Checklist für Diamond DA40 TDI G1000

Edition #: **16.1** Edition date: **20.03.2014**

Please observe:

The file you are receiving hereby combines all three sections of the checklist: Normal Checklist, Emergency Checklist and Abnormal Checklist.

All pages of a new edition will have the same new "edition #" and "edition date", even if only one page was amended and all other pages still have the same, unchanged content.

Therefore the "List of Effective Pages" (LEP) is provided. It is here where you can see whether a particular page was amended. Pages which have been amended by a new edition will be marked yellow. For all other pages you will see which original "edition #" (and of course any higher "edition #") is still valid.

Note:

The system of assigning "Edition #" is as follows:

- if the revision affects all types, a new edition # (without a decimal figure) will be assigned to all of the checklists
- if the revision does not affect all types, the affected checklists will get subsequent "decimal figures" until a major revision affecting all checklists is issued.

Have a lot of nice flights and happy landings!

Peter Schmidleitner

Comments explaining Edition # 16.1 are on page 2 of this document

Checklist DA40 TDI G1000
LEP

Page	Following Edition (or any higher) is valid	Date
Section : Normal Checklist		
1	14	01.12.2006
2	15	20.05.2010
3	14	01.12.2012
4	14	01.12.2012
5	14	01.12.2006
6	14	01.12.2006
7	14	01.12.2006
8	14	01.12.2006

Section: Emergency Checklist		
1	15	20.05.2010
2	15	20.05.2010
3	15	20.05.2010
4	16.1	20.03.2014
5	15	20.05.2010
6	15	20.05.2010
7	15	20.05.2010
8	15	20.05.2010
Section: Abnormal Checklist		
9	14	01.12.2006
10	14	01.12.2006
11	14	01.12.2006
12	14	01.12.2006

Comments explaining Edition # 16

Normal Procedures:

Page 3,4:
EIS setting for engine starting procedure revised.

The SOPs developed for our TRTO when the G1000 was introduced called for selecting "reversionary mode" before engine start.
The idea was to have two engine instrument displays (one on the PFD, the other on the MFD), so that both the oil pressure rise and the electrical data (volts, amperes) could be watched on an analogue scale.
Display mode was then switched back to "normal mode" during the check after engine start.

Experience, however, did show that this procedure frequently caused trainees to expect engine data display on the PFD even later, and they expressed their "disappointment" not to see these data on the PFD.

We now abandoned this procedure, and (in normal operation) we use the EIS display on the MFD only, also during engine start.
By selecting SYSTEM display all engine parameters can be monitored. Reaching minimum oil pressure is easily recognized when the red indication extinguishes.

Comments explaining Edition # 16.1

Emergency Procedures:

Page 4: “Emergency Landing”: Safety harnesses added
“Rough Engine and/or Power Loss” updated

NORMAL CHECKLIST

This checklist is compiled according the guidelines of GAMA Specification No.1, SECTION 3, para 3.5, SECTION 3A, para 3A.5 and SECTION 4, para 4.5.
The “Amplified Normal Procedures”, „Amplified Emergency Procedures“ and „Amplified Abnormal Procedures“ according GAMA Specification No. 1 are in the DA40 Airplane Flight Manual Chapters 4A, 3 and 4B.

This checklist is a Recommended Operator Checklist and for reference only.
It is not a substitute for and does not supersede the current approved Airplane Flight Manual or any of its supplements or parts thereof, or any training or procedures required by any regulatory or advisory bodies.
This checklist may not contain all procedures shown in the Airplane Flight Manual. For a comprehensive listing of all procedures consult the Airplane Flight Manual.
Use of the checklist is at the user's sole risk and discretion.
Any possible liability of Diamond Flight Training and/or Diamond Aircraft for any damages, injury or death resulting from its use is excluded.
All such terms and conditions shall be deemed to be explicitly accepted in full by using the checklist.
If you do not understand, or if you disagree with, any of the above terms and conditions and in any jurisdiction that does not give effect to all provisions of these terms and conditions any use of the checklist is not permitted.

