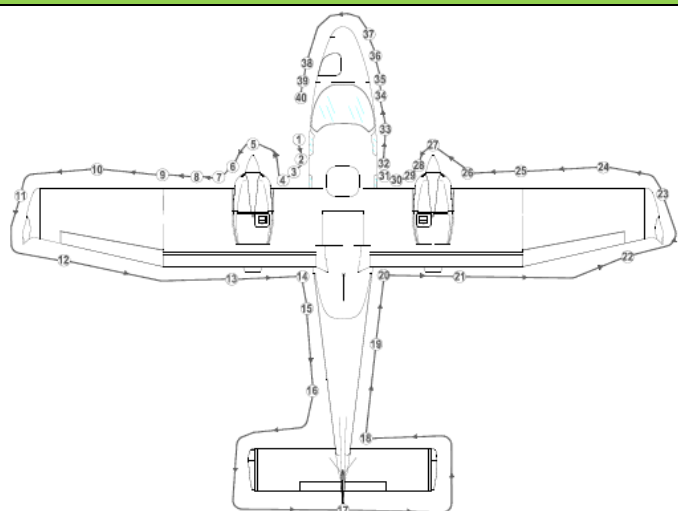


EXTERNAL WALKAROUND


- 1 **Check door for integrity.** Turn ON the Master Switch and check Stall Warning switch for operation and condition; check lighting of Landing/Taxi/Nav/Strobe lights then turn OFF the Master Switch.
- 2 **Left main landing gear.** Check fuselage skin status, tire status (cuts, bruises, cracks and excessive wear), slippage markers integrity, gear structure and shock absorber, hoses, gear door attachments and gear micro-switches. There should be no sign of hydraulic fluid leakage.
- 3 **Wheel chock.** Remove if employed
- 4 **Propeller and spinner.** The propeller blades and spinner should be free of cracks, nicks, dents and other defects and should rotate freely. Check fixing and lack of play between blades and hub.
- 5 **Left engine nacelle Perform following inspections:**
 - a) Check the surface conditions.
 - b) Nacelle inlets and exhausts openings must be free of obstructions. If inlet and outlet plugs are installed, they should be removed.
 - c) Check radiators. There should be no indication of leakage of fluid and they have to be free of obstructions.
 - d) Only before the first flight of a day:
 - (1) Verify coolant level in the expansion tank, replenish as required up to top (level must be at least 2/3 of the expansion tank).
 - (2) Verify coolant level in the overflow bottle through the slot under the nacelle: level must be between min. and max. mark. Replenish if required removing the upper cowling; after that, install upper cowling checking for interferences with radiators.
 - (3) Turn the propeller by hand to and fro, feeling the free rotation of 15° or 30° before the crankshaft starts to rotate. If the propeller can be turned between the dogs with practically no friction at all further investigation is necessary. Turn propeller by hand in direction of engine rotation several times and observe engine for odd noises or excessive resistance and normal compression.
 - e) Check oil level and replenish as required.
Prior to oil check, switch off both ignitions circuits and turn the propeller by hand in direction of engine rotation several times to pump oil from the engine into the oil tank, or let the engine idle for 1 minute.
This process is finished when air is returning back to the oil tank and can be noticed by a murmur from the open oil tank. Prior to long flights oil should be added so that the oil level reaches the "max" mark.
 - f) Drain off Gascolator for water and sediment (drain until no water comes off). Then make sure drain valve is closed.
 - g) Check drainage hoses clamps
 - h) Verify all parts are fixed or locked.
 - i) Verify all inspection doors are closed.
- 6 **Air induction system** Check engine air inlet for integrity and correct fixing. The air intake filter must be free of obstructions.
- 7 **Left fuel tank** Check that the refuelling port cap is properly secured, then perform the fuel tank sump drainage operating the related valve which, after operation, must be checked closed. Fuel must be checked for water and sediment. Verify the tank vent outlet is clear.
- 8 **Landing and taxi lights.** Visual inspection.
- 9 **Left wing leading edge** Visual inspection. Check cabin ventilation inlet and carburettor heating inlet for condition and free of obstruction. Check stall strip.
- 10 **Left wing top and bottom panels.** Visual inspection.
- 11 **Left winglet, nav and strobe lights, static discharge wick.** Check for integrity and fixing
- 12 **Left aileron and balance mass.** Visual inspection, remove tie-down devices and control locks if employed.
- 13 **Left Flap and hinges.** Visual inspection.
- 14 **Left static port** Remove protective cap – Visual inspection.
- 15 **Antennas.** Check for integrity.
- 16 **Gear pump, external power and battery compartment.** Check

- emergency landing gear extension system pressure (low pressure limit: 20 bar), external power and battery compartments closure.
- 17 **Horizontal and vertical empennage and tabs.** Static discharge wicks. Check the actuating mechanism of control surfaces and the connection with related tabs. Check wicks for integrity. Remove tie-down device if employed.
- 18 **Stabilator leading edge** Check for integrity
- 19 **Fuselage top and bottom skin** Visual inspection
- 20 **Right static port** Remove protective cap – Visual inspection
- 21 **Right Flap and hinges** Visual inspection
- 22 **Right aileron and balance weight** Visual inspection, remove tie-down devices and control locks if employed
- 23 **Right winglet, nav and strobe lights, static discharge wick.** Check for integrity and fixing and lighting
- 24 **Right wing top and bottom panels** Visual inspection
- 25 **Right wing leading edge** Visual inspection. Check cabin ventilation inlet and carburettor heating inlet for condition and free of obstruction. Check stall strip.
- 26 **Right fuel tank** Check that the refuelling port cap is properly secured, then perform the fuel tank sump drainage operating the related valve which, after operation, must be checked closed. Fuel must be checked for water and sediment. Verify the tank vent outlet is clear.
- 27 **Propeller and spinner.** The propeller blades and spinner should be free of cracks, nicks, dents and other defects and should rotate freely. Check fixing and lack of play between blades and hub.
- 28 **Right engine nacelle** Apply as reported for station 5 and 6
- 29 **Passenger door and cabin** Check door for integrity. Check safety belts for integrity and baggage for correct positioning and fastening. Check ditching emergency exit safety lock. Check passengers ventilation ports for proper setting.
- 30 **Right main landing gear** Apply as reported for Station 2
- 31 **Wheel chock** Remove if employed
- 32 **Bottom fuselage antennas** Check for integrity
- 33 **Right cabin ram-air inlet** Visual inspection
- 34 **Right Pitot tube** Remove protective cap and check for any obstruction
- 35 **Nose landing gear** Check tire (cuts, bruises, cracks and excessive wear), slippage markers integrity, gear structure and retraction mechanism, shock absorber and gear doors attachments. Check no sign of hydraulic fluid leakage.
- 36 **Radome** Check for integrity; Radome access door Visual inspection
- 38 **Left Pitot tube** Remove protective cap and check for any obstruction
- 39 **Left cabin ram-air inlet.** Visual inspection

EXTERNAL WALKAROUND
COMPLETED
COCKPIT INSPECTION

1	PARKING BRAKE	CHECK ENGAGED
2	AFM	CHECK ON BOARD
3	WEIGHT AND BALANCE	CHECK WITHIN LIMITS
4	FLIGHT CONTROLS	REMOVE SEAT BELT USED AS LOCK
5	SEAT	ADJUST AS REQUIRED
6	SEAT BELT	FASTENED
7	PASSENGER BRIEFING	COMPLETED
8	DOORS	CLOSED AND LOCKED
9	LANDING GEAR CONTROL KNOB	CHECK DOWN
10	BREAKