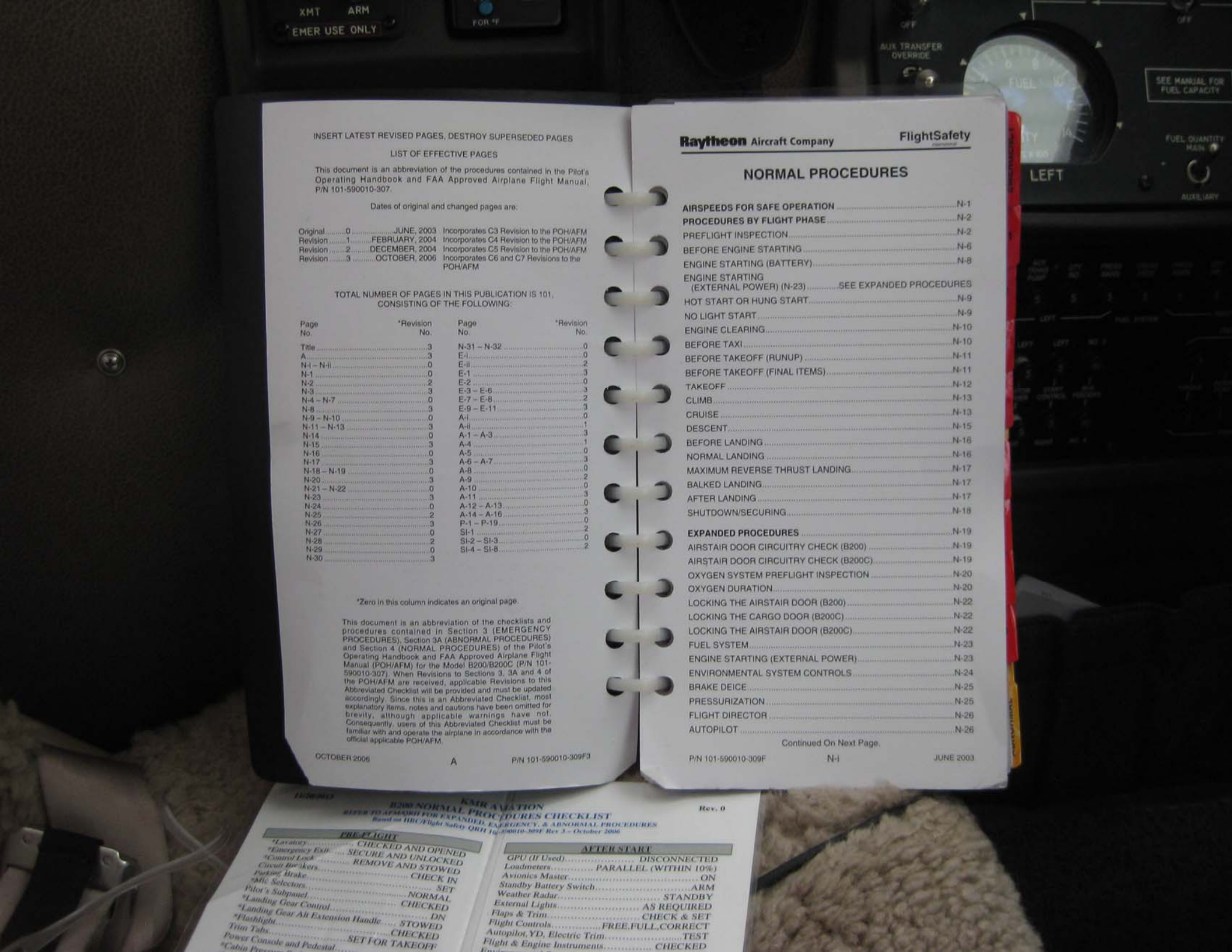

INSERT LATEST REVISED PAGES, DESTROY SUPERSEDED PAGES

LIST OF EFFECTIVE PAGES

This document is an abbreviation of the procedures contained in the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual, P/N 101-590010-307.

Dates of original and changed pages are:

Original	0	JUNE, 2003	Incorporates C3 Revision to the POH/AFM
Revision	1	FEBRUARY, 2004	Incorporates C4 Revision to the POH/AFM
Revision	2	DECEMBER, 2004	Incorporates C5 Revision to the POH/AFM
Revision	3	OCTOBER, 2006	Incorporates C6 and C7 Revisions to the POH/AFM

TOTAL NUMBER OF PAGES IN THIS PUBLICATION IS 101, CONSISTING OF THE FOLLOWING:

Page No.	*Revision No.	Page No.	*Revision No.
Title	3	N-31 – N-32	0
A	3	E-i	0
N-i – N-ii	0	E-ii	2
N-1	0	E-1	3
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N-3	3	E-3 – E-6	3
N-4 – N-7	0	E-7 – E-8	2
N-8	3	E-9 – E-11	3
N-9 – N-10	0	A-i	0
N-11 – N-13	3	A-ii	1
N-14	0	A-1 – A-3	3
N-15	3	A-4	1
N-16	0	A-5	0
N-17	3	A-6 – A-7	3
N-18 – N-19	0	A-8	0
N-20	3	A-9	2
N-21 – N-22	0	A-10	0
N-23	3	A-11	3
N-24	0	A-12 – A-13	0
N-25	2	A-14 – A-16	3
N-26	3	P-1 – P-19	0
N-27	0	SI-1	2
N-28	2	SI-2 – SI-3	0
N-29	0	SI-4 – SI-8	2
N-30	3		

*Zero in this column indicates an original page.

This document is an abbreviation of the checklists and procedures contained in Section 3 (EMERGENCY PROCEDURES), Section 3A (ABNORMAL PROCEDURES) and Section 4 (NORMAL PROCEDURES) of the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (POH/AFM) for the Model B200/B200C (P/N 101-590010-307). When Revisions to Sections 3, 3A and 4 of the POH/AFM are received, applicable Revisions to this Abbreviated Checklist will be provided and must be updated accordingly. Since this is an Abbreviated Checklist, most explanatory items, notes and cautions have been omitted for brevity, although applicable warnings have not. Consequently, users of this Abbreviated Checklist must be familiar with and operate the airplane in accordance with the official applicable POH/AFM.

NORMAL PROCEDURES

Continued On Next Page.

KMR AVIATION
B200 NORMAL PROCEDURES CHECKLIST
REFER TO AFM/ORH FOR EXPANDED, EMERGENCY, & ABNORMAL PROCEDURES
Based on HBC/Flight Safety ORH 101-590010-309F Rev 3 – October 2006
Rev. 0

PRE-FLIGHT

*Lavatory	CHECKED AND OPENED
*Emergency Exit	SECURE AND UNLOCKED
*Control Lock	REMOVE AND STOWED
Circuit Breakers	CHECK IN
Parking Brake	SET
*Mic Selectors	NORMAL
Pilot's Subpanel	CHECKED
*Landing Gear Control	DN
*Landing Gear Alt Extension Handle	STOWED
*Flashlight	CHECKED
Trim Tabs	SET FOR TAKEOFF
Power Console and Pedestal	
*Cabin Pressure	

AFTER START

GPU (If Used)	DISCONNECTED
Loadmeters	PARALLEL (WITHIN 10%)
Avionics Master	ON
Standby Battery Switch	ARM
Weather Radar	STANDBY
External Lights	AS REQUIRED
Flaps & Trim	CHECK & SET
Flight Controls	FREE,FULL,CORRECT
Autopilot,YD, Electric Trim	TEST
Flight & Engine Instruments	CHECKED

PROCEDURES BY FLIGHT PHASE

PREFLIGHT INSPECTION

NOTE

After the first flight of each day, the Preflight Inspection may be omitted except for items marked with a "+". (Fuel tank Caps and Engine Oil Quantity/Filler Cap need not be checked unless system(s) were serviced.) External inspections with flaps down may be conducted at intervals deemed appropriate by the pilot.

