 1230 kg VY = 83 KIAS VY = 84 KIAS
<b>2</b>	FLAPS	UP
<b>3</b>	EMERGENCY LANDING FIELD	SELECT

**WARNING** EMERGENCY LANDING STRIP SHOULD BE CHOSEN CONSIDERING SURFACE CONDITION, LENGTH AND OBSTACLES. WIND CAN BE GUESSED BY SMOKE PLUMES DIRECTION AND TREE TOPS OR GRASS BENDING. SELECT TOUCHDOWN DIRECTION ACCORDING TO THE FURROWS OF A PLOWED FIELD, NOT ACROSS.

<b>4</b>	SAFETY BELTS	FASTEN & TIGHTEN
<b>5</b>	FLAPS	SET AS REQUIRED ON SHORT BASE / FINAL LEG
<b>6</b>	LANDING GEAR CONTROL LEVER	DOWN WHEN SAFE ON RUNWAY / STRIP

**CAUTION** To reduce landing gear extension time, evaluate use of emergency control system which requires about 12 sec.

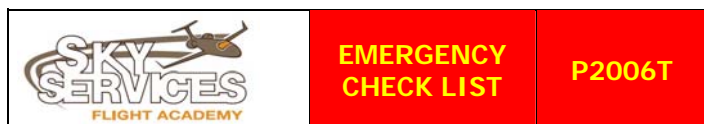
Before Touchdown

<b>7</b>	FUEL SELECTOR	BOTH OFF
<b>8</b>	ELECTRICAL FUEL PUMP	BOTH OFF
<b>9</b>	IGNITION	ALL OFF
<b>10</b>	MASTER SWITCHE	OFF

When stopped

**11** AIRCRAFT EVACUATION      PERFORM IMMEDIATELY

**WARNING** CONSIDER USE OF DITCHING EMERGENCY EXIT TO ESCAPE IN CASE PILOT OR PASSENGER DOORS ARE BLOCKED, WATCH FOR ENGINE HOT PARTS, FUEL, HYDRAULIC FLUID OR OIL SPILLS. LEAVE AIRCRAFT IN UPWIND DIRECTION.



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CHECK LIST**

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**LANDING WITH NOSE LANDING GEAR TYRE  
DEFLATED**

**WARNING**

IF POSSIBLE, AS A NOSE LANDING GEAR FLAT TYRE CONDITION IS KNOWN, COORDINATE FIRE BRIGADE INTERVENTION ALONG RUNWAY AND REPORT NUMBER OF PERSONS ON BOARD AND REMAINING FUEL TYPE AND QUANTITY.

If Nose Landing Gear flat tire is confirmed:  
Preparation

<b>1</b>	<b>CREW AND PASSENGERS SAFETY BELTS</b>	<b>TIGHTLY FASTENED</b>
<b>2</b>	<b>FLAP SETTING</b>	<b>PLAN APPROACH WITH FLAP LAND</b>

Before ground contact:

<b>3</b>	<b>IGNITIONS</b>	<b>ALL OFF</b>
<b>4</b>	<b>LH &amp; RH FUEL SELECTOR</b>	<b>BOTH OFF</b>
<b>5</b>	<b>LH &amp; RH ELEC. FUEL PUMP</b>	<b>BOTH OFF</b>

On touch down:

<b>6</b>	<b>LANDING ATTITUDE</b>	<b>SLIGHT NOSE-UP AND WINGS LEVELLED</b>
<b>7</b>	<b>TOUCHDOWN SPEED</b>	<b>AS LOW AS 50 KIAS WITH FLAP</b>
<b>8</b>	<b>AIRCRAFT NOSE</b>	<b>GENTLY LOWER AS SPEED BLEEDS OFF</b>

After aircraft stops:

<b>9</b>	<b>FIELD LH &amp; RH</b>	<b>BOTH OFF</b>
<b>10</b>	<b>MASTER SWITCH</b>	<b>OFF</b>

**CAUTION**

Master switch to OFF impairs radio communication and outside aircraft lighting.

<b>11</b>	<b>AIRCRAFT EVACUATION</b>	<b>PERFORM IMMEDIATELY</b>
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**WARNING**

CONSIDER USE OF DITCHING EMERGENCY EXIT TO ESCAPE IN CASE PILOT OR PASSENGER DOORS ARE BLOCKED, WATCH FOR ENGINE HOT PARTS, FUEL, HYDRAULIC FLUID OR OIL SPILLS. LEAVE AIRCRAFT IN UPWIND DIRECTION.

**LANDING WITH KNOWN MAIN LANDING GEAR  
TYRE DEFLATED**

**WARNING**

IF POSSIBLE, AS A NOSE LANDING GEAR FLAT TYRE CONDITION IS KNOWN, COORDINATE FIRE BRIGADE INTERVENTION ALONG RUNWAY AND REPORT NUMBER OF PERSONS ON BOARD AND REMAINING FUEL TYPE AND QUANTITY.

**WARNING**

AN ASYMMETRICAL LANDING GEAR TYRE CONDITION (RH AND/OR LH TIRES DEFLATED) MIGHT TURN INTO A HAZARDOUS SITUATION, ESPECIALLY ON UNEVEN RUNWAYS.

If a Main Landing Gear flat tire is confirmed:  
Preparation

<b>1</b>	<b>CREW AND PASSENGERS SAFETY BELTS</b>	<b>TIGHTLY FASTENED</b>
<b>2</b>	<b>FLAP SETTING</b>	<b>PLAN APPROACH WITH FLAP LAND</b>

Before ground contact:

<b>3</b>	<b>IGNITIONS</b>	<b>ALL OFF</b>
<b>4</b>	<b>LH &amp; RH FUEL SELECTOR</b>	<b>BOTH OFF</b>
<b>5</b>	<b>LH &amp; RH ELEC. FUEL PUMP</b>	<b>BOTH OFF</b>

On touch down:

<b>6</b>	<b>ALIGN FOR APPROACH</b>	<b>ON RUNWAY CENTRELINE</b>
<b>7</b>	<b>TOUCHDOWN SPEED</b>	<b>AS LOW AS 50 KIAS</b>
<b>8</b>	<b>TOUCHDOWN</b>	<b>ON THE GOOD TYRE GEAR ONLY</b>
<b>9</b>	<b>HEADING &amp; DIRECTION</b>	<b>MAINTAIN APPLYING APPROPRIATE AILERON &amp; RUDDER/STEERING CONTROL</b>
<b>10</b>	<b>FLATTENED TYRE</b>	<b>KEEP OFF THE GROUND AS LONG AS POSSIBLE</b>

After aircraft stops:

<b>11</b>	<b>FIELD LH &amp; RH</b>	<b>BOTH OFF</b>
<b>12</b>	<b>MASTER SWITCH</b>	<b>OFF</b>

**CAUTION**

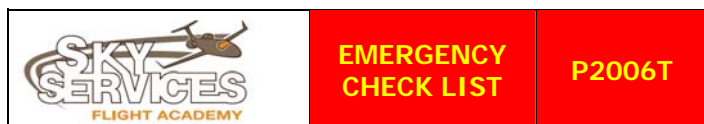
Master switch to OFF impairs radio communication and outside aircraft lighting.

<b>11</b>	<b>AIRCRAFT EVACUATION</b>	<b>PERFORM IMMEDIATELY</b>
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**WARNING**

CONSIDER USE OF DITCHING EMERGENCY EXIT TO ESCAPE IN CASE PILOT OR PASSENGER DOORS ARE BLOCKED, WATCH FOR ENGINE HOT PARTS, FUEL, HYDRAULIC FLUID OR OIL SPILLS. LEAVE AIRCRAFT IN UPWIND DIRECTION.





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**LANDING WITHOUT BRAKES****CAUTION**

If practical select an airport with suitable runway length.  
Otherwise, evaluate the possibility to perform a gear up landing.

<b>1</b>	<b>SAFETY BELTS</b>	<b>FASTEN</b>
After touch down if runway is deemed insufficient to decelerate:		
<b>2</b>	<b>FUEL SELECTOR</b>	<b>BOTH OFF</b>
<b>3</b>	<b>ELECTRICAL FUEL PUMPS</b>	<b>BOTH OFF</b>
<b>4</b>	<b>IGNITIONS</b>	<b>ALL OFF</b>
<b>5</b>	<b>FIELD LH &amp; RH</b>	<b>BOTH OFF</b>
<b>6</b>	<b>MASTER SWITCH</b>	<b>OFF</b>

**CAUTION**

Master switch to OFF impairs radio communication and outside aircraft lighting.

In case an impact with any obstacles must be avoided:

<b>7</b>	<b>LANDING GEAR CONTROL LEVER</b>	<b>UP</b>
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After aircraft stops:

<b>8</b>	<b>AIRCRAFT EVACUATION</b>	<b>PERFORM IMMEDIATELY</b>
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**WARNING**

CONSIDER USE OF DITCHING EMERGENCY EXIT TO ESCAPE IN CASE PILOT OR PASSENGER DOORS ARE BLOCKED, WATCH FOR ENGINE HOT PARTS, FUEL, HYDRAULIC FLUID OR OIL SPILLS. LEAVE AIRCRAFT IN UPWIND DIRECTION.

**DITCHING****WARNING**

CONTACT WITH WATER SHALL HAPPEN WITH AIRCRAFT LONGITUDINAL AXIS AND DIRECTION OF MOTION PARALLEL TO THE WAVE AT THE MINIMUM POSSIBLE SPEED. KEEP THE NOSE UP AS LONG AS POSSIBLE.  
ONCE IN THE WATER, THE AIRCRAFT SHALL BE EVACUATED THROUGH THE DITCHING EMERGENCY EXIT, IF AVAILABLE PUT LIFE VEST ON AND SET DINGHY OUT FIRST. INFLATE THEM ONLY OUTSIDE THE AIRCRAFT.  
IF AVAILABLE TRY TO APPROACH ANY EXISTING SHIP IN THE VICINITY IN ORDER TO BE RAPIDLY LOCATED AND RESCUED RIGHT AFTER DITCHING.

<b>1</b>	<b>LANDING GEAR</b>	<b>UP</b>
<b>2</b>	<b>SAFETY BELTS</b>	<b>TIGHTLY FASTENED</b>
<b>3</b>	<b>FLAPS</b>	<b>FULL</b>

Before water impact

<b>4</b>	<b>FUEL SELECTOR</b>	<b>BOTH OFF</b>
<b>5</b>	<b>ELECTRICAL FUEL PUMP</b>	<b>BOTH OFF</b>
<b>6</b>	<b>IGNITIONS</b>	<b>ALL OFF</b>
<b>7</b>	<b>MASTER SWITCH</b>	<b>OFF</b>
<b>8</b>	<b>FIELD LH &amp; RH</b>	<b>BOTH OFF</b>
<b>9</b>	<b>IMPACT SPEED</b>	<b>50 KIAS</b>

Aircraft evacuation

<b>10</b>	<b>EMERGENCY EXIT HANDLE</b>	<b>ROTATE CLOCKWISE</b>
<b>11</b>	<b>LATCH DOOR</b>	<b>PUSH OUTWARD</b>
<b>12</b>	<b>LIFE VESTS</b>	<b>WEAR</b>
<b>13</b>	<b>AIRCRAFT EVACUATION</b>	<b>PERFORM IMMEDIATELY</b>

The aircraft is certified in normal category in accordance with EASA CS-23.

**Non aerobatic operations include:**

- Any manoeuvre pertaining to "normal" flight
- Stalls (except whip stalls)
- Lazy eights
- Chandelles
- Turns in which the angle of bank is not more than 60°

**This Check List is compliant to** Section 3 – Emergency Procedure of the Aircraft Flight Manual Doc. No. 2006/044 3rdEdition – Rev. 4 issued by Costruzioni Aeronautiche **TECNAM** srl - Via Maiorise CAPUA (CE) – Italy on the 5th May 2014.

AIRCRAFT MODEL: **P2006T**

EASA TYPE CERTIFICATE NO: **A .185** (DATED 2009, JUN 5TH)

Sky Services Flight Academy  
Head of Training



**EMERGENCY  
CHECK LIST**

**P2006T**



**EMERGENCY  
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## ***EMERGENCY CHECK LIST INDEX***

<b>BOTH GENERATOR FAILURE</b>	<b>1</b>
<b>SINGLE GENERATOR FAILURE</b>	<b>1</b>
<b>BOTH GENERATORS OVERVOLTAGE</b>	<b>1</b>
<b>SINGLE GENERATOR OVERVOLTAGE</b>	<b>1</b>
<b>FAILED DOOR CLOSURE</b>	<b>1</b>
<b>PITOT HEATING SYSTEM FAILURE</b>	<b>1</b>
<b>COOLANT LIQUID LOW LEVEL</b>	<b>1</b>
<b>GEAR PUMP FAILURE</b>	<b>1</b>
<b>ENGINE SECURING</b>	<b>1</b>
<b>PROPELLER OVERSPEEDING</b>	<b>2</b>
<b>CHT LIMITS EXCEEDANCE</b>	<b>2</b>
<b>OIL TEMPERATURE LIMIT EXCEEDANCE</b>	<b>2</b>
<b>STATIC PORT FAILURE</b>	<b>2</b>
<b>OIL PRESSURE LIMIT EXCEEDANCE</b>	<b>2</b>
<b>LOW FUEL PRESSURE</b>	<b>2</b>
<b>ELECTRICAL SYSTEM TOTAL FAILURE</b>	<b>2</b>
<b>UNINTENTIONALLY FLIGHT INTO ICING CONDITIONS</b>	<b>3</b>
<b>CARBURATOR ICING</b>	<b>3</b>
<b>FLAPS FAILURE</b>	<b>3</b>
<b>IN FLIGHT ENGINE RESTART</b>	<b>3</b>
<b>ENGINE FAILURE DURING TAKE OFF RUN</b>	<b>3</b>
<b>ENGINE FAILURE DURING CLIMB</b>	<b>4</b>
<b>ENGINE FAILURE IN FLIGHT</b>	<b>4</b>
<b>ONE ENGINE INOPERATIVE LANDING</b>	<b>4</b>
<b>EMERGENCY LANDING GEAR EXTENSION</b>	<b>4</b>
<b>COMPLETE NOSE UP OR GEAR UP LANDING</b>	<b>5</b>
<b>FAILED RETRACTION</b>	<b>5</b>
<b>PARTIAL MAIN LANDING GEAR EXTENSION</b>	<b>5</b>
<b>UNINTENTIONALLY LANDING GEAR EXTENSION</b>	<b>5</b>
<b>ENGINE FIRE ON THE GROUND</b>	<b>6</b>
<b>ENGINE FIRE DURING TAKEOFF RUN</b>	<b>6</b>
<b>ENGINE FIRE IN FLIGHT</b>	<b>6</b>
<b>ELECTRICAL SMOKE IN THE CABIN ON GROUND</b>	<b>6</b>
<b>ELECTRICAL SMOKE IN THE CABIN DURING FLIGHT</b>	<b>6</b>
<b>RECOVERY FROM UNINTENTIONALLY SPIN</b>	<b>7</b>
<b>AIRPLANE EVACUATION</b>	<b>7</b>
<b>LANDING WITHOUT ENGINE POWER</b>	<b>7</b>
<b>LANDING WITH NOSE LANDING GEAR TYRE DEFLATED</b>	<b>8</b>
<b>LANDING WITH KNOWN MAIN LANDING GEAR TYRE DEFLATED</b>	<b>8</b>
<b>LANDING WITHOUT BRAKES</b>	<b>9</b>
<b>DITCHING</b>	<b>9</b>

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