

MERIDIAN

PA-46-500TP

SN 4697174 AND UP

REFERENCE ONLY

THIS ELECTRONIC VERSION
OF THE POH IS
NOT APPROVED TO
REPLACE ANY OPERATING
INFORMATION REQUIRED
BY THE REGULATIONS.

PILOT'S OPERATING HANDBOOK

AND

FAA APPROVED AIRPLANE FLIGHT MANUAL

AIRPLANE
SERIAL NO. _____

AIRPLANE
REGIST. NO. _____

PA-46-500TP

REPORT: VB-1888 FAA APPROVED BY:



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THE NEW PIPER AIRCRAFT, INC.
VERO BEACH, FLORIDA

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THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILOT BY THE FEDERAL AVIATION REGULATIONS AND ADDITIONAL INFORMATION PROVIDED BY THE MANUFACTURER AND CONSTITUTES THE FAA APPROVED AIRPLANE FLIGHT MANUAL. THIS HANDBOOK MUST BE CARRIED IN THE AIRPLANE AT ALL TIMES.





3.9 ENGINE SYSTEM (Continued)

3.9f Feather

Indication: Amber “**FEATHER**” annunciator illuminated.

On Ground After Engine Start:

Shut down and investigate cause.

In Flight:

Land as soon as practical and investigate cause.

3.9g Beta

Indication: Amber “**Beta**” annunciator illuminated in flight.

Power Lever VERIFY FLIGHT IDLE
POSITION OR FORWARD
OF FLIGHT IDLE.

3.11 FUEL CONTROL UNIT MALFUNCTION OR POWER LEVER CONTROL LOSS (Manual Override Operation)

WARNING

The manual override system is an emergency system and must only be used in the event of FUEL CONTROL UNIT MALFUNCTION OR POWER LEVER CONTROL LOSS.

CAUTION

The manual override lever is not to be used on the ground for taxiing. During ground operations, it may not be possible to recover low Ng with the manual override lever.

The pilot must ensure that the MANUAL OVERRIDE LEVER is in the OFF (full aft) position prior to start otherwise an over-temperature condition may result.

**3.11 FUEL CONTROL UNIT MALFUNCTION OR POWER
LEVER CONTROL LOSS (Manual Override Operation) (Cont.)**

Utilize slow and smooth movement of the MANUAL OVERRIDE LEVER to avoid engine surges and/or exceeding ITT, Ng, or torque limits. Rapid movement of the MOR lever can cause compressor surges and excessive ITT (over temperature) conditions.

Indication: Power lever movement does not change Ng. or uncommanded engine power reduction.

POWER Lever..... FLIGHT IDLE
MANUAL OVRD Lever..... PULL UPWARDS AND MOVE FORWARD SLOWLY TO ACHIEVE REQUIRED ENGINE POWER

CAUTION

Reverse will not be available for landing.

Land as soon as possible.

After landing:

CONDITION Lever CUT-OFF/FEATHER

If power control using manual override is excessive:

Reduce airspeed to below 168 KIAS by increasing pitch attitude.

Landing Gear..... EXTEND BELOW 168 KIAS

FLAPS 10°..... BELOW 168 KIAS

Land as soon as possible.

When landing is assured:

CONDITION Lever CUT-OFF/FEATHER

7.7 ENGINE CONTROLS (continued)

The MOR is an emergency device that may allow the crew to regain power and continue safe flight and landing following fuel control unit (FCU) malfunction or power lever control loss. The MOR is used to control fuel flow to the engine in the event a pneumatic malfunction occurs in the engine fuel control unit. A malfunction of the pneumatic signal (Py) input to the FCU will result in the fuel flow decreasing to minimum idle (approximately 48% Ng at sea level and increasing with altitude). Additional effects of a Py malfunction are loss of the torque/Ng limiting functions and, Nf governor operation (reverse is not available).

The manual override (MOR) lever is located in the center console to the left of the power lever. To operate the MOR, lift up on the lever and slowly move it forward to take up the dead-band until the engine responds. If possible, allow engine to stabilize before advancing further. Monitor gas generator speed (Ng), ITT, and torque. Rapid movement of the MOR lever can cause compressor surges and excessive ITT (over temperature) conditions.

The friction adjustment lever, located in the middle of the control quadrant, may be adjusted to increase or decrease the friction holding the power lever.

7.8 MEGGITT AVIONICS NEXT GENERATION INTEGRATED COCKPIT (MAGIC)

This section describes the components and operation of the Meggitt Avionics Next Generation Integrated Cockpit (MAGIC).

Refer to **Section 7.8a, Meggitt Powerplant and Mechanical System Instrumentation**, for the components and operation of the powerplant and mechanical system instrumentation.

Refer to **Section 7.8b, Meggitt EFIS Display**, for the components and operation of the Electronic Attitude Director Indicator (EADI) and the Electronic Horizontal Situation Indicator (EHSI).