



Piper Arrow PA28-R200



N56130 CHECKLIST

**NORMAL
EMERGENCY
ABNORMAL
SUPPLEMENT**

REVISION LOG

Revision	Date	Description
-	04/24/2025	Initial release

NORMAL CHECKLIST

Procedures containing items within a Dashed Box are considered “flow” items. The checks should be made by the pilot according to memory. After which, the pilots use the checklist to verify that all the items listed on the checklist have been correctly accomplished.



CABIN

PAVE / IMSAFE CHECKLIST.....COMPLETE
 DOCUMENTS (ARROW).....CHECK
 PITOT COVER. REMOVE
 AVIONICS OFF
 MASTER SWITCH ON
 FUEL QUANTITY (L AND R) CHECK
 EXTERIOR LIGHTS CHECK
 PITOT HEAT CHECK
 STALL LIGHT CHECK
 MASTER SWITCH OFF
 LANDING GEAR SWITCH..... DOWN
 SEAT BELT SECURING CONTROL WHEEL.....REMOVE
 FLAPS..... DOWN

RIGHT WING

CONTROL SURFACES INSPECT
 FUEL QUANTITY..... VERIFY (CHECK)
 FUEL CAPCHECK/SECURE
 RIGHT FUEL SUMP DRAIN.....DRAIN AND INSPECT
 FUEL VENTS..... CLEAR
 LANDING GEAR SHOCK STRUTS PROPER INFLATION (APPROX. 2")
 HYDRUALIC LINES AND LANDING GEAR CYLINDERS NO LEAKS
 TIRES. INSPECT
 BRAKE BLOCKS AND DISCS INSPECT

FORWARD FUSELAGE

WINDHSHIELD CLEAN
 PROPELLER / SPINNER INSPECT
 FUEL / OIL INSPECT FOR LEAKS
 OIL QUANTITY VERIFY
 FUEL STRAINER..... DRAIN (4 SECS)
 ENGINE COWLING INSPECT



COWL SCOOP CHECK
 NOSE WHEEL TIRE INSPECT
 NOSE GEAR SHOCK STRUT APPROX. 2-2/3" SHOWING
 HYDRAULIC LINES AND LANDING GEAR CYLINDER INSPECT
 AIR INLET INSPECT

LEFT WING

CONTROL SURFACES... INSPECT
 FUEL QUANTITY..... VERIFY (CHECK)
 FUEL CAP CHECK/SECURE
 LEFT FUEL SUMP DRAIN DRAIN AND INSPECT
 FUEL VENTS CLEAR
 LANDING GEAR SHOCK STRUTS PROPER INFLATION (APPROX. 2")
 HYDRAULIC LINES AND LANDING GEAR CYLINDERS NO LEAKS
 TIRES INSPECT
 BRAKE BLOCKS AND DISCS INSPECT

AFT FUSELAGE AND EMPENNAGE

TOW BAR AND CONTROL LOCKS IF USED STOWED
 BAGGAGE PROPERLY STOWED
 BAGGAGE DOOR CLOSED AND SECURED

RAMP OUT

HOBBS TIME NOTE
 TACH TIME. NOTE
 FLIGHT SCHEDULE PRO..... CHECK OUT

BEFORE START

PREFLIGHT COMPLETE
 SEATS AND BELTS ADJUST AND SECURE
 PASSENGERS SECURED AND BRIEFED
 FLAPS. UP
 CIRCUIT BREAKERS CHECK



PARKING BRAKE..... SET
 PROP FORWARD
 GEAR DOWN
 AVIONICS OFF

ENGINE START

MASTER SWITCH ON
 GEAR LIGHTS 3 GREEN
 PROP FORWARD
 FUEL SELECTOR VALVE DESIRED TANK
 THROTTLE OPEN ½ INCH
 MASTER ON
 BEACON ON
 NAV LIGHTS (NIGHT) ON
 ELECTRIC FUEL PUMP ON

Starting engine when hot:

MIXTURE IDLE CUT-OFF
 MAGNETOS START
 WHEN ENGINE FIRES ADVANCE MIXTURE AND THROTTLE
 AS DESIRED

Starting engine when cold:

MIXTURE FULL RICH UNTIL FUEL FLOW INDICATION
 MIXTURE IDLE CUT-OFF
 MAGNETOS START
 WHEN ENGINE FIRES ADVANCE MIXTURE AND THROTTLE AS
 DESIRED

If engine doesn't fire in 5-10 seconds, disengage starter and reprime.

