

JetPRBP

ORDER

PM

A

ED/LITE OUT

& CLIMB

EN OFF

, RET)

BY

V, PAX

EARED

APPR & LANDING CHECKLIST

JetPRBP

Radios	COMM (TWR, GRND) NAV (STAR, APPR, MAP)
Safety Belts	SECURE
Header Tank	FULL
Fuel Selector	FULLEST TANK
Ignition	AS REQ'D
Pressurization	SET
Gear	DOWN @ DOWNWIND or OM
Flaps	FULL DOWN ON FINAL
Trim	ELEVATOR & RUDDER
Prop	FULL INC ON FINAL
After Landing:	RETRACT
Flaps	OFF CLEARING RUNWAY
Strobes	STNDBY CLEARING RUNWAY
X-Ponder	

ENGINE SHUTDOWN CHECKLIST

JetPRBP

Radio Master	OFF
Electrical Equipment	OFF
Generator/Alternator	OFF
Power Lever	IDLE
Propeller	FEATHER
Fuel Condition Lever	CUTOFF ($N_p < 400$ RPM)
Fuel Boost Pump	OFF (NG < 10%)
Battery Master	OFF
Battery Select	SELECT #1

4.5k Descent Checklist (4.29)

Power.....AS DESIRED
Prop Speed.....CRUISE SETTING
Gear/Flaps.....AS REQUIRED
AirspeedAS REQUIRED
Pressurization Controls.....SET
Altimeter.....SET
Windshield Defrost.....AS REQUIRED

4.5m Approach And Landing Checklist (4.31)

Fuel Selector.....PROPER TANK
Header Tank.....FULL
Propeller Control.....FULL INCREASE
GearDOWN – 170 KIAS max.

NOTE

During landing gear operation it is normal for the HYDRAULIC Pump annunciator light to illuminate until full system pressure is restored.

Flaps.....SET
Trim (Rudder and Elevator).....SET
Ignition Switch (If windy or wet conditions).....ON
Seat Backs.....ERECT
Belts/Harness FASTEN/ADJUST
Cabin Pressure.....DEPRESSURIZED
Air Conditioner.....OFF
Toe Brakes.....DEPRESS to check

WARNING

After pumping several times, if one or both toe brakes are inoperative, DO NOT attempt landing on a short field.

4.5m Approach And Landing Checklist (4.31) (Continued)

NORMAL TECHNIQUE (4.31a)

FlapsAS REQUIRED
Airspeed.....85 KIAS (flaps down)
95 KIAS (flaps up)
Power Control LeverAS REQUIRED

CAUTION

When power is reduced below 250 FT-LB of torque, a significant increase in drag and therefore an increased descent rate will be encountered.

After touchdown:

Power Control LeverREVERSE AS DESIRED
Brakes.....AS REQUIRED

SHORT FIELD TECHNIQUE (4.31b)

Flaps.....FULL DOWN
Airspeed.....78 KIAS
Power Control LeverAS REQUIRED

CAUTION

When power is reduced below 250 FT-LB of torque, a significant increase in drag and therefore an increased descent rate will be encountered.

After touchdown:

Power Control LeverMAXIMUM REVERSE
Brakes.....AS REQUIRED

FAA Approval Date:
Change 7

MAY 26 2000

4.5n Go-around Checklist (4.33)

Propeller Control.....FULL INCREASE
Power Control.....FULL POWER (1337 LBS TORQUE MAX)
Control Wheel.....back pressure to ROTATE to
CLIMB ATTITUDE
Airspeed80 KIAS
GearUP
FlapsRETRACT SLOWLY
TrimAS REQUIRED

4.5o After Landing Checklist (4.35)

Ground Clearance.....AS REQUIRED
Oil DoorOPEN
Flaps.....RETRACT
Air Conditioner.....AS DESIRED
RadarOFF
Strobe LightsOFF
Landing/Taxi Lights.....AS REQUIRED
Prop Heat and Air Inlet HeatOFF
Pitot HeatOFF
Ignition Switch.....CHECK OFF

4.5p Stopping Engine (4.37)

Radios and Electrical Equipment.....OFF
External Lights.....OFF
Air ConditionerOFF
Generator/Alternator.....OFF
Power Control LeverIDLE

NOTE

Allow the engine to stabilize for a minimum of one