

**PRE – FLIGHT INSPECTION**

Landing gear control ..... CHECK DOWN  
 Breakers ..... All IN  
 Master Switch..... ON  
 Flaps ..... Check to Landing Position  
 Parking Brake..... Set, ON  
**External Checks.....Completed**  
 Chocks.....REMOVE  
 Weight and balance ..... CHECK if within the limits  
 Flight controls ..... Remove seat belt used as lock  
 Seat ..... Adjust as required  
 Seat belt ..... Fastened  
 Passenger briefing ..... Completed  
 Doors ..... CLOSED AND LOCKED  
 Master Switch..... ON  
 Fuel quantity ..... CHECK  
 RH fuel selector ..... RIGHT  
 LH fuel selector ..... LEFT  
 Annunciator panel ..... TEST  
 Landing gear lights ..... TEST  
 ELT ..... CHECK set to ARM  
 Fire detector ..... TEST  
 Electrical pitch trim..... TEST if installed  
 Engine levers friction ..... Adjust if required  
 Flight controls ..... CHECK free  
 Alternate static port ..... CHECK closed  
 Cabin heat ..... CLOSED  
 Pitch trim control ..... Set to neutral position.  
 Rudder trim control..... Set to neutral position.  
 Voltmeter (optional)..... Check 12 to 14 Volt

**ENGINE STARTING**

Avionics..... Off

**RIGHT ENGINE**

→ Throttle lever ..... IDLE  
 Carburetor heat ..... OFF  
 Propeller Lever ..... FULL FORWARD  
 Choke ..... ON if required  
 Fuel pump ..... ON, Pressure Stable at 3-3.5  
 Strobes ..... ON  
 Propellor Area..... CHECK clear  
 Ignitions switches ..... BOTH ON  
 Start pushbutton ..... PUSH  
 Oil Pressure/Temp ..... CHECK  
 → Throttle lever ..... Advance to reach 1200 RPM  
 Choke ..... OFF, RPM Reduces to 1000 RPM  
 Field ..... ON  
 Avionics ..... ON  
 Crossbus ..... ON  
 Ammeter ..... CHECK Amps positive  
 Voltmeter ..... CHECK 12 to 14 Volt  
 Fuel pump ..... OFF

**REPEAT FOR LEFT ENGINE****HOT START**

Same procedure as normal start except:

Chokes ..... Closed  
 Throttles ..... slowly open 1 inch while cranking

**FLOODED START**

Chokes..... Closed  
 Throttle ..... Full open  
 Start pushbutton ..... PUSH  
 When engine starts, quickly reduce throttle to idle  
 Resume Normal Start checklist →

**BEFORE TAXI**

Nav and Taxi Lights ..... As required  
 Audio Panel..... On  
 Radios..... Set/Check  
 NAV ..... ON/FPL Loaded  
 A/P Master..... As Required  
 Electric Fan/Cabin Heat..... As Required  
 Transponder..... Standby / Code  
 Seatbelts ..... Fastened  
 Flight Instruments ..... Check/SET  
 Altimeters ..... Set/Max 150 Difference  
 LH/RH Fuel Selector ..... Cross feed for Taxi  
 LH/RH Fuel Pressure ..... Check  
 Oil Temperature..... 50°C Minimum at 1200 RPM

**TAXIING**

Parking Brake ..... Release  
 Brakes ..... TEST  
 Engine Instruments..... Check  
 Control Inputs ..... FOR WIND  
 Flight Instruments ..... CHECK

**RUN- UP**

Parking Brake ..... SET  
 Blast Area ..... CLEAR  
 RH Fuel Selector..... Right  
 LH Fuel Selector ..... Left  
 Autopilot..... Test  
 Fuel Pressures..... Check  
 Oil temp ..... 90° – 100°C  
 CHT / CT ..... 50° – 135°C  
 Oil Pressure..... Above 0.8 below 1400 RPM  
 Fuel Pressure..... 2.2 – 5.8 PSI  
 Generator Lights ..... Off  
 Prop Levers ..... Full Forward  
 Throttles..... 1650 RPM  
 Magnetos ..... Check 130 max drop / 50 difference  
 Prop Cycle x3..... Not below 1150 RPM  
 Carb Heat ..... Check approx. 100 RPM drop  
 Throttles..... 1000 RPM

# SPECTRUM AIRWAYS TECNAM P2006T NORMAL PROCEDURES

## PRE-TAKEOFF

Engine Instruments..... Green  
 Fuel Quantity ..... Check  
**Flaps..... Takeoff**  
 Pitch and Rudder Trim ..... Neutral  
 Flight Controls..... Free  
 Seatbelts ..... Fastened  
 Doors..... Locked  
 Annunciator Panel ..... Check  
 RH Fuel Selector..... Right  
 LH Fuel Selector ..... Left  
 Pitot Heat ..... As required  
 Transponder ..... ALT/Code  
 Compass..... Check  
 Heading Indicator ..... Crosscheck  
 Parking Brake ..... Release