OIL PRESSURE CHECK
 OIL TEMPERATURE CHECK
 ELECTRIC FUEL PUMP OFF
 FUEL PRESSURE CHECK



AVIONICS ON
 LIGHTS AS REQUIRED
 MIXTURE GROUND LEAN
 GPS CONFIGURE
 ATIS OBTAIN
 FLIGHT INSTRUMENTS CHECK/SET
 ALTIMETER SET
 CLEARANCE OBTAIN
 TRANSPONDER SET/ALT
 TAXI CLEARANCE OBTAIN/BRIEF

WARM-UP AND GROUND CHECK

PARKING BRAKE SET
 FLIGHT CONTROLS FREE AND CORRECT
 PROP FORWARD
 MIXTURE RICH
 POWER 2000 RPM
 OIL PRESSURE CHECK
 OIL TEMPERATURE CHECK
 ALTERNATE AIR CHECK
 MAGNETOS (175/50 RPM) CHECK/BOTH
 VACUUM GAUGE 5" Hg +/- .1"
 PROP CONTROL CYCLE 3 TIMES
 AMMETER CHECK
 POWER IDLE THEN 1000 RPM

BEFORE TAXI

LIGHTS AS REQUIRED
 MIXTURE GROUND LEAN
 GPS CONFIGURE
 FLIGHT INSTRUMENTS CHECK/SET
 TRANSPONDER SET/ALT
 TAXI CLEARANCE OBTAIN/BRIEF



TAXI

PARKING BRAKE RELEASED
ATTITUDE INDICATOR.....LESS THAN 5 DEGREES BANK
HEADING INDICATOR..... DIRECTION OF TURN
TURN COORDINATOR.....BANK TOWARDS/BALL AWAY

BEFORE TAKEOFF

TAKEOFF BRIEFINGCOMPLETE
FLIGHT CONTROLS FREE AND CORRECT
FUEL SELECTORPROPER TANK
ELECTRIC FUEL PUMP..... ON
ENGINE GAUGES..... CHECK
FLIGHT INSTRUMENTS CHECKED AND SET
ALTERNATE AIR CLOSED
PROP SET
MIXTURE SET
SEAT BACKS UPRIGHT
SEAT BELTS/HARNESSES FASTENED
FLAPS SET
TRIM TAB SET
EMERGENCY GEAR EXTENSION LEVER UP
DOOR CLOSED AND LATCHED



CLIMB

GEAR..... UP

FLAPS..... UP

After 1000':

PROP..... 2500 RPM

THROTTLE..... 25" MP

FUEL PUMP..... OFF

FUEL PRESSURE..... CHECK

AIRSPEED..... 105-110 MPH

MIXTURE..... LEAN AS REQUIRED

CRUISE

CRUISE POWER..... SET

MIXTURE..... LEAN

Power Setting Table - Lycoming Model IO-360-C Series, 200 HP Engine

Press. Alt Feet	Std. Alt Temp ° F	110 HP - 55% Rated RPM AND MAN. PRESS.		130 HP - 65% Rated RPM AND MAN. PRESS.		150 HP - 75% Rated RPM AND MAN. PRESS.		Press. Alt Feet
		2100	2400	2100	2400	2400		
SL	59	22.9	20.4	25.9	22.9	25.5		SL
1,000	55	22.7	20.2	25.6	22.7	25.2		1,000
2,000	52	22.4	20.0	25.4	22.5	25.0		2,000
3,000	48	22.2	19.8	25.1	22.2	24.7		3,000
4,000	45	21.9	19.5	24.8	22.0	24.4		4,000
5,000	41	21.7	19.3	FT	21.7	FT		5,000
6,000	38	21.4	19.1	—	21.5	—		6,000
7,000	34	21.2	18.9	—	21.3	—		7,000
8,000	31	21.0	18.7	—	21.0	—		8,000
9,000	27	FT	18.5	—	FT	—		9,000
10,000	23	—	18.3	—	—	—		10,000
11,000	19	—	18.1	—	—	—		11,000
12,000	16	—	17.8	—	—	—		12,000
13,000	12	—	17.6	—	—	—		13,000
14,000	9	—	FT	—	—	—		14,000

To maintain constant power, correct manifold pressure approximately 0.16" Hg for each 10°F variation in inlet air temperature from standard altitude temperature. Add manifold pressure for air temperatures above standard; subtract for temperatures below standard.