Cabin/Cockpit

1. Monogram Electric Toilet (if installed) ..... KNIFE VALVE OPEN
+ 2. Baggage ..... SECURE
3. Emergency Exit ..... SECURE AND UNLOCKED
4. Control Locks ..... REMOVE AND STOWED
5. Trim Tabs ..... SET TO "0" UNITS
6. Condition Levers ..... FUEL CUTOFF
7. Landing Gear Control ..... DN
8. Parking Brake ..... SET
9. Ignition and Engine Start ..... ENSURE OFF
10. Battery ..... ON, CHECK 23 VOLTS MINIMUM
11. Fuel Quantity (main and auxiliary) ..... CHECK
12. ELT (cockpit installations) ..... ARM [XMT] — EXTINGUISHED
13. Gear Down Annunciators ..... ILLUMINATED
14. Flap Control (if desired) ..... APPROACH, THEN DOWN (check indicator)
15. Airstair Door (B200) Circuitry (N-19) ..... CHECK
~~16. Airstair Door (B200C) Circuitry (N-19)~~ N/A ..... ~~CHECK~~
17. Oxygen System Preflight Inspection (N-20) ..... COMPLETE
+18. Battery ..... OFF

Left Wing and Nacelle

1. Cabin Door Seal, Step Extension Cable, Light Wire, Damper, and Handrails ..... CHECK
2. Cabin Windows ..... CHECK
+ 3. Auxiliary Fuel Tank Cap ..... SECURE
4. Flaps (condition, asymmetry protection, and flap tracks) ..... CHECK
5. Oil Breather Vent ..... CLEAR
+ 6. Brake Lines, Brake Wear, Brake Deice Lines (if installed) ..... CHECK

Continued On Next Page.

PREFLIGHT INSPECTION (Cont)

~~7. Fire Extinguisher (if installed)~~ N/A ..... ~~CHECK PRESSURE~~

FIRE EXTINGUISHER PRESSURE VS. TEMPERATURE

°F	-40	-20	0	20	40	60	80	100	120
°C	-40	-29	-18	-7	4	16	27	38	49
PSI Range	190 to 240	220 to 275	250 to 315	290 to 365	340 to 420	390 to 480	455 to 550	525 to 635	605 to 730

~~8. Inverter Cooling Louver~~ MA R- STC # SA01539SE-D (1000) ..... ~~CLEAR~~
9. Aileron and Tab ..... CHECK
10. Flush Outboard Wing Fuel Tank Sump ..... DRAIN
11. Static Wicks (4) (5) R/C STC# SA01155SE ..... CHECK
12. Navigation, Recognition, & Strobe Lights ..... CHECK
+13. Main Fuel Tank Cap ..... SECURE
14. Stall Warning Vane ..... CHECK
+15. Tiedown ..... REMOVED
16. Outboard Deice Boot and Stall Strip ..... CHECKED
17. Ice Light ..... CHECK
18. Heated Fuel Vent ..... CLEAR
19. Ram Scoop Fuel Vent ..... CLEAR
20. Gravity Line Drain ..... DRAIN
~~21. Inverter Cooling Louvers~~ See Line # ..... ~~CLEAR~~
22. Wing Leading Edge Tank Sump ..... DRAIN
+23. Landing Gear (doors, wheel well, strut, tires) ..... CHECK
+24. Chock ..... REMOVE
25. Fuel Filter and Fuel Strainer Drains ..... DRAIN
+26. Engine Oil ..... CHECK QUANTITY, CAP SECURE
27. Engine Compartment Door (outbd) ..... SECURE, BLEED VALVE EXHAUST CLEAR
28. Exhaust Stack (outbd) ..... CHECK FOR CRACKS
29. Top Cowling Locks (outbd) ..... SECURE
30. Nacelle Cooling Ram Air Inlets ..... CLEAR
+31. Prop ..... CHECK FOR NICKS, DEICE BOOT SECURE
32. Engine Intake ..... CLEAR
33. Top Cowling Locks (inbd) ..... SECURE
34. Exhaust Stack (inbd) ..... CHECK FOR CRACKS
35. Generator Cooling Inlet ..... CLEAR
36. Engine Compartment Door (inbd) ..... SECURE, BLEED VALVE EXHAUST CLEAR
37. Heat Exchanger Inlet ..... CLEAR

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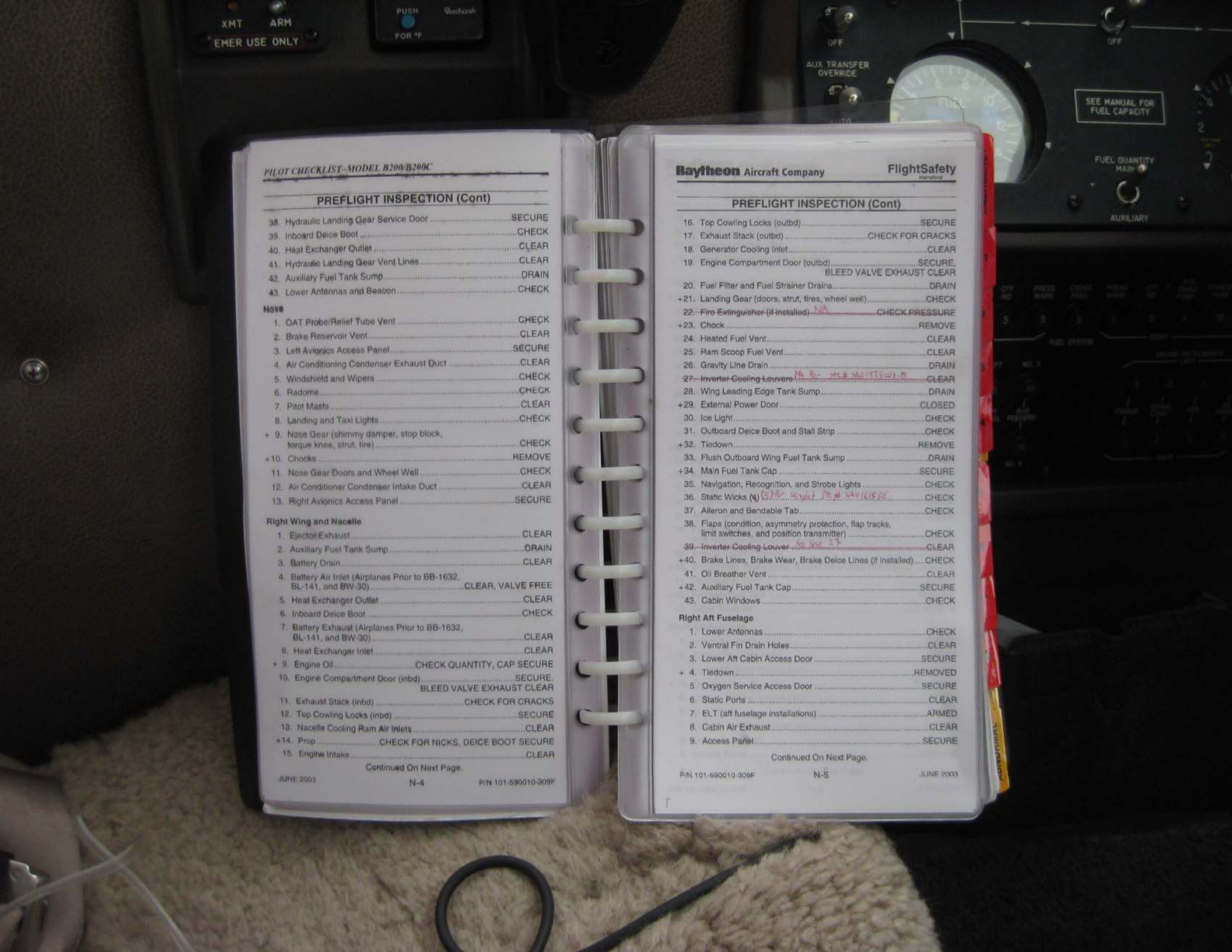