Use of the electronic checklist (if available):
Before using the electronic checklist on the G1000 the following sections have to be completed using this paper checklist:

- **Preflight interior + exterior**
- **Preflight exterior**
- **Check before engine start items 1 to 20 (may be completed by heart).**

This checklist also serves as a back up for the electronic checklist in case the G1000 MFD is not available.

PREFLIGHT INTERIOR + EXTERIOR.

1 Check Aircraft papers
2 Remove pitot cover
3 Check interior for foreign objects
4 Check flight controls free
5 Check circuit breakers
6 Emergency Fuel Valve NORMAL
7 Engine Master OFF
8 ECU SWAP AUTO
9 Essential bus OFF
10 Avionic Master + electrics OFF
11 Electric Master ON
Check battery voltage
12 Check fuel quantity + temp
13 External lights ON
14 Pitot heat ON
15 Check stall warning
16 Check pitot heat
17 Check external lights
18 Pitot heat / ext. lights OFF
19 Electric Master OFF, key removed

PREFLIGHT EXTERIOR

Left main gear

Wheel fairing
Tire condition, pressure (2,5 bar), position mark
Brake, hydraulic line

Left wing

Wing leading edge, top- and bottom surface, stall strips
Drain fuel sump
Stall warning
Fuel vent
Fuel filler cap
Pitot, static probe (cover removed)
Landing/Taxi light
Wing tip, position light
Static dischargers
Aileron (freedom of movement, hinges, control linkage, security)
Wing flap

Left fuselage

Canopy left side
Rear door
Fuselage left side
Antennas

Tail

Elevator & rudder (freedom of movement, hinges)
Trim - tab
Tail skid + lower fin
Static dischargers

Right fuselage

Fuselage right side
Rear window
Canopy right side

Right wing

Wing flap
Aileron (freedom of movement, hinges, control linkage, security)
Static dischargers
Wing tip, position light
Wing leading edge, top- and bottom surface, stall strips
Fuel filler cap
Fuel vent
Drain fuel sump

Right main gear

Wheel fairing
Tire condition, pressure (2,5 bar), position mark
Brake, hydraulic line

Nose section

OAT sensor
Propeller surface
Spinner
Cowling, Air inlets (5)

Nose gear

Wheel fairing
Tire condition, pressure (2,0 bar), position mark

Engine bay

Engine oil level (4,5 – 6,0 l)
Gearbox oil level
Drain fuel strainer

CHECK BEFORE ENGINE START

1	Preflight check ..... COMPLETED	1
2	Baggage and tow bar ..... SECURED	2
3	Emergency fuel valve ..... NORMAL	3
4	Power lever ..... IDLE	4
5	Parking brake ..... SET	5
6	Alternate Air ..... CLOSED	6
7	Electric master ..... OFF	7
8	Avionic master ..... OFF	8
9	Essential bus ..... OFF	9
10	Alternate static ..... CLOSED	10
11	Engine master ..... OFF	11
12	ECU swap ..... AUTO	12
13	All light switches ..... OFF	13
14	Emergency switch ..... OFF / GUARDED	14
15	ELT ..... ARMED	15
16	Circuit breakers ..... CHECKED IN	16
17	Flap selector ..... UP	17
18	Pitot heat ..... OFF	18
19	Fuel transfer ..... OFF	19
20	Electric Master ..... ON (check avionic fan noise)	20
21	Rudder pedals ..... ADJUSTED	21
22	Passengers ..... INSTRUCTED	22
23	Seat belts ..... FASTENED	23
24	Rear door ..... CLOSED and LATCHED	24
25	Front canopy ..... POS 1 or 2	25
26	G1000 ..... POWERED, ACKNOWLEDGED	26
27	MFD ..... EIS – FUEL	27
28	Fuel Quantity ..... CHECKED, RESET/SET if requ.	28
29	Fuel temperature ..... CHECKED	29
30	Total time in service ..... NOTED	30
31	MFD ..... EIS – SYSTEM	31
32	Power lever ..... IDLE	32
33	ACL (strobe) ..... ON	33