DESCENT

SEAT BACKS UPRIGHT
 SEAT BELTS/HARNESS FASTENED
 FUEL SLECTOR PROPER TANK
 FUEL PUMP ON
 MIXTURE SET
 PROPELLER SET
 EMERGENCY GEAR EXTENSION LEVER UP
 GEAR DOWN (150 MPH MAX)
 FLAPS SET (125 MPH MAX)

BEFORE LANDING (GUMP)

GAS FULLEST TANK/FUEL PUMP ON
 UNDERCARRIAGE 3 GREEN
 MIXTURE RICH
 PROPELLER FORWARD
 SEATBELTS SECURED
 SWITCHES AS APPROPRIATE

“GUMPS” check on base, “100’-3 green on final.”

AFTER LANDING

FLAPS RETRACT
 ELECTRIC FUEL PUMP OFF
 TAXI ROUTE OBTAIN/BRIEF



SHUTDOWN

TRANSPONDER 1200/VFR
 AVIONICS OFF
 PROP FORWARD
 THROTTLE 1500 RPM
 MAGNETOS VERIFY GROUNDING
 THROTTLE 1000 RPM
 MIXTURE IDLE CUT-OFF
 THROTTLE AFT
 MAGNETOS OFF
 LIGHTS OFF/EXCEPT BEACON
 MASTER SWITCH OFF

RAMP IN

HOBBS TIME NOTE
 TACH TIME NOTE
 SQUAWKS COMPILE
 FLIGHT SCHEDULE PRO CHECK IN

SECURE

CONTROL WHEEL LOCK INSTALL
 CABIN AIR VENTS CLOSE
 TIE DOWNS SECURED
 MAIN WHEELS CHOCK
 PITOT COVER INSTALL
 WINDSCREEN CLEAN
 WINDOW SHADE INSTALL
 WINDOWS/CABIN DOORS CLOSE/LOCK



OPERATING NOTES: PATTERN WORK**DOWNWIND**

PROP 2400 RPM
THROTTLE 18" MP
FUEL PUMP ON

ABEAM TOUCHDOWN POINT

GEAR DOWN (3 GREEN)
THROTTLE 13" MP
FLAPS 10 DEGREES
AIRSPEED 105 MPH

BASE

FLAPS 25 DEGREES
AIRSPEED 90 MPH

FINAL

FLAPS 40 DEGREES
AIRSPEED 85 MPH

OPERATING NOTES: GO-AROUND

MIXTURE FORWARD
PROP FORWARD
THROTTLE FORWARD
FLAPS 25 DEGREES
AIRSPEED 100 MPH

When positive rate of climb:

GEAR UP
FLAPS RETRACT



EMERGENCY CHECKLIST

Procedures containing items within a dashed box are time critical and should be committed to memory. Remaining procedures are non-critical in the sense that time is usually available for consulting the check list

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF**If sufficient runway remains for a normal landing:**

GEAR KEEP DOWN
LAND STRAIGHT AHEAD

If enough altitude to attempt a restart:

AIRSPEED SAFE (105 MPH)
FUEL SELECTOR SWITCH
ELECTRIC FUEL PUMP..... ON
MIXTURE RICH
ALTERNATE AIR..... ON
EMERGENCY GEAR LEVER AS REQUIRED

If power is not restored, proceed with power off landing procedures.

ENGINE FAILURE DURING FLIGHT

AIRSPEED 105 MPH
GEAR AND FLAPS UP
FUEL SELECTOR SWITCH
ELECTRIC FUEL PUMP ON
MIXTURE RICH
ALTERNATE AIR ON
ENGINE GAUGES CHECK
IF NO PRESSURE INDICATED CHECK TANK SELECTOR POSITION
TO BE SURE ITS ON A TANK CONTAINING FUEL

When power is restored:

ALTERNATE AIR OFF
ELECTRIC FUEL PUMP OFF

If above steps do not restore power, prepare for an emergency landing.

If time permits:

IGNITION SWITCH "L," "R," BACK TO "BOTH"
THROTTLE AND MIXTURE DIFFERENT SETTINGS
FUEL TANK SWITCH

If power is not restored, proceed with power off landing procedures.

NOTE:

If engine failure was caused by fuel exhaustion, power will not be restored after tanks are switched until empty fuel lines are filled, which may require up to 10 seconds.

POWER OFF LANDING

AIRSPEED 105 MPH
LANDING SITE CHECK
PROP DECREASE RPM
TRANSPONDER 7700
RADIO MAYDAY

When field can be easily reached:

AIRSPEED 90 MPH
FLAPS AS REQUIRED
GEAR AS REQUIRED

Gear down landing (smooth and firm fields):

GEAR DOWN
THROTTLE CLOSED
MASTER OFF
IGNITION SWITCHES OFF
MIXTURE IDLE CUT-OFF
SEAT BELTS/HARNESS TIGHTEN
TOUCHDOWN LOWEST POSSIBLE AIRSPEED

Gear up landing (rocky fields):

FLAPS AS DESIRED
THROTTLE CLOSED
MASTER OFF
IGNITION SWITCHES OFF
FUEL SELECTOR VALVE OFF
MIXTURE IDLE CUT-OFF
SEAT BELT/HARNESS TIGHTEN
TOUCHDOWN LOWEST POSSIBLE AIRSPEED

ENGINE FIRE ON THE GROUND**If engine has not started:**

MIXTURE IDLE CUT-OFF
THROTTLE OPEN
STARTER CONTINUE TO ENGAGE

If engine has already started and is running:

CONTINUE OPERATING

If fire continues longer than a few seconds:

FLAMES EXTINGUISH

If using a fire extinguisher:

FUEL SELECTOR VALVES OFF
MIXTURE IDLE CUT-OFF

ENGINE FIRE IN FLIGHT

FUEL SELECTOR OFF
THROTTLE CLOSE
MIXTURE IDLE CUT-OFF
HEATER OFF
DEFROSTER OFF
LAND AS SOON AS POSSIBLE

ELECTRICAL FIRE IN FLIGHT

MASTER SWITCH OFF
VENTS OPEN
CABIN HEAT OFF
LAND AS SOON AS PRACTICABLE

PROPELLER OVERSPEED

THROTTLE RETARD
OIL PRESSURE CHECK
PROPELLER CONTROL FULL, DECREASE RPM, THEN SET IF ANY
CONTROL AVAILABLE
AIRSPEED REDUCE
THROTTLE AS REQUIRED TO REMAIN BELOW 2700 RPM

SPIN RECOVERY

THROTTLE IDLE
RUDDER FULL OPPOSITE DIRECTION OF ROTATION
ELEVATOR FULL FORWARD
AILERONS NEUTRAL

When rotation stops:

RUDDER NEUTRALIZE
ELEVATOR AS REQUIRED TO SMOOTHLY REGAIN
LEVEL FLIGHT ATTITUDE

ABNORMAL CHECKLIST

LANDING GEAR FAILS TO EXTEND

MASTER SWITCH..... ON
CIRCUIT BREAKERS..... CHECK
PANEL LIGHTS OFF IN DAYTIME
GEAR INDICATOR BULBS CHECK
EMERGENCY GEAR EXTENSION LEVER..... UP

NOTE:

When the Emergency Landing Gear Extension is performed for training purposes, pull the circuit breaker prior to executing the emergency extension procedure. Breaker must be reset after the completion of the procedure to allow normal gear system operation.

If landing gear doesn't check down and locked:

AIRSPEED..... BELOW 100 MPH
LANDING GEAR SELECTORDOWN POSITION

If gear has still failed to lock down:

HOLD EMERGENCY GEAR LEVER DOWN TO "EMERGENCY DOWN"
POSITION

If gear has still failed to lock down:

YAW AIRPLANE ABRUPTLY FROM SIDE TO SIDE WITH RUDDER

If nose gear will not lock down using above procedure, slow aircraft to the lowest safe speed attainable using the lowest possible power setting required for safe operation and accomplish the following:

LANDING GEAR SELECTORDOWN POSITION

NOTE:

If all electrical power has been lost, the landing gear must be extended using the above emergency procedures. The landing gear position lights will not be operative.

GEAR UP LANDING

FLAPS AS DESIRED
THROTTLE CLOSED
MASTER OFF
IGNITION SWITCHES OFF
FUEL SELECTOR VALVE OFF
MIXTURE IDLE CUT-OFF
SEAT BELT/HARNESS TIGHTEN
TOUCHDOWN MINIMUM POSSIBLE AIRSPEED

NOTE:

With the master off, the landing gear cannot be retracted.

ROUGH ENGINE OPERATIONS/LOSS OF POWER**Loss of oil pressure:**

LAND..... AS SOON AS POSSIBLE
ALTITUDE MAINTAIN
POWER SETTINGS DON'T CHANGE UNNECESARILY

IF ENGINE STOPPAGE, PROCEED TO POWER OFF LANDING

High oil temperature:

LAND..... AS SOON AS PRACTICABLE
OIL PRESSURE GAUGE MONITOR

Loss of fuel pressure:

FUEL PUMP ON
MIXTURE FORWARD
FUEL SELECTOR FULL TANK

ALTERNATOR FAILURE

ELECTRICAL LOAD REDUCE
ALTERNATOR CIRCUIT BREAKERS CHECK
ALT SWITCH OFF (1 SECOND), THEN ON

If the ammeter continues to indicate no output, or alternator will not stay reset, turn off ALT switch, maintain minimum electrical load, and land as soon as practical.

STARTING A FLOODED ENGINE

THROTTLE FULL OPEN
MASTER SWITCH ON
FUEL PUMP OFF
MIXTURE IDLE CUT-OFF
STARTER ENGAGE

When the engine fires, advance the mixture control and retard the throttle.

NOTE:

It is recommended that cranking periods be limited to thirty seconds with a two-minute rest between cranking periods. Longer cranking periods will shorten the life of the starter.

INADVERTENT ICING ENCOUNTER

PITOT HEAT ON

OPEN DOOR**NOTE:**

An open door will not affect normal flight characteristics, and a normal landing can be made with the door open.

To close the door in flight:

AIRSPEED SLOW TO 100 MPH

CABIN VENTS CLOSE

STORM WINDOW OPEN

If upper latch open:

UPPER LATCH LATCH

If lower latch open:

UPPER LATCH OPEN

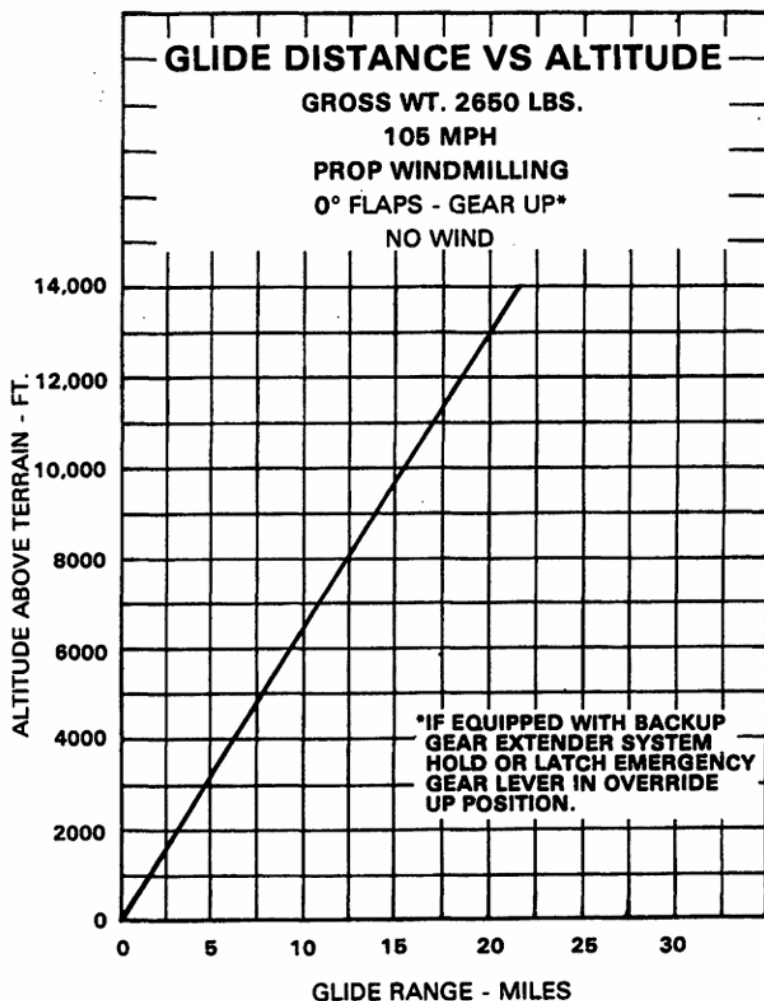
DOOR PUSH OPEN FURTHER THEN CLOSE RAPIDLY

UPPER LATCH LATCH

CHECKLIST SUPPLEMENT

V SPEEDS

V_{SO} 64 MPH
V_S 71 MPH
V_R 60-70 MPH
V_X 85 MPH
V_Y 100 MPH
V_{FE} 125 MPH
V_{LO} (MAX GEAR RETRACTION SPEED)..... 125 MPH
V_{LE} 150 MPH
V_{NO} 170 MPH
V_{NE}..... 214 MPH
V_A 131 MPH