PREFLIGHT INSPECTION (Cont)

38.	Hydraulic Landing Gear Service Door	SECURE
39.	Inboard Deice Boot	CHECK
40.	Heat Exchanger Outlet	CLEAR
41.	Hydraulic Landing Gear Vent Lines	CLEAR
42.	Auxiliary Fuel Tank Sump	DRAIN
43.	Lower Antennas and Beacon	CHECK

Nose

1.	OAT Probe/Relief Tube Vent	CHECK
2.	Brake Reservoir Vent	CLEAR
3.	Left Avionics Access Panel	SECURE
4.	Air Conditioning Condenser Exhaust Duct	CLEAR
5.	Windshield and Wipers	CHECK
6.	Radome	CHECK
7.	Pitot Masts	CLEAR
8.	Landing and Taxi Lights	CHECK
+ 9.	Nose Gear (shimmy damper, stop block, torque knee, strut, tire)	CHECK
+10.	Chocks	REMOVE
11.	Nose Gear Doors and Wheel Well	CHECK
12.	Air Conditioner Condenser Intake Duct	CLEAR
13.	Right Avionics Access Panel	SECURE

Right Wing and Nacelle

1.	Ejector Exhaust	CLEAR
2.	Auxiliary Fuel Tank Sump	DRAIN
3.	Battery Drain	CLEAR
4.	Battery Air Inlet (Airplanes Prior to BB-1632, BL-141, and BW-30)	CLEAR, VALVE FREE
5.	Heat Exchanger Outlet	CLEAR
6.	Inboard Deice Boot	CHECK
7.	Battery Exhaust (Airplanes Prior to BB-1632, BL-141, and BW-30)	CLEAR
8.	Heat Exchanger Inlet	CLEAR
+ 9.	Engine Oil	CHECK QUANTITY, CAP SECURE
10.	Engine Compartment Door (inbd)	SECURE, BLEED VALVE EXHAUST CLEAR
11.	Exhaust Stack (inbd)	CHECK FOR CRACKS
12.	Top Cowling Locks (inbd)	SECURE
13.	Nacelle Cooling Ram Air Inlets	CLEAR
+14.	Prop	CHECK FOR NICKS, DEICE BOOT SECURE
15.	Engine Intake	CLEAR

Continued On Next Page.

PREFLIGHT INSPECTION (Cont)

16.	Top Cowling Locks (outbd)	SECURE
17.	Exhaust Stack (outbd)	CHECK FOR CRACKS
18.	Generator Cooling Inlet	CLEAR
19.	Engine Compartment Door (outbd)	SECURE, BLEED VALVE EXHAUST CLEAR
20.	Fuel Filter and Fuel Strainer Drains	DRAIN
+21.	Landing Gear (doors, strut, tires, wheel well)	CHECK
22.	~~Fire Extinguisher (if installed)~~ NA	~~CHECK PRESSURE~~
+23.	Chock	REMOVE
24.	Heated Fuel Vent	CLEAR
25.	Ram Scoop Fuel Vent	CLEAR
26.	Gravity Line Drain	DRAIN
27.	~~Inverter Cooling Louvers~~ NA RC SEE SAE 975431-1	~~CLEAR~~
28.	Wing Leading Edge Tank Sump	DRAIN
+29.	External Power Door	CLOSED
30.	Ice Light	CHECK
31.	Outboard Deice Boot and Stall Strip	CHECK
+32.	Tiedown	REMOVE
33.	Flush Outboard Wing Fuel Tank Sump	DRAIN
+34.	Main Fuel Tank Cap	SECURE
35.	Navigation, Recognition, and Strobe Lights	CHECK
36.	Static Wicks (4) (5) RC WICK PR# SAE1185E	CHECK
37.	Aileron and Bendable Tab	CHECK
38.	Flaps (condition, asymmetry protection, flap tracks, limit switches, and position transmitter)	CHECK
39.	~~Inverter Cooling Louver~~ SEE NOS 27	~~CLEAR~~
+40.	Brake Lines, Brake Wear, Brake Deice Lines (if installed)	CHECK
41.	Oil Breather Vent	CLEAR
+42.	Auxiliary Fuel Tank Cap	SECURE
43.	Cabin Windows	CHECK

Right Aft Fuselage

1.	Lower Antennas	CHECK
2.	Ventral Fin Drain Holes	CLEAR
3.	Lower Aft Cabin Access Door	SECURE
+ 4.	Tiedown	REMOVED
5.	Oxygen Service Access Door	SECURE
6.	Static Ports	CLEAR
7.	ELT (aft fuselage installations)	ARMED
8.	Cabin Air Exhaust	CLEAR
9.	Access Panel	SECURE

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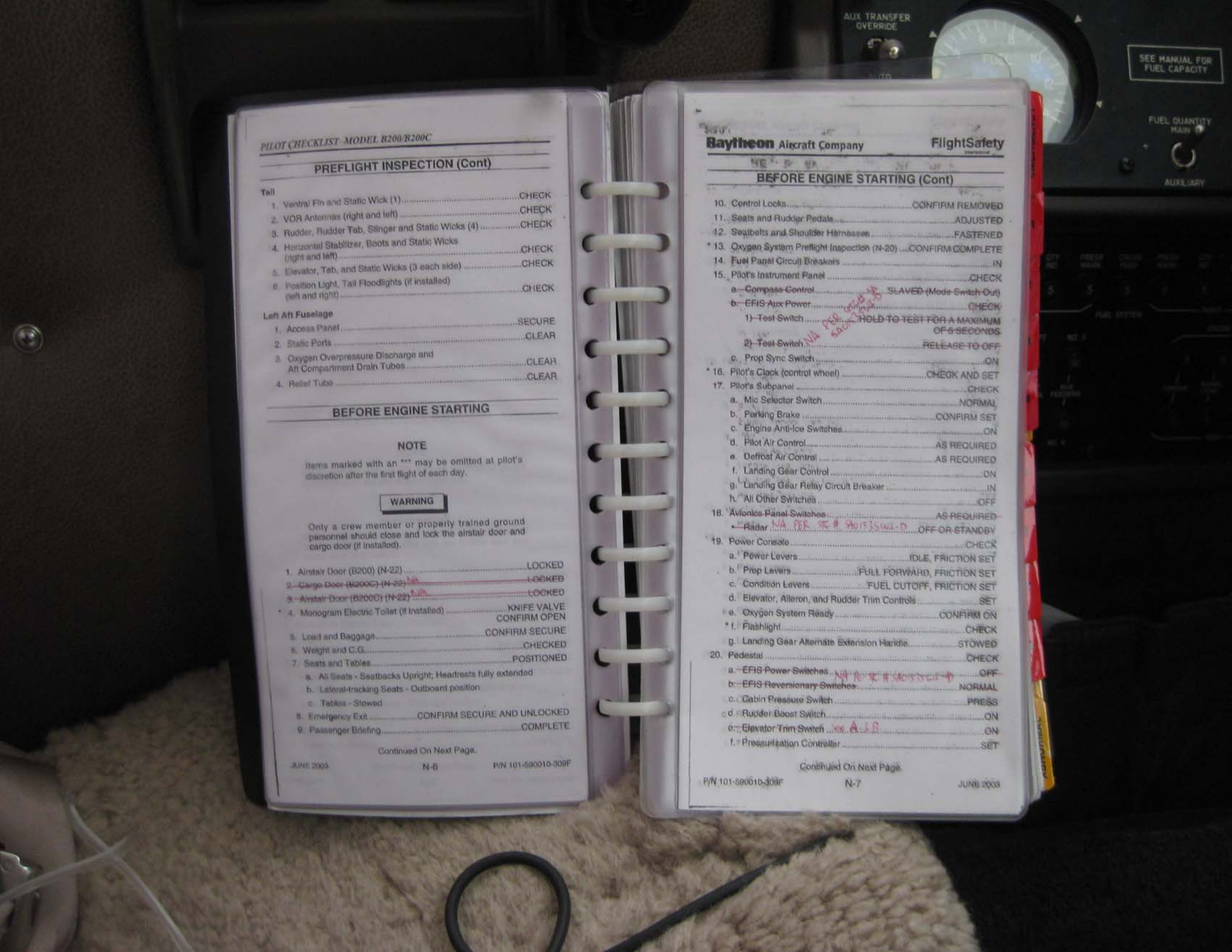


PREFLIGHT INSPECTION (Cont)

Tail

1. Ventral Fin and Static Wick (1) ..... CHECK
2. VOR Antennas (right and left) ..... CHECK
3. Rudder, Rudder Tab, Stinger and Static Wicks (4) ..... CHECK
4. Horizontal Stabilizer, Boots and Static Wicks (right and left) ..... CHECK
5. Elevator, Tab, and Static Wicks (3 each side) ..... CHECK
6. Position Light, Tail Floodlights (if installed) (left and right) ..... CHECK

Left Aft Fuselage

1. Access Panel ..... SECURE
2. Static Ports ..... CLEAR
3. Oxygen Overpressure Discharge and Aft Compartment Drain Tubes ..... CLEAR
4. Relief Tube ..... CLEAR

BEFORE ENGINE STARTING

NOTE

Items marked with an *** may be omitted at pilot's discretion after the first flight of each day.

WARNING

Only a crew member or properly trained ground personnel should close and lock the airstair door and cargo door (if installed).

1. Airstair Door (B200) (N-22) ..... LOCKED
2. ~~Cargo Door (B200C) (N-22)~~ N/A ..... ~~LOCKED~~
3. ~~Airstair Door (B200C) (N-22)~~ N/A ..... ~~LOCKED~~
* 4. Monogram Electric Toilet (if installed) ..... KNIFE VALVE CONFIRM OPEN
5. Load and Baggage ..... CONFIRM SECURE
6. Weight and C.G. ..... CHECKED
7. Seats and Tables ..... POSITIONED
   a. All Seats - Seatbacks Upright; Headrests fully extended
   b. Lateral-tracking Seats - Outboard position
   c. Tables - Stowed
8. Emergency Exit ..... CONFIRM SECURE AND UNLOCKED
9. Passenger Briefing ..... COMPLETE

Continued On Next Page.

BEFORE ENGINE STARTING (Cont)

10. Control Locks ..... CONFIRM REMOVED
11. Seats and Rudder Pedals ..... ADJUSTED
12. Seatbelts and Shoulder Harnesses ..... FASTENED
* 13. Oxygen System Preflight Inspection (N-20) ..... CONFIRM COMPLETE
14. Fuel Panel Circuit Breakers ..... IN
15. Pilot's Instrument Panel ..... CHECK
    a. ~~Compass Control~~ N/A PER SC # SA01-3 ..... ~~SLAVED (Mode Switch Out)~~
    b. ~~EFIS Aux Power~~ ..... ~~CHECK~~
       1) ~~Test Switch~~ ..... ~~HOLD TO TEST FOR A MAXIMUM OF 5 SECONDS~~
       2) ~~Test Switch~~ ..... ~~RELEASE TO OFF~~
    c. Prop Sync Switch ..... ON
* 16. Pilot's Clock (control wheel) ..... CHECK AND SET
17. Pilot's Subpanel ..... CHECK
    a. Mic Selector Switch ..... NORMAL
    b. Parking Brake ..... CONFIRM SET
    c. Engine Anti-Ice Switches ..... ON
    d. Pilot Air Control ..... AS REQUIRED
    e. Defrost Air Control ..... AS REQUIRED
    f. Landing Gear Control ..... DN
    g. Landing Gear Relay Circuit Breaker ..... IN
    h. All Other Switches ..... OFF
18. ~~Avionics Panel Switches~~ ..... ~~AS REQUIRED~~
    * ~~Radar~~ N/A PER SC # SA01-3 ..... ~~OFF OR STANDBY~~
19. Power Console ..... CHECK
    a. Power Levers ..... IDLE, FRICTION SET
    b. Prop Levers ..... FULL FORWARD, FRICTION SET
    c. Condition Levers ..... FUEL CUTOFF, FRICTION SET
    d. Elevator, Aileron, and Rudder Trim Controls ..... SET
    e. Oxygen System Ready ..... CONFIRM ON
    * f. Flashlight ..... CHECK
    g. Landing Gear Alternate Extension Handle ..... STOWED
20. Pedestal ..... CHECK
    a. ~~EFIS Power Switches~~ N/A PER SC # SA01-3 ..... ~~OFF~~
    b. ~~EFIS Reversionary Switches~~ ..... NORMAL
    c. Cabin Pressure Switch ..... PRESS
    d. Rudder Boost Switch ..... ON
    e. Elevator Trim Switch ..... ON
    f. Pressurization Controller ..... SET

Continued On Next Page.