End of Checklist

ENGINE START PROCEDURE

Engine Master ..... ON
Annunciations / Eng.Instr. ..... CHECKED
Glow indication ..... OFF
Propeller area ..... CLEAR
Start key ..... START
Oil pressure ..... OUTSIDE RED within 3 sec
Voltage, Electrical load ..... CHECK INDICATION
Annunciations / Eng.Instr. ..... CHECK

CHECK AFTER ENGINE START

1	Oil pressure ..... CHECKED	1
2	RPM 890 +/- 20..... CHECKED	2
3	Warm up time ..... START	3

Warm up:
Idle ..... 2 minutes
1400RPM ..... until Oil > 50°C and Coolant > 60°C

4	Pitot heat ....ON, annunciation + Amps checked	4
5	Pitot heat ..... OFF	5
6	Avionics master ..... ON	6

FMS SETUP

I *nitialize profile (AUX 4, MAP, MFD FPL, PFD FPL)*
F *light plan*
R *adios (COM, NAV, ADF, DME, CDI, BRG 1/2)*
P *erformance (speed bugs)*

7	FMS setup .....COMPLETED	7

AUTOPILOT TEST

DISCONN press, check electric trim not working
AP ON, check overpowering servos
DISCONN press, check AP off

8	Autopilot test .....COMPLETED	8
9	Flood light ..... CHECKED, ON as required	9
10	Position lights.....ON as required	10
11	Flaps.....full travel CHECKED, then T/O	11
12	Altimeters (3) ..... SET	12
13	Standby horizon ..... CHECKED	13
14	Transponder .....CODE/MODE CHECKED	14
15	Parking brake.....RELEASED	15

End of Checklist; see next page for “During taxi” – items

DURING TAXI

Check brakes
Check flight instruments

BEFORE TAKE OFF CHECK

1	Parking brake	SET	1
2	Seat belts	FASTENED	2
3	Rear door	CLOSED + LATCHED	3
4	Front canopy	CLOSED + LATCHED	4
5	Door warning light	OFF	5
6	Engine instruments	CHECKED	6
7	Fuel Temperature (Diesel min +5°)	CHECKED	7
8	Circuit breakers	CHECKED	8
9	Electric elevator trim	CHECKED, T/O SET	9
10	Flaps	CHECKED T/O	10
11	Flight controls	CHECKED	11
12	Power lever	IDLE	12
13	ECU test	PERFORM	13

ECU TEST

ECU test button ..... press and hold
ECU backup unsafe light ..... flashing
ECU A, B, Caution lights ..... flashing
ECU B, Caution lights ..... flashing / prop cycling
ECU A, Caution lights ..... flashing / prop cycling
All ECU caution lights ..... extinguished
ECU backup unsafe light ..... extinguished
ECU test button ..... release

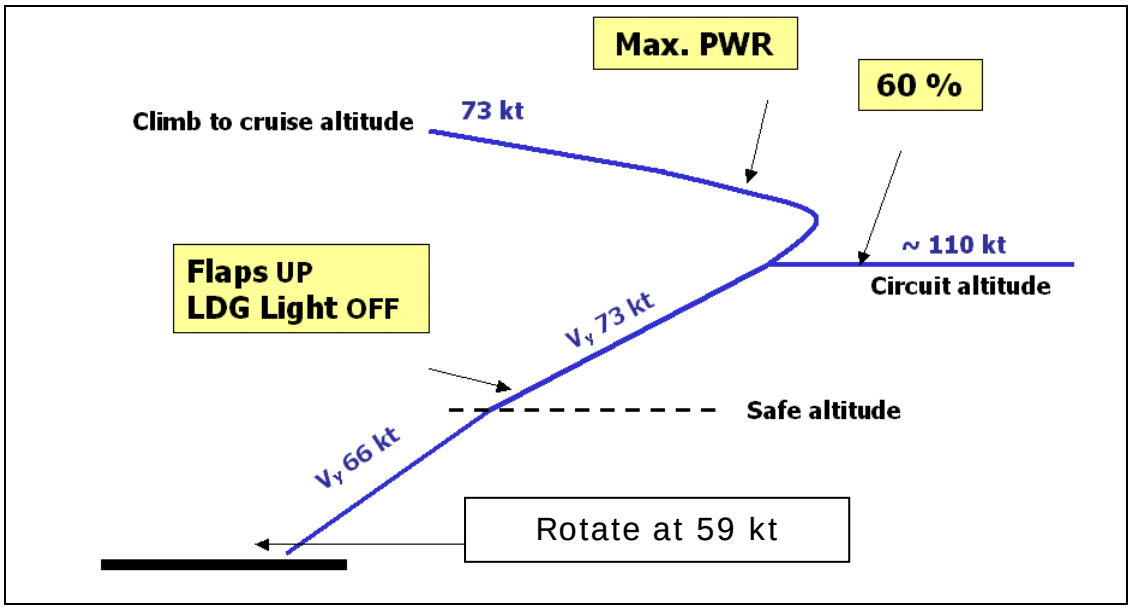
14	ECU swap	ECU B, ENGINE CHECKED	14
15	ECU swap	AUTO	15
16	Pitot heat	AS REQUIRED	16
17	Transponder	CODE/MODE CHECKED	17
18	Parking brake	RELEASED	18

End of Checklist

For procedural items and take-off profile see next page

LINE UP PROCEDURE

Landing light.....ON
Approach sector .....CLEAR
Runway.....IDENTIFIED
Power lever max (100% / 10 sec) .....
.....CHECK LOAD / RPM / FUEL FLOW /OP



AFTER TAKE-OFF PROCEDURE

After passing safe altitude:
Flaps .....UP
Landing light.....OFF

CLIMB TO CRUISE CHECK

1	Flaps	CHECKED UP	1
2	Landing light	CHECKED OFF	2

End of Checklist

PERIODICALLY DURING CRUISE

***F**uel **R**adio **E**ngine **D**irection **A**ltitude*

Fuel transfer ..... repeat as required

Maximum fuel unbalance - Long range tank: 9 USG

DESCENT / APPROACH CHECK

1	Landing data	RECEIVED	1
2	Altimeters (3)	SET	2
3	COM / NAV / FMS	SET	3
4	Seatbelts	FASTENED	4
5	Fuel transfer	AS REQUIRED	5

End of Checklist

BEFORE LANDING PROCEDURE

Downwind, latest base leg:

Flaps ..... T/O

Landing light ..... ON

On final:

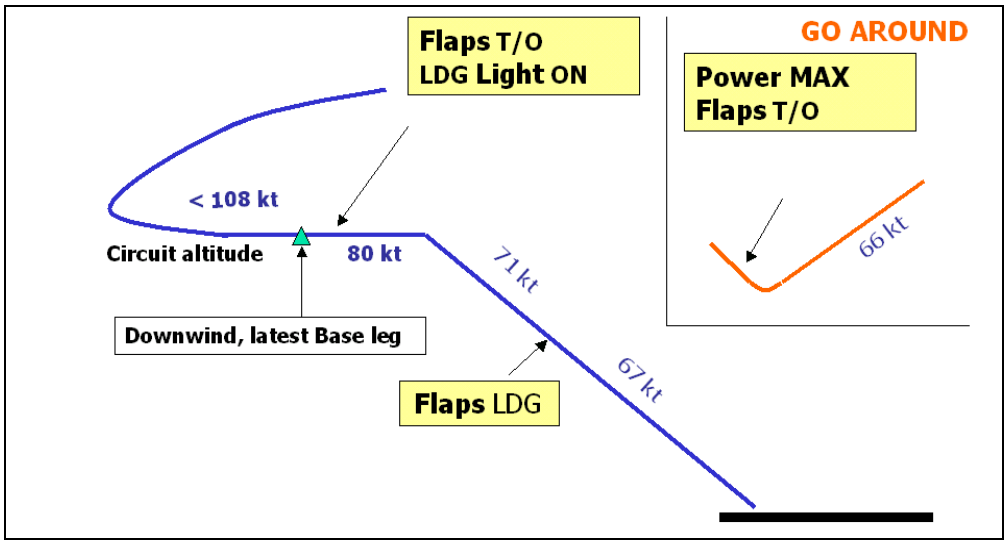
Flaps ..... LDG

GO AROUND PROCEDURE

Power ..... MAX

Flaps ..... T/O

Continue with take-off profile



AFTER LANDING CHECK

1	Flaps ..... UP	1
2	Pitot heat ..... OFF	2
3	Alternate air ..... CLOSED	3
4	Landing/Taxi light ..... AS REQUIRED	4

End of Checklist

PARKING CHECK

1	Parking brake ..... SET	1
2	Power lever ..... IDLE for 2 min.	2
3	ELT ..... 121,5 CHECKED	3
4	Engine / System page ..... CHECKED	4
5	Engine / Fuel page ..... TTL TIME IN SVC NOTED	5
6	Avionic master ..... OFF	6
7	Electrical consumers except ACL (strobe) ... OFF	7
8	Engine Master ..... OFF	8
9	ACL (strobe) ..... OFF	9
10	Electric Master ..... OFF	10
11	Interior light ..... CHECKED OFF	11
12	Start key ..... REMOVED	12

End of Checklist

OPERATING SPEEDS KIAS			
	850 kg	**1000 kg**	**1150 kg**
Best gliding angle (Flaps UP	60	68	73
Best angle of climb (V_X)			
Best rate of climb (V_Y)	54	60	66
Cruising climb speed	60	68	73
Rotating speed	49	55	59
Max. flap speed (V_{FE}) T/O	108		
Max. flap speed (V_{FE}) LDG	91		
Landing speed Flaps UP	60	68	73
Landing speed Flaps LDG	58	63	71
Stalling speed (V_{S0}) LDG	42	<-980kg->	49
Stalling speed (V_S) T/O	44	<-980kg->	51
Stalling speed (V_S) clean	47	<-980kg->	52
Max. cruising speed (V_{NO})	129		
Never exceed speed (V_{NE})	178		
Manoeuvring speed (V_A)	94	<-980kg->	108
Max. turbulence speed	129		

Weights			
Max. TKOF weight	1150 kg	Empty weight	850 kg
		Max. baggage weight	30 kg

EMERGENCY + ABNORMAL CHECKLIST

For conditions to use this Emergency + Abnormal Checklist see page 1 of the Normal Checklist.

All such conditions are fully applicable also for this checklist.

G1000 WARNINGS

ENG TEMP	Pg. 2	**Coolant temperature high (red range)**
OIL TEMP	Pg. 2	**Oil temperature high (red range)**
OIL PRES	Pg. 2	**Oil pressure low (red range)**
GBOX TEMP	Pg. 3	**Gearbox temperature high (red range)**
L/R FUEL TEMP	Pg. 3	**Fuel temperature high (red range)**
ALTN AMPS	Pg. 3	**High Current (red range)**
ALTN FAIL	Pg. 3	**Alternator fail**
STARTER	Pg. 3	**Starter not disengaging**
DOOR OPEN	Pg. 3	**Unlocked doors**