MAXIMUM GLIDE

BRIEFING GUIDE

PASSENGER BRIEFING

- **S**eatbelts
- **A**ir Vents
- **F**ire Extinguisher
- **E**xit Use
- **S**urvival Items
- **T**raffic Watch

CREW BRIEFING

- Airport Diagram
- ATIS / AWOS / FSS
- Runways in use
- Crosswind Component
- Takeoff / Accelerate-Stop Distance
- Departure / Taxi Clearance
- V_a
- Who is PIC / Acting PIC?
- Positive Exchange of Flight Controls
- Sterile Cockpit
- Safe Attitude

PRE-TAKEOFF BRIEFING

- Runway Available / Runway Required Obstacles on Departure
- Wake Turbulence
- Windsock / Crosswind Control Position

EMERGENCY PLAN OF ACTION

- Engine Failure or system malfunction:
 - Prior to rotation
 - After rotation, runway remaining
 - After rotation, no runway remaining

SHORT FIELD

TAKE OFF	
Flaps	25°
Rwy Use	Max possible
Toe Breaks	Hold
Power	Full
Toe Breaks	Release
VR	75 MPH
Positive Rate	Gear up
Vx @ 25° Flap	85 MPH
Altitude	100' AGL
IAS	90 MPH
Flaps	10°
Altitude	200' AGL
Flaps	0°
IAS	VY: 100 MPH
LANDING	
Flaps	40°
VREF	75 MPH
POWER	IDLE 150' BEFORE TD
BREAKS	SIM MAX BREAK
FLAPS	0°

SOFT FIELD

TAKE OFF	
Flaps	25°
Nose	UP
Power	Full
Altitude	10' AGL (Ground effect)
IAS	75 MPH
Positive Rate	Gear up
Vx @ 25° Flap	85 MPH
Altitude	100' AGL
IAS	90 MPH
Flaps	10°
Altitude	200' AGL
Flaps	0°
IAS	Vy: 100 MPH
LANDING	
Flaps	40°
VREF	85 MPH
POWER	CARRY INTO FLARE
	LAND ON MAINS
Nose	UP
Breaks	Minimal
Power	As necessary
Nose	Down Easy

SLOW FLIGHT	
Manifold Pressure	20"
RPM	2400
IAS	~131
Manifold Pressure	15"
Gear	Down
IAS	120
Flaps	10
IAS	100
Flaps	25
IAS	85
Flaps	40
IAS	74
Manifold Pressure	20"-22"
RECOVERY	
Lower nose - IAS	80
Flaps	25
Positive Rate / Gear	Up
IAS	90
Flaps	10
IAS	100
Flaps	0
<i>Resume navigation</i>	

POWER ON STALLS

Manifold Pressure	20"
RPM	2400
IAS	~131
Manifold Pressure	15"
Gear	UP
IAS	80
Flaps	0
RPM	2500 or Fwd
Manifold Pressure	25" or Full
Pitch	+15°

RECOVERY

Lower nose - IAS	80
Manifold Pressure	25"
RPM	2500
Altitude	Assigned
Manifold Pressure	20"-24"
RPM	2400

Resume navigation

POWER OFF STALLS (GUMPS)

Manifold Pressure	20"
RPM	FWD
IAS	~131
Manifold Pressure	15"
Gear	Down
IAS	120
Flaps	10
IAS	100
Flaps	25
IAS	85
Flaps	40
IAS	74
Manifold Pressure	IDLE. SIM LDG

RECOVERY

Lower nose - IAS	+70
Manifold Pressure	Full Fwd
Flaps	25°
Positive Rate / Gear	Up
IAS	90
Flaps	10°
IAS	100
Flaps	0°

Resume navigation and cruise power setting

STEEP TURNS

Manifold Pressure	20"
RPM	2400
IAS	~131
1 second Bank	30 °
2 sec Manifold Pres	23" – 24"
3 sec	Pull
Bank	45° (50 CSEL)

RECOVERY

Degrees from entry	30 °
Manifold Pressure	20"
Heading	Entry

Resume navigation