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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*
	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

CAUTION	Maximum propeller rpm exceedance may cause the engine components damage. Propeller and engine shall be inspected in accordance with related Operators Manuals.

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	
WARNING	EXCESSIVE OIL PRESSURE DROP LEADS TO A HIGH PITCH PROPELLER CONFIGURATION WITH CONSEQUENT PROPELLER FEATHERING AND ENGINE STOPPING.	

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:

WARNING	EXCESSIVE OIL PRESSURE DROP LEADS TO A HIGH PITCH PROPELLER CONFIGURATION WITH CONSEQUENT PROPELLER FEATHERING AND ENGINESTOPPING.	
1	OIL PRESS	CHECK

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

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

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
WARNING	AN ELECTRICAL SYSTEM OVERALL FAILURE PREVENTS FLAPS OPERATION: LANDING DISTANCE WITHOUT FLAPS INCREASES OF ABOUT 25 %.
CAUTION	A fully charged battery can supply electrical power for at least 30 minutes.

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UNINTENTIONALLY FLIGHT INTO ICING CONDITIONS

1	CARBURETTOR HEATING	BOTH ON
2	PITOT HEAT	BOTH ON
3	Immediately fly away from icing conditions (changing altitude and direction of flight, out of clouds, visible moisture, precipitations)	
3	FLIGHT CONTROLS	Continue to move to keep clear from ice build up
4	PROPELLER SPEED	INCREASE RPM TO PREVENT ICE BUILD UP ON THE BLADES

WARNING	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	AIRSPEED	BELOW 93 KIAS
2	LAND AS SOON AS PRACTICAL	

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	APPROACH SPEED	KEEP OVER 75 KIAS
2	LAND AS SOON AS PRACTICAL ON A RUNWAY OF APPROPRIATE LENGTH	

INFLIGHT ENGINE RESTART

WARNING	After a mechanical engine seizure, fire or a major propeller damage engine restart is not recommended.	
1	CARBURETTOR HEAT - IF REQUIRED	ON
2	ELECTRICAL FUEL PUMP	ON
3	FUEL QUANTITY INDICATOR	CHECK
4	FUEL SELECTOR	CHECK CROSSFEED IF REQUIRED
5	FIELD	OFF
6	IGNITION	BOTH ON
7	THROTTLE LEVER OPERATING ENGINE	SET AS PRACTICAL
8	STOPPED ENGINE THROTTLE LEVER	IDLE
9	STOPPED ENGINE PROPELLER LEVER	FULL FORWARD
10	START PUSH-BUTTON	PUSH
11	PROPELLER LEVER	SET AT DESIRED RPM
12	FIELD ON	SET AS PRACTICAL
13	ENGINE THROTTLE LEVERS	SET AS REQUIRED

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

ENGINE FAILURE DURING TAKE OFF RUN

BEFORE ROTATION : ABORT TAKEOFF

1	THROTTLE	BOTH IDLE
2	RUDDER	MAINTAIN HEADING
3	BRAKES	APPLY AS NEEDED

WHEN SAFELY STOPPED:

5	FAILED ENGINE IGNITION	BOTH OFF
6	FAILED ENGINE FIELD	OFF
7	FAILED ENGINE ELECTRIC FUEL PUMP	OFF

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 ALTITUDEAND 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 AND AILERONS	MAINTAIN HEADING USING RUDDER & AILERONS
4	ATTITUDE	KEEP OVER 62 KIAS
5	INOP.ENGINE PROPELLER LEVER	FEATHER
6	LANDING GEAR CONTROL LEVER	UP
7	AIRSPEED	VXSE / VYSE
8	FLAPS	0°

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"ENGINE FAILURE DURING TAKE OFF RUN"

At safe altitude

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

If engine restart is unsuccessful or it is not recommended:

14	ONE ENGINE INOPERATIVE LANDING PROCEDURE APPLY

WARNING	FOLLOWING A MECHANICAL ENGINE SEIZURE, FIRE OR A MAJOR PROPELLER DAMAGE ENGINE RESTART IS NOT RECOMMENDED.

ENGINE FAILURE DURING CLIMB

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

If engine restart is unsuccessful or it is not recommended:

10	ONE ENGINE INOPERATIVE LANDING PROCEDURE APPLY

WARNING	FOLLOWING A MECHANICAL ENGINE SEIZURE, FIRE OR A MAJOR PROPELLER DAMAGE ENGINE RESTART IS NOT RECOMMENDED.

WARNING	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".

ENGINE FAILURE IN FLIGHT

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

If engine restart is unsuccessful or it is not recommended:

8	ONE ENGINE INOPERATIVE LANDING PROCEDURE APPLY

WARNING	FOLLOWING A MECHANICAL ENGINE SEIZURE, FIRE OR A MAJOR PROPELLER DAMAGE ENGINE RESTART IS NOT RECOMMENDED.

WARNING	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".

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ONE ENGINE INOPERATIVE LANDING

WARNING	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

WARNING	AUTOPILOT MUST BE KEPT OFF

1	SEAT BELTS	TIGHTLY FASTENED
2	LANDING LIGHTS	AS REQUIRED
3	OP. ENGINE FUEL SELECTOR	CHECK CORRECT FEEDING/CROSSFEED IF NEEDED
4	INOP. ENGINE PROP. LEVER	CHECK FEATHER
5	INOP. ENGINE	CHECK SECURED
6	OP. ENGINE ELEC. FUEL PUMP	ON

When on final leg:

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

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.*

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

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.*

6	LH CONTROL LEVER	ROTATE 180° CCW
7	LAND AS SOON AS PRACTICAL	

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

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COMPLETE GEAR UP OR NOSE GEAR UP LANDING

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

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

Preparation

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

Before ground contact:

5	*IGNITIONS*	*ALL OFF*
6	*LH &RH FUEL SELECTOR*	*BOTH OFF*
7	*LH & RH ELEC. FUEL PUMP*	*BOTH OFF*

On touch down:

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

After aircraft stops:

11	*FIELD LH & RH*	*BOTH OFF*
12	*MASTER SWITCH*	*OFF*
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

1	*AIRSPEED 2. LANDING*	*BELOW 93 KIAS*
2	*GEAR CONTROL LEVER*	*DOWN*

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.*

3	*LANDING GEAR LIGHTS*	*CHECK*
4	*EMERG. LG EXT. PROCEDURE*	*APPLY IF NEEDED*
5	*LAND AS SOON AS PRACTICAL*	

PARTIAL MAIN LANDING GEAR EXTENSION

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

Preparation

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

If partially extended landing gear is confirmed

Before ground contact:

5	*IGNITIONS*	*ALL OFF*
6	*LH &RH FUEL SELECTOR*	*BOTH OFF*
7	*LH & RH ELEC. FUEL PUMP*	*BOTH OFF*

On touch down:

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

After aircraft stops:

13	*FIELD LH & RH*	*ALL OFF*
14	*MASTER SWITCH*	*OFF*
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.*

1	*AIRSPEED*	*BELOW 93 KIAS*
2	*LANDING GEAR CONTROL LEVER*	*DOWN*
3	*LANDING GEAR LIGHTS*	*CHECK*
4	*EMER. LG EXT. PROCEDURE*	*APPLY IF NEEDED*
5	*LAND AS SOON AS PRACTICAL*	

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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
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.	

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
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.	

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	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
WARNING	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
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.	

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	

In case of cockpit fire:

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:

WARNING	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.

10	MASTER	OFF

CONTINUE ON NEXT PAGE

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*

1	*CABIN HEATING*	*OFF*
2	*CABIN VENTS*	*OPEN*
3	*TRY TO CHOKE THE FIRE*	*DIRECT THE FIRE EXTINGUISHER TOWARDS FLAME BASE*
4	*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*

1	*BOTH ENGINE THROTTLE*	*IDLE*
2	*FLIGHT CONTROLS*	*CENTRALIZE*
3	*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):

1	*FUEL SELECTORS*	*BOTH OFF*
2	*IGNITIONS*	*ALL OFF*
3	*ELECTRICAL FUEL PUMPS*	*BOTH OFF*
4	*MASTER SWITCH*	*OFF*
5	*PARKING BRAKE*	*ENGAGED*
6	*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.*

1	*AIRSPEED*	MTOW 1180kg MTOW 1230 kg VY = 83 KIAS VY = 84 KIAS
2	*FLAPS*	*UP*
3	*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.*

4	*SAFETY BELTS*	*FASTEN & TIGHTEN*
5	*FLAPS*	*SET AS REQUIRED ON SHORT BASE / FINAL LEG*
6	*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

7	FUEL SELECTOR	BOTH OFF
8	ELECTRICAL FUEL PUMP	BOTH OFF
9	IGNITION	ALL OFF
10	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.*

LANDING WITH NOSE LANDING GEAR TYRE DEFLATED

WARNING	IF POSSIBLE, AS A NOSE LANDING GEAR FLAT TIRE 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

1	CREW AND PASSENGERS SAFETY BELTS	TIGHTLY FASTENED
2	FLAP SETTING	PLAN APPROACH WITH FLAP LAND

Before ground contact:

3	IGNITIONS	ALL OFF
4	LH & RH FUEL SELECTOR	BOTH OFF
5	LH & RH ELEC. FUEL PUMP	BOTH OFF

On touch down:

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

After aircraft stops:

9	FIELD LH & RH	BOTH OFF
10	MASTER SWITCH	OFF

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

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.

LANDING WITH KNOWN MAIN LANDING GEAR TYRE DEFLATED

WARNING	IF POSSIBLE, AS A NOSE LANDING GEAR FLAT TIRE 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 TIRE 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

1	CREW AND PASSENGERS SAFETY BELTS	TIGHTLY FASTENED
2	FLAP SETTING	PLAN APPROACH WITH FLAP LAND

Before ground contact:

3	IGNITIONS	ALL OFF
4	LH & RH FUEL SELECTOR	BOTH OFF
5	LH & RH ELEC. FUEL PUMP	BOTH OFF

On touch down:

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

After aircraft stops:

11	FIELD LH & RH	BOTH OFF
12	MASTER SWITCH	OFF

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

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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LANDING WITHOUT BRAKES

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

1	SAFETY BELTS	FASTEN

After touch down if runway is deemed insufficient to decelerate:

2	FUEL SELECTOR	BOTH OFF
3	ELECTRICAL FUEL PUMPS	BOTH OFF
4	IGNITIONS	ALL OFF
5	FIELD LH & RH	BOTH OFF
6	MASTER SWITCH	OFF

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

In case an impact with any obstacles must be avoided:

7	LANDING GEAR CONTROL LEVER	UP

After aircraft stops:

8	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.*

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.*

1	LANDING GEAR	UP
2	SAFETY BELTS	TIGHTLY FASTENED
3	FLAPS	FULL

Before water impact

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

Aircraft evacuation

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

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

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