

MAXIMUM REVERSE THRUST LANDING

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

CAUTION

To ensure consistent reversing characteristics, the Propeller Levers must be in the HIGH RPM position.

After Touchdown:

7. Power Levers LIFT AND SELECT GROUND FINE, THEN LIFT AND SELECT REVERSE
8. Brakes AS REQUIRED
9. Condition Levers LOW IDLE

CAUTION

If possible, propellers should be moved out of reverse at approximately 40 knots to minimize propeller blade erosion. Care must be exercised when reversing on runways with loose sand, dust or snow on the surface. Flying gravel will damage propeller blades, and dust or snow may impair the pilot's visibility.

BALKED LANDING

1. Power MAX ALLOWABLE
2. Airspeed 101 KNOTS
3. Flaps UP
4. Landing Gear UP
5. Airspeed (when clear of obstacles) NORMAL CLIMB

AFTER LANDING

1. Landing and Taxi Lights AS REQUIRED
2. Engine Anti-ice ON

CAUTION

To minimize ingestion of ground debris, the engine anti-ice system should be ON for all ground operations.

3. Ice Protection AS REQUIRED
4. Transponder STANDBY
5. Radar STANDBY or OFF
6. Electrical Load OBSERVE LIMITS
7. Trim SET
8. Flaps UP
9. Pressurization Differential VERIFY 0

SHUTDOWN AND SECURING

1. Parking Brake SET
2. Transfer Pumps OFF
3. Crossfeed CLOSED