BEFORE ENGINE STARTING (Cont)

21. Copilot's Instrument Panel ..... CHECK
- ~~Compass Control ..... SLAVED (Mode Switch Out)~~
* 22. Copilot's Clock (control wheel) ..... CHECK AND SET
23. Copilot's Subpanel ..... CHECK
   a. Cabin Sign ..... NO SMOKE & FSB
   b. Vent Blower Switch ..... AUTO
   c. Bleed Air Valve Switches ..... ENVIR OFF
   d. Cabin Temp Mode Control ..... OFF
   e. Cabin/Cockpit Air Control ..... AS REQUIRED
   f. Copilot Air Control ..... AS REQUIRED
   g. Mic Selector Switch ..... NORMAL
   h. Oxygen Pressure ..... CONFIRM
   i. All Other Switches ..... OFF
24. Copilot's Circuit Breaker Panel ..... CHECK
* 25. Pilot's Static Air Source ..... NORMAL
* 26. Fire Extinguisher (under copilot's chair) ..... CHECK
27. Battery ..... ON
(OFF for FUEL SYSTEM CHECK)
* 28. Fuel System (N-23) ..... CHECK
29. Fuel Quantity (main and auxiliary) ..... CHECK
* 30. Landing Gear Handle Lights ..... PRESS TO TEST
* 31. Hydraulic Fluid Sensor ..... TEST
[HYD FLUID LOW] - ILLUMINATED
32. Beacon ..... ON
33. DC Volt/Loadmeters ..... PRESS TO CHECK VOLTAGE
(23 volts minimum)
* 34. Annunciators ..... TEST
* 35. Stall Warning ..... TEST
* 36. Fire Detectors and Fire Extinguishers (if installed) ..... TEST

ENGINE STARTING (BATTERY)

1. Right Ignition and Engine Start ..... ON
[R IGNITION ON] - ILLUMINATED
[R FUEL PRESS] - EXTINGUISHED
2. Right Condition Lever (12% N_1 or above) ..... LOW IDLE
3. Right ITT and N_1 ..... MONITOR (1000°C maximum)
4. Right Oil Pressure ..... CHECK
5. Right Ignition and Engine Start (50% N_1 or above) ..... OFF
6. Right Condition Lever ..... HIGH IDLE

Continued On Next Page.

ENGINE STARTING (BATTERY) (Cont)

7. Right Generator ..... RESET, THEN ON
8. Battery ..... CHARGE
(until loadmeter reads approximately 50% or less.)
9. Left Ignition and Engine Start ..... ON
[L IGNITION ON] - ILLUMINATED
[L FUEL PRESS] - EXTINGUISHED
10. Left Condition Lever (12% N_1 or above) ..... LOW IDLE
11. Left ITT and N_1 ..... MONITOR (1000°C maximum)
12. Left Oil Pressure ..... CHECK
13. Left Ignition and Engine Start (50% N_1 or above) ..... OFF
14. D.C. Volt/Loadmeters ..... PRESS TO CHECK VOLTAGE
(27.5-29.0 volts)
15. Left Generator ..... RESET, THEN ON
16. Right Condition Lever ..... REDUCE TO LOW IDLE

ENGINE STARTING (EXTERNAL POWER)

Expanded Procedure on Page N-23.

HOT START OR HUNG START

If rate of ITT increase predicts an over-temperature occurrence, or if N_1 ceases to accelerate in a normal manner:

1. Condition Lever ..... FUEL CUTOFF
2. Ignition and Engine Start ..... STARTER ONLY
(for remainder of starter time limit)
3. Ignition and Engine Start ..... OFF
4. Do not attempt another start until the cause of the hot start or hung start has been corrected.

NO LIGHT START

If no ITT rise is observed within 10 seconds after moving the Condition Lever to LOW IDLE:

1. Condition Lever ..... FUEL CUTOFF
2. Ignition and Engine Start ..... OFF
3. Follow ENGINE CLEARING procedure.

BEFORE ENGINE STARTING (Cont)

21. Copilot's Instrument Panel ..... CHECK
    - Compass Control ..... SLAVED (Mode Switch Out)
* 22. Copilot's Clock (control wheel) ..... CHECK AND SET
23. Copilot's Subpanel ..... CHECK
    a. Cabin Sign ..... NO SMOKE & FSB
    b. Vent Blower Switch ..... AUTO
    c. Bleed Air Valve Switches ..... ENVIR OFF
    d. Cabin Temp Mode Control ..... OFF
    e. Cabin/Cockpit Air Control ..... AS REQUIRED
    f. Copilot Air Control ..... AS REQUIRED
    g. Mic Selector Switch ..... NORMAL
    h. Oxygen Pressure ..... CONFIRM
    i. All Other Switches ..... OFF
24. Copilot's Circuit Breaker Panel ..... CHECK
* 25. Pilot's Static Air Source ..... NORMAL
* 26. Fire Extinguisher (under copilot's chair) ..... CHECK
27. Battery ..... ON
    (OFF for FUEL SYSTEM CHECK)
* 28. Fuel System (N-23) ..... CHECK
29. Fuel Quantity (main and auxiliary) ..... CHECK
* 30. Landing Gear Handle Lights ..... PRESS TO TEST
* 31. Hydraulic Fluid Sensor ..... TEST
    [HYD FLUID LOW] - ILLUMINATED
32. Beacon ..... ON
33. DC Volt/Loadmeters ..... PRESS TO CHECK VOLTAGE
    (23 volts minimum)
* 34. Annunciators ..... TEST
* 35. Stall Warning ..... TEST
* 36. Fire Detectors and Fire Extinguishers (if installed) ..... TEST

ENGINE STARTING (BATTERY)

1. Right Ignition and Engine Start ..... ON
   [R IGNITION ON] - ILLUMINATED
   [R FUEL PRESS] - EXTINGUISHED
2. Right Condition Lever (12% N_1 or above) ..... LOW IDLE
3. Right ITT and N_1 ..... MONITOR (1000°C maximum)
4. Right Oil Pressure ..... CHECK
5. Right Ignition and Engine Start (50% N_1 or above) ..... OFF
6. Right Condition Lever ..... HIGH IDLE

Continued On Next Page.

ENGINE STARTING (BATTERY) (Cont)

7. Right Generator ..... RESET, THEN ON
8. Battery ..... CHARGE
   (until loadmeter reads approximately 50% or less.)
9. Left Ignition and Engine Start ..... ON
   [L IGNITION ON] - ILLUMINATED
   [L FUEL PRESS] - EXTINGUISHED
10. Left Condition Lever (12% N_1 or above) ..... LOW IDLE
11. Left ITT and N_1 ..... MONITOR (1000°C maximum)
12. Left Oil Pressure ..... CHECK
13. Left Ignition and Engine Start (50% N_1 or above) ..... OFF
14. D.C. Volt/Loadmeters ..... PRESS TO CHECK VOLTAGE
    (27.5-29.0 volts)
15. Left Generator ..... RESET, THEN ON
16. Right Condition Lever ..... REDUCE TO LOW IDLE

ENGINE STARTING (EXTERNAL POWER)

Expanded Procedure on Page N-23.

HOT START OR HUNG START

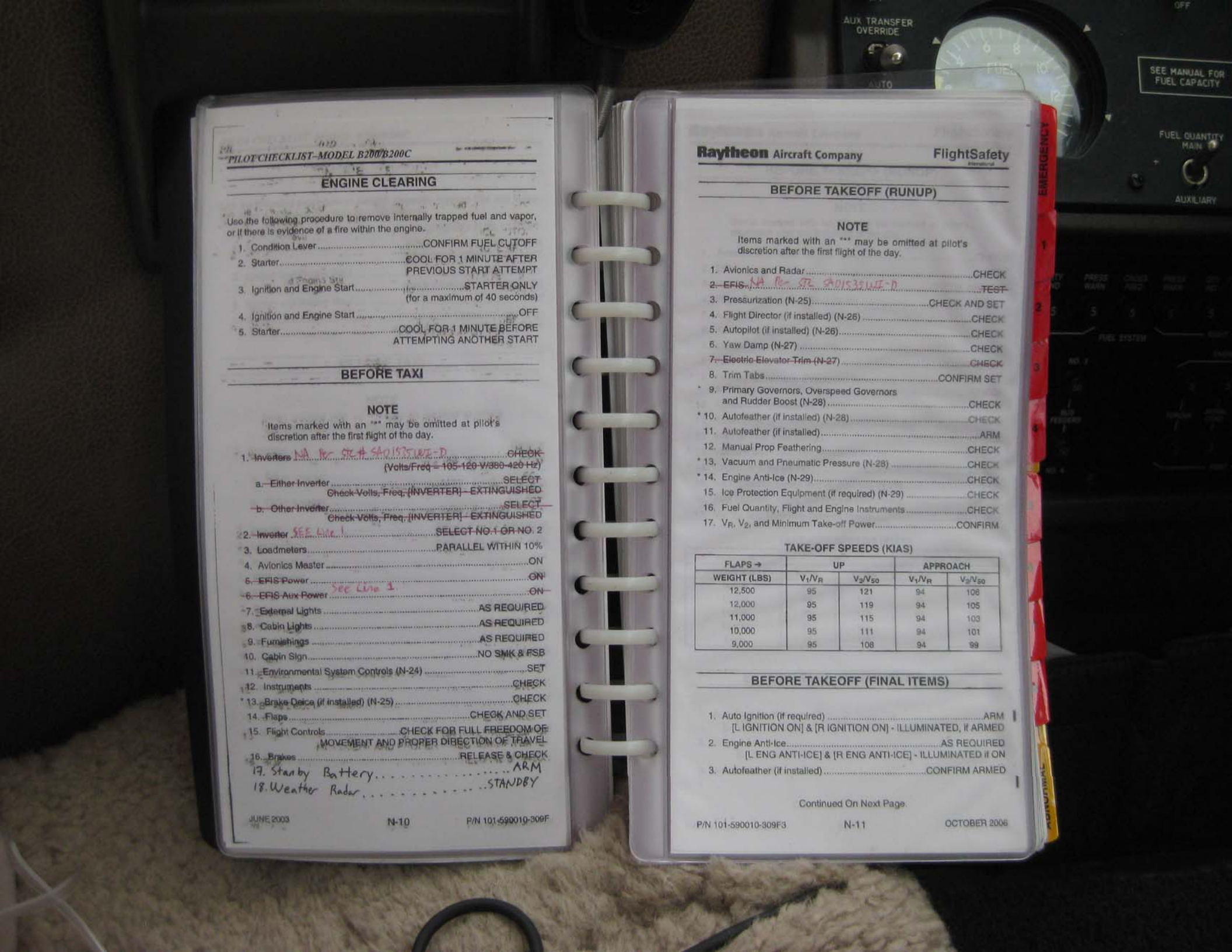
If rate of ITT increase predicts an over-temperature occurrence, or if N_1 ceases to accelerate in a normal manner:

1. Condition Lever ..... FUEL CUTOFF
2. Ignition and Engine Start ..... STARTER ONLY
   (for remainder of starter time limit)
3. Ignition and Engine Start ..... OFF
4. Do not attempt another start until the cause of the hot start or hung start has been corrected.

NO LIGHT START

If no ITT rise is observed within 10 seconds after moving the Condition Lever to LOW IDLE:

1. Condition Lever ..... FUEL CUTOFF
2. Ignition and Engine Start ..... OFF
3. Follow ENGINE CLEARING procedure.



ENGINE CLEARING

Use the following procedure to remove internally trapped fuel and vapor, or if there is evidence of a fire within the engine.

1. Condition Lever ..... CONFIRM FUEL CUTOFF
2. Starter ..... COOL FOR 1 MINUTE AFTER PREVIOUS START ATTEMPT
3. Ignition and Engine Start ..... STARTER ONLY (for a maximum of 40 seconds)
4. Ignition and Engine Start ..... OFF
5. Starter ..... COOL FOR 1 MINUTE BEFORE ATTEMPTING ANOTHER START

BEFORE TAXI

NOTE

Items marked with an "*" may be omitted at pilot's discretion after the first flight of the day.

1. ~~Inverters~~ NA Per STC # SA01575WE-D ..... ~~CHECK (Volts/Freq - 105-120 V/380-420 Hz)~~
   a. ~~Either Inverter~~ ..... ~~SELECT Check Volts, Freq, [INVERTER] - EXTINGUISHED~~
   b. ~~Other Inverter~~ ..... ~~SELECT Check Volts, Freq, [INVERTER] - EXTINGUISHED~~
2. ~~Inverter~~ SEE Line 1 ..... SELECT NO.1 OR NO. 2
3. Loadmeters ..... PARALLEL WITHIN 10%
4. Avionics Master ..... ON
5. ~~EFIS Power~~ ..... ~~ON~~
6. ~~EFIS Aux Power~~ SEE Line 1. ..... ~~ON~~
7. External Lights ..... AS REQUIRED
8. Cabin Lights ..... AS REQUIRED
9. Furnishings ..... AS REQUIRED
10. Cabin Sign ..... NO SMK & FSB
11. Environmental System Controls (N-24) ..... SET
12. Instruments ..... CHECK
* 13. Brake Deice (if installed) (N-25) ..... CHECK
14. Flaps ..... CHECK AND SET
15. Flight Controls ..... CHECK FOR FULL FREEDOM OF MOVEMENT AND PROPER DIRECTION OF TRAVEL
16. Brakes ..... RELEASE & CHECK
17. Stanby Battery ..... ARM
18. Weather Radar ..... STANDBY

BEFORE TAKEOFF (RUNUP)

NOTE

Items marked with an "*" may be omitted at pilot's discretion after the first flight of the day.

1. Avionics and Radar ..... CHECK
2. ~~EFIS~~ NA Per STC SA01535WE-D ..... ~~TEST~~
3. Pressurization (N-25) ..... CHECK AND SET
4. Flight Director (if installed) (N-26) ..... CHECK
5. Autopilot (if installed) (N-26) ..... CHECK
6. Yaw Damp (N-27) ..... CHECK
7. ~~Electric Elevator Trim (N-27)~~ ..... ~~CHECK~~
8. Trim Tabs ..... CONFIRM SET
* 9. Primary Governors, Overspeed Governors and Rudder Boost (N-28) ..... CHECK
* 10. Autofeather (if installed) (N-28) ..... CHECK
11. Autofeather (if installed) ..... ARM
12. Manual Prop Feathering ..... CHECK
* 13. Vacuum and Pneumatic Pressure (N-28) ..... CHECK
* 14. Engine Anti-Ice (N-29) ..... CHECK
15. Ice Protection Equipment (if required) (N-29) ..... CHECK
16. Fuel Quantity, Flight and Engine Instruments ..... CHECK
17. V_R, V_2, and Minimum Take-off Power ..... CONFIRM

TAKE-OFF SPEEDS (KIAS)

FLAPS →	UP		APPROACH	
WEIGHT (LBS)	V_1/V_R	V_2/V_{SO}	V_1/V_R	V_2/V_{SO}
12,500	95	121	94	106
12,000	95	119	94	105
11,000	95	115	94	103
10,000	95	111	94	101
9,000	95	108	94	99

BEFORE TAKEOFF (FINAL ITEMS)

1. Auto Ignition (if required) ..... ARM [L IGNITION ON] & [R IGNITION ON] - ILLUMINATED, if ARMED
2. Engine Anti-Ice ..... AS REQUIRED [L ENG ANTI-ICE] & [R ENG ANTI-ICE] - ILLUMINATED if ON
3. Autofeather (if installed) ..... CONFIRM ARMED

Continued On Next Page

BEFORE TAKEOFF (FINAL ITEMS) (Cont)

4. Exterior Lights ..... AS REQUIRED
5. Ice Protection ..... AS REQUIRED
   a. Windshield Anti-Ice (if required) ..... NORMAL/HI
   b. Prop Deice (if required) ..... AUTO
   c. Left and Right Fuel Vent Heat ..... ON
   d. Brake Deice (if installed) ..... OFF
   e. Stall Warning Heat ..... ON
   f. Left and Right Pitot Heat ..... ON
6. Transponder ..... ALT
7. Prop Levers ..... CONFIRM FULL FORWARD
8. Trim ..... CONFIRM SET
9. Flaps ..... CONFIRM SET
10. Interior Lights ..... AS REQUIRED
11. Bleed Air Valves ..... OPEN
12. Electric Heat (if installed) ..... OFF
    [ELEC HEAT ON] - EXTINGUISHED
13. Aft Blower (if installed) ..... AS REQUIRED
14. Generator Load ..... CHECK
15. Battery Ammeter (Airplanes BB-1632 thru BB-1842, except BB-1834, BL-141 thru BL-147 ..... CHECK
    (Charge current 10 amps or less if required)
16. Annunciators ..... EXTINGUISHED OR CONSIDERED

TAKEOFF

WARNING

Do not cycle boots during takeoff.

1. Brakes ..... HOLD
2. Power ..... SET (Ensure minimum take-off power is available)
3. [L AUTOFEATHER] & [R AUTOFEATHER] (if installed) ..... ILLUMINATED
4. Brakes ..... RELEASED
5. Landing Gear (when positive climb established) ..... UP
6. Flaps (at 121 knots minimum) ..... UP

CLIMB

1. Yaw Damp ..... ON
2. Climb Power ..... SET
3. Props ..... 1900 RPM
4. Windshield Anti-Ice ..... NORMAL
5. Engine Instruments ..... MONITOR
6. Cabin Sign ..... AS REQUIRED
7. Pressurization ..... CHECK
   - Set cruise altitude + 1000 feet
8. Aft Blower (if installed) ..... AS REQUIRED
9. Lights ..... AS REQUIRED

CRUISE

WARNING

Do not lift power levers in flight.

1. Cruise Power ..... SET per CRUISE POWER TABLES or GRAPHS
2. Autofeather (if installed) ..... OFF
3. Engine Instruments ..... MONITOR
4. Auxiliary Fuel Gages ..... MONITOR
   (Ensure fuel is being transferred from the auxiliary tanks.)
5. Pressurization ..... MONITOR
   (Reset if cruise altitude changes by 1000 feet or more.)

Icing Conditions

WARNING

Due to distortion of the wing airfoil, ice accumulation on the leading edges can cause a significant loss in rate of climb and in speed performance, as well as increases in stall speed. Even after cycling deicing boots, the ice accumulation remaining on the boots and unprotected areas of the airplane can cause large performance losses. For the same reason, the aural stall warning system may not be accurate and should not be relied upon. Maintain a comfortable margin of airspeed above the normal stall airspeed. In order to minimize ice accumulation on unprotected surfaces of the wing, maintain a minimum of 140 knots during operations in sustained icing conditions. In the event of windshield icing, reduce airspeed to 226 knots or below. Prior to a landing approach, cycle the deicing boots to shed any accumulated ice.

Continued On Next Page.

DUAL GENEATOR FAILURE — L DC GEN AND R DC GEN

WARNING

The following procedure is intended to provide 30 minutes of battery life for a typical airplane. This battery life is based on specific assumptions which may not occur in every instance such as the generator loads at the time of failure, battery condition, the time required to load shed non-essential equipment, and the electrical equipment installed on the airplane.

1. **Generators** ..... **RESET, THEN ON**

If Either Generator Will Reset:

2. **Operating Generator Loadmeter** ..... **DO NOT EXCEED 100% (88% above 31,000 feet)**
3. Inoperative Generator ..... OFF

If Neither Generator Will Reset:

4. Generators ..... OFF
5. Maintain airplane control using the following instruments:
   a. Pilot's and Copilot's Airspeed
   b. Copilot's Attitude Indicator
   c. Copilot's Altimeter
   d. Copilot's EHSI/HSI or Standby Compass
6. Non-essential Equipment:

WARNING

The following step will cause the pilot's attitude indicator and the autopilot to become inoperative.

~~a. Inverter~~ NA per SK SA01535WI-D ..... ~~OFF~~
b. Auto-Ignition ..... OFF
c. Engine Anti-Ice ..... LEAVE IN EXISTING POSITION
d. Traffic Advisory System (if installed) ..... OFF
e. All Exterior Lights ..... OFF
   • Beacon on when required
f. All Ice Protection Except L Pitot Heat ..... OFF
   • Surface Deice ..... ACTIVATE WHEN REQUIRED
g. Landing Gear Relay CB ..... PULL (to prevent inadvertent gear extension)
h. Comm 1 ..... OFF
i. NAV 1 ..... OFF

j. Transponder ..... SELECT NO. 2
k. Radar ..... OFF
l. ADF ..... OFF
m. Cabin Furnishings, Lights, No Smoke/FSB ..... OFF
n. Vent Blower ..... AUTO
o. Right Bleed Air Valve ..... ENVIR OFF
p. Aft Blower (if installed) ..... OFF
q. Cabin Temp Mode Control ..... OFF
~~r. EFIS Power~~ NA See Log a ..... ~~OFF~~
s. FMS (if installed) ..... OFF
t. Electric Trim ..... OFF*
u. Overhead Flood Lights (if required) ..... ON
v. Instrument Indirect Lights ..... OFF
w. Master Panel Lights ..... OFF
x. Left and Right Fuel Control Heat CB's (right panel) ..... PULL
y. Avionics No. 1 Circuit Breaker (right panel) ..... PULL
~~z. EFIS Aux Battery CB (right panel)~~ NA ..... ~~PULL~~

7. Verify that only the following equipment is on and all other optional equipment not mentioned above is off.
   a. Battery
   b. Avionics Master
   c. L Pitot Heat (if required)
   d. Comm 2 and NAV 2
   e. Flood Lights (if required)
8. Battery Ammeter (if installed) ..... MONITOR (should be 28 amps or less)
9. Avoid icing conditons, if possible.
10. Land ..... NEAREST SUITABLE AIRPORT
11. Flaps ..... DO NOT LOWER
12. Landing Gear ..... EXTEND MANUALLY
13. Restrict use of Landing/Taxi Lights to one light for 5 minutes or less.