## TAKEOFF AND CLIMB

Landing Light..... On  
 Fuel Pumps ..... On  
 Carb Heats ..... Off  
 Props..... Full forward  
 Throttles ..... Full power  
 Engine Instruments..... Green  
 Rotation Speed ..... 64 KIAS  
 Apply Brakes ..... Airborne  
 Gear ..... Up at positive rate of climb  
 Power..... Full Power  
 Props..... 2250 RPM  
 Flaps..... Up at 1000 AGL  
 Fuel Pumps ..... Off  
 Landing Light..... Off when required

## CRUISE

Power..... Set for cruise  
 Props..... 1900 – 2250 RPM  
 Engine Parameters..... Check  
 Oil temp ..... 90° – 100°C  
 CHT / CT ..... 50° – 135°C  
 Oil Pressure..... 2 – 5 bar above 1400 RPM  
 Fuel Pressure ..... 2.2 – 5.8 PSI  
 Carb Heat ..... As needed  
 Fuel Balance..... Check and cross feed as necessary

## DESCENT AND APPROACH

Props..... As required  
 Carb Heat ..... As required  
 Altimeter..... Set  
 Rear Seats ..... Full Aft

## BEFORE LANDING

Fuel Pumps ..... On  
 Landing Light..... On  
 Carb Heat ..... Check, OFF  
 On downwind ..... Flaps T/O below V<sub>FE</sub> 124 KIAS  
 Gear ..... Down below V<sub>LO</sub> 122 KIAS  
 Props..... Full Forward  
 On Final..... Flaps Full Below V<sub>FE</sub> 97 KIAS

On Final ..... GUPS Check  
 Final Approach Speed ..... V<sub>APP</sub> 75 KIAS

## MISSED APPROACH

Props ..... Full Forward  
 Throttles..... Full Power  
 Flaps ..... Takeoff  
 Speed ..... As required  
 Gear..... Up at positive rate of climb  
 Flaps ..... Up

## AFTER LANDING

Fuel Pumps..... Off  
 Flaps ..... Up  
 Pitot Heat ..... Off  
 Landing Light..... Off  
 Transponder..... Standby/1200

## SHUTDOWN

Throttles..... Idle, Start Timer  
 Parking Brake ..... Engage  
 Taxi Light ..... OFF  
 ELT..... Check 121.5  
 A/P Master..... OFF  
 Electric Fan/Cabin Heat..... OFF  
 Flaps ..... Up  
 Trims ..... Neutral  
**Engines ..... Cooldown 1 minute at idle**  
 Ignition Switches ..... Off one at a time  
 Avionics Busses ..... Off  
 Cross Busses..... Off  
 Field Switches ..... Off  
 External Lights..... Off  
 Master Switch ..... Off  
 Emerg. Batt / Lights / ADI . Off  
 Hobbs Time ..... Record  
 Chocks..... Nosewheel  
 Defects..... REPORT

| CRITICAL SPEEDS        |                              | KIAS   |
|------------------------|------------------------------|--------|
| <b>V<sub>so</sub></b>  | Stall – Gear Down & LDG Flap | 53     |
| <b>V<sub>s</sub></b>   | Stall - Clean                | 66     |
| <b>V<sub>mc</sub></b>  | Minimum Controllable Speed   | 62     |
| <b>V<sub>r</sub></b>   | Rotation Speed               | 67     |
| <b>V<sub>sse</sub></b> | Safe Single Engine Speed     | 70     |
| <b>V<sub>x</sub></b>   | Best Angle                   | 72     |
| <b>V<sub>xse</sub></b> | Best Angle – single engine   | 79     |
| <b>V<sub>y</sub></b>   | Best Rate                    | 84     |
| <b>V<sub>yse</sub></b> | Best Rate - single engine    | 80     |
| <b>V<sub>app</sub></b> | Approach (Flaps LDG)         | 75     |
| <b>V<sub>ref</sub></b> | Over the Threshold           | 70     |
| <b>V<sub>fe</sub></b>  | Max Flap Extension           | 124/97 |
| <b>V<sub>lo</sub></b>  | Max Gear Retraction          | 122    |
| <b>V<sub>a</sub></b>   | Manoeuvring Speed            | 125    |
| <b>V<sub>le</sub></b>  | Max Gear Extension           | 122    |
| <b>V<sub>no</sub></b>  | Structural Cruise Speed      | 138    |
| <b>V<sub>ne</sub></b>  | Never Exceed Speed           | 171    |