For other parameters "out of green range" see Abnormal Checklist

Abnormal Checklist starts at page 9

ENG TEMP — COOLANT TEMPERATURE HIGH

- Check COOL LVL caution light
  - If "COOL LVL" OUT:
    - During climb:
      - ⇒ Reduce power 10%
      - ⇒ Increase airspeed 10 KIAS
      - ⇒ If not returning to green range within 60 seconds: reduce power as far as possible and increase airspeed
    - During cruise:
      - ⇒ Reduce power
      - ⇒ Increase airspeed
      - ⇒ Check coolant temperature in green range
      - ⇒ If not returning to green range: land ASAP
  - If "COOL LVL" ON:
    - ⇒ Reduce power
    - ⇒ Expect loss of coolant fluid
    - ⇒ Be prepared for emergency landing

OIL TEMP — OIL TEMPERATURE HIGH

- Check oil pressure
  - If too low:
    - ⇒ Reduce power
    - ⇒ Be prepared for loss of oil and engine fail; be prepared for emergency landing
  - If in green range:
    - ⇒ Reduce power
    - ⇒ Increase airspeed

OIL PRES — OIL PRESSURE LOW

- Reduce power
- Be prepared for loss of oil and engine fail; be prepared for emergency landing

GBOX TEMP

GEARBOX TEMPERATURE HIGH

- Reduce power
- Increase airspeed

L/R FUEL TEMP

FUEL TEMPERATURE HIGH

- Reduce power
- Increase airspeed

ALTN AMPS

HIGH CURRENT

Consumption of electrical power is too high

- Switch off electrical equipment to reduce electrical load
  - If problem not cleared:
    - ⇒ Land ASAP

ALTN FAIL

ALTERNATOR FAIL

Batteries will last for about 30 minutes

- Check circuit breakers
  - If all CBs OK:
    - ⇒ ESSENTIAL BUS: ON
- Switch off unnecessary electrical equipment
- Land ASAP
- Be prepared for engine fail and emergency landing

STARTER

STARTER NOT DISENGAGING

- Power lever IDLE
- Engine master OFF
- Electric master OFF

DOOR OPEN

UNLOCKED DOORS

- Reduce airspeed
- Check canopy and rear door visually
  - If canopy and/or rear door unlocked:
    - ⇒ Airspeed below 140 KIAS
    - ⇒ Land ASAP

Do not try to lock the rear door in fligh

EMERGENCY LANDING

1	Airspeed	73/68/60 kts	1
2	ATC	INFORM	2
3	Emergency fuel valve	OFF	3
4	Engine Master	OFF	4
	On final:		
5	Flaps	LDG	5
6	Safety harnesses	TIGHT	6
7	Electric master switch	OFF	7

FUEL TRANSFER PUMP U/S

1	Emergency fuel valve	EMERG. TRANSFER	1
2	AUX fuel quantity	CHECK min 1 USG	2
3	MAIN fuel quantity	CHECK max 15 USG	3
4	Emergency fuel valve	Reset to NORMAL	4

ROUGH ENGINE AND/OR POWER LOSS

1	Airspeed	73/68/60 KIAS	1
2	Power lever	MAX	2
3	G1000 annunciations	CHECK	3
	If ON: go to appropriate checklist		
4	Alternate air	in icing conditions: OPEN	4
5	Main tank fuel quantity	CHECK	5
6	Fuel transfer pump	ON	6
7	Emergency fuel valve	CHECK NORMAL	7
8	ECU swap	ECU B	8
	• In case of power loss: ECU reset:		
9	Engine master	OFF – ON	9
	If no success:		
10	ECU swap	AUTO	10

If no success and insufficient power:
Land ASAP

WINDMILL ENGINE START

1	Airspeed	73 - max 110 KIAS	1
2	Pressure Altitude	max 6000 ft	2
3	Power lever	IDLE	3
4	Emergency fuel valve	CHECK NORMAL	4
5	Alternate air	OPEN	5
6	Fuel transfer pump	ON	6
7	Avionic master	OFF	7
8	Electric master	ON	8
9	Engine master	OFF, then ON	9
10	Avionic master	ON	10

POWERED ENGINE START

1	Gliding airspeed	73/68/60 KIAS	1
2	Pressure Altitude	max 6000 ft	2
3	Engine master	OFF	3
4	Power lever	IDLE	4
5	Emergency fuel valve	CHECK NORMAL	5
6	Alternate air	OPEN	6
7	Fuel transfer pump	ON	7
8	Avionic master	OFF	8
9	Electric master	ON	9
10	Engine master	ON	10
11	Glow indication	CHECK ON, wait for OFF	11
12	Electric master	START	12
13	Avionic master	ON	13

UNDER / OVER VOLTAGE

1	Essential bus	ON	1

Land ASAP

FLUCTUATING RPM

1	Power lever	CHANGE SETTING	1
	If no success:		
2	ECU swap	ECU B	2
	If no success:		
3	ECU swap	AUTO	3
	If no success:		
	Land ASAP		

RPM OVERSPEED

1	Power lever	ADJUST to max. 2300 RPM	1
2	Flaps	UP	2
3	Airspeed	73 KIAS	3
4	Power lever	AS REQUIRED	4
	but do not exceed 2300 RPM		
5	ECU swap	ECU B	5
	• If no success:		
6	ECU swap	AUTO	6
	Land ASAP		
	If increased climb rate required:		
7	Flaps	T/O	7
8	Airspeed	66 KIAS	8
9	Power lever	ADJUST to max. 2300 RPM	9

RPM UNDERSPEED

1	Power lever	AS REQUIRED	1
2	ECU swap	ECU B	2
	• If no success:		
3	ECU swap	AUTO	3
	Land ASAP		

FIRE / SMOKE ON GROUND

1	Power lever	IDLE	1
2	Cabin heat	OFF	2
3	Emergency fuel valve	OFF	3
4	Fuel transfer pump	OFF	4
5	Engine master	OFF	5
6	Electric master	OFF	6

When engine stopped:

7	Canopy	OPEN	7

Evacuate

FIRE / SMOKE DURING CONTINUED TKOF

1	Cabin heat	OFF	1

Land ASAP

When landing assured:

2	Emergency fuel valve	OFF	2
3	Fuel transfer pump	OFF	3
4	Engine master	OFF	4
5	Electric master	OFF	5
6	Emergency window	OPEN as necessary	6
7	Canopy	UNLATCH as necessary	7

ELECTRIC FIRE / SMOKE IN FLIGHT

1	Emergency switch	ON	1
2	Avionic master	OFF	2
3	Electric master	OFF	3
4	Cabin heat	OFF	4
5	Emergency window	OPEN as necessary	5
6	Canopy	UNLATCH as necessary	6

Land ASAP

ENGINE FIRE IN FLIGHT

1	Cabin heat	OFF	1
2	Emergency landing	PREPARE	2
3	Airspeed	73/68/60 KIAS	3
4	ATC	INFORM	4
5	Emergency window	OPEN as necessary	5
6	Canopy	UNLATCH as necessary	6
	When landing assured:		
7	Emergency fuel valve	OFF	7
8	Power lever	MAX	8
9	Engine Master	OFF	9
	On final:		
10	Flaps	LDG	10
11	Electric master switch	OFF	11

SUSPICION OF CARBON MONOXIDE

1	Cabin heat & defrost	OFF	1
2	Ventilation	OPEN	2
3	Emergency windows	OPEN	3
4	Airspeed	max 120 KIAS	4
5	Canopy	UNLATCH	5

Push up and lock in cooling gap position

TOTAL ELECTRIC FAIL

1	Circuit breakers	CHECK ALL IN	1
2	Essential bus	ON	2
	If no success:		
3	Emergency switch	ON	3
4	Flood light, if necessary	ON	4
5	Power	SET	5
	according power lever position and/or engine noise		
6	Flaps	VERIFY POSITION	6

Land ASAP

G1000 CAUTION LIGHTS

ECU A FAIL	Page 9	**Engine ECU A fail**
ECU B FAIL	Page 9	**Engine ECU B fail**
L FUEL LOW	Page 10	**Main tank fuel qty low**
VOLTS LOW	Page 10	**Bus voltage too low**
PITOT FAIL	Page 10	**Pitot heating system failed**
COOL LVL	No procedure	**Engine coolant level low**
PITOT HT OFF	No procedure	**Pitot heating system OFF**

Indications outside of green range

ECU A OR B FAIL — ON GROUND

- **Discontinue operation, terminate flight preparation**

ECU A FAIL — DURING FLIGHT

Remark: in case of ECU A fail the system automatically switches to ECU B

- **Press ECU TEST button for more than 2 seconds**
  - **If ECU A caution message re-appears or cannot be reset:**
    - ⇒ **Land ASAP**
  - **If ECU A caution message can be reset:**
    - ⇒ **Continue flight. Engine must be serviced after LDG**

ECU B FAIL — DURING FLIGHT

- **Press ECU TEST button for more than 2 seconds**
  - **If ECU B caution message re-appears or cannot be reset:**
    - ⇒ **Land ASAP**
  - **If ECU B caution message can be reset:**
    - ⇒ **Continue flight. Engine must be serviced after LDG**

L FUEL LOW

MAIN TANK FUEL QTY LOW

- **Fuel transfer pump: ON**
- **Check fuel quantity**
  - **If light still ON:**
    - ⇒ **Expect fuel leak**
    - ⇒ **Be prepared for emergency landing**

VOLTS LOW

BUS VOLTAGE TOO LOW

Remark: possible reasons are
- malfunction of electrical supply
- RPM too low

- **Check circuit breakers**
  - **On ground**
    - ⇒ **Increase RPM**
      - **If light still ON:**
        - ⇒ **Terminate flight preparation**
  - **In flight**
    - ⇒ **Switch off unnecessary electrical equipment**
      - **If light still ON:**
        - ⇒ **Apply "ALTERNATOR FAIL"-emergency procedure** ***(Emergency Checklist page 3)***

PITOT FAIL

PITOT HEATING SYSTEM FAILED

- **check pitot heat ON**
  - **if in icing conditions**
    - ⇒ **expect failure of the pitot-static-system**
    - ⇒ **alternate static valve: OPEN**
    - ⇒ **leave area with icing conditions**

INDICATIONS OUTSIDE OF GREEN RANGE

RPM high

- Reduce power
- Keep RPM in green range with appropriate power lever setting
  - If power not sufficient: land ASAP

Oil pressure high

- Check oil temperature
- Check coolant temperature
  - If within green range
    - ⇒ Oil pressure indication may be faulty; watch temperatures
  - If outside of green range
    - ⇒ Reduce power
    - ⇒ Be prepared for engine fail; be prepared for emergency landing

Oil pressure low

- Reduce power
- Be prepared for loss of oil and engine fail; be prepared for emergency landing

Oil temperature high

- Check oil pressure
  - If too low
    - ⇒ Reduce power
    - ⇒ Be prepared for loss of oil and engine fail; be prepared for emergency landing
  - If in green range
    - ⇒ Reduce power
    - ⇒ Increase airspeed

Oil temperature low

- Increase power
- Reduce airspeed

Fuel temperature high

- Reduce power
- Increase airspeed

Fuel temperature low

- Increase power
- Reduce airspeed

Coolant temperature high

- Refer to Emergency Checklist page 2, "ENG TEMP"

Coolant temperature low

Remark: During low power descent from high altitude coolant temperature may decrease

- Check "COOL LVL" caution light
  - If ON
    - ⇒ Reduce power
    - ⇒ Expect loss of coolant fluid
    - ⇒ Be prepared for emergency landing

Gearbox temperature high

- Reduce power
- Increase airspeed

Alternator load yellow range

- Switch off unnecessary electrical equipment
  - If indication still outside of green range:
    - ⇒ Land ASAP

VOLT high

- Land ASAP