If An ILS Approach Is Required:

14. Obtain Radar Vectors to final, tune NAV 2, and monitor the copilot's HSI.

WARNING

The following step may cause the airplane battery to be depleted in less than 30 minutes.

If Navigation Using VOR Equipment Is Required:

15. Select either inverter ON, tune NAV 2, and monitor the copilot's HSI.

DUAL GENEATOR FAILURE — L DC GEN AND R DC GEN

WARNING

The following procedure is intended to provide 30 minutes of battery life for a typical airplane. This battery life is based on specific assumptions which may not occur in every instance such as the generator loads at the time of failure, battery condition, the time required to load shed non-essential equipment, and the electrical equipment installed on the airplane.

1. **Generators** ..... **RESET, THEN ON**

If Either Generator Will Reset:

2. **Operating Generator Loadmeter** ..... **DO NOT EXCEED 100% (88% above 31,000 feet)**
3. Inoperative Generator ..... OFF

If Neither Generator Will Reset:

4. Generators ..... OFF
5. Maintain airplane control using the following instruments:
   a. Pilot's and Copilot's Airspeed
   b. Copilot's Attitude Indicator
   c. Copilot's Altimeter
   d. Copilot's EHSI/HSI or Standby Compass
6. Non-essential Equipment:

WARNING

The following step will cause the pilot's attitude indicator and the autopilot to become inoperative.

~~a. Inverter~~ NA Per SE SA01535LAT-D ..... ~~OFF~~
b. Auto-Ignition ..... OFF
c. Engine Anti-Ice ..... LEAVE IN EXISTING POSITION
d. Traffic Advisory System (if installed) ..... OFF
e. All Exterior Lights ..... OFF
   • Beacon on when required
f. All Ice Protection Except L Pitot Heat ..... OFF
   • Surface Deice ..... ACTIVATE WHEN REQUIRED
g. Landing Gear Relay CB ..... PULL (to prevent inadvertent gear extension)
h. Comm 1 ..... OFF
i. NAV 1 ..... OFF

j. Transponder ..... SELECT NO. 2
k. Radar ..... OFF
l. ADF ..... OFF
m. Cabin Furnishings, Lights, No Smoke/FSB ..... OFF
n. Vent Blower ..... AUTO
o. Right Bleed Air Valve ..... ENVIR OFF
p. Aft Blower (if installed) ..... OFF
q. Cabin Temp Mode Control ..... OFF
~~r. EFIS Power~~ NA SE LAG A ..... ~~OFF~~
s. FMS (if installed) ..... OFF
t. Electric Trim ..... OFF*
u. Overhead Flood Lights (if required) ..... ON
v. Instrument Indirect Lights ..... OFF
w. Master Panel Lights ..... OFF
x. Left and Right Fuel Control Heat CB's (right panel) ..... PULL
y. Avionics No. 1 Circuit Breaker (right panel) ..... PULL
~~z. EFIS Aux Battery CB (right panel)~~ NA ..... ~~PULL~~

7. Verify that only the following equipment is on and all other optional equipment not mentioned above is off.
   a. Battery
   b. Avionics Master
   c. L Pitot Heat (if required)
   d. Comm 2 and NAV 2
   e. Flood Lights (if required)
8. Battery Ammeter (if installed) ..... MONITOR (should be 28 amps or less)
9. Avoid icing conditons, if possible.
10. Land ..... NEAREST SUITABLE AIRPORT
11. Flaps ..... DO NOT LOWER
12. Landing Gear ..... EXTEND MANUALLY
13. Restrict use of Landing/Taxi Lights to one light for 5 minutes or less.

If An ILS Approach Is Required:

14. Obtain Radar Vectors to final, tune NAV 2, and monitor the copilot's HSI.

WARNING

The following step may cause the airplane battery to be depleted in less than 30 minutes.

If Navigation Using VOR Equipment Is Required:

15. Select either inverter ON, tune NAV 2, and monitor the copilot's HSI.

BEFORE LANDING

1. Approach Speed ..... CONFIRM

NORMAL LANDING APPROACH SPEEDS

LANDING WEIGHT LBS	KNOTS
12,500	97
12,000	95
11,000	90
10,000	85
9,000	80
Per Raisbeck STC's	

2. Autofeather (if installed) ..... ARM
3. Pressurization ..... CHECK
4. Cabin Sign ..... NO SMOKE & FSB
5. Flaps ..... APPROACH
6. Landing Gear ..... DN
7. Lights ..... AS REQUIRED
8. Radar ..... AS REQUIRED
9. Surface Deice ..... CYCLE AS REQUIRED

If residual ice remains on wing boots:

10. Approach Speed and Landing Distance ..... INCREASE

NORMAL LANDING

1. Flaps ..... DOWN
2. Airspeed ..... NORMAL LANDING APPROACH SPEED (increase with residual ice)
3. Yaw Damp ..... OFF
4. Power Levers ..... IDLE
5. Prop Levers ..... FULL FORWARD

After Touchdown:

6. Power Levers ..... LIFT AND SELECT GROUND FINE
7. Brakes ..... AS REQUIRED

MAXIMUM REVERSE THRUST LANDING

1. Flaps ..... DOWN
2. Airspeed ..... NORMAL LANDING APPROACH SPEED (increase with residual ice)
3. Yaw Damp ..... OFF
4. Power Levers ..... IDLE
5. Prop Levers ..... FULL FORWARD

After Touchdown:

6. Power Levers ..... LIFT THROUGH GROUND FINE AND LIFT TO REVERSE
7. Brakes ..... AS REQUIRED
8. Condition Levers ..... LOW IDLE

BALKED LANDING

1. Power ..... MAXIMUM ALLOWABLE
2. Airspeed ..... 100 KNOTS
3. Flaps (when clear of obstacles) ..... UP
4. Landing Gear (with a positive rate-of-climb) ..... UP
5. Airspeed ..... ESTABLISH NORMAL CLIMB

AFTER LANDING

1. Auto Ignition ..... OFF
2. Engine Anti-Ice ..... ON
3. Lights ..... AS REQUIRED
4. Ice Protection ..... OFF
5. Transponder ..... STANDBY
6. Radar ..... STANDBY or OFF
7. Trim Tabs ..... SET
8. Flaps ..... UP
9. Pressurization Differential ..... VERIFY 0
10. Bleed Air Valves ..... ENVIR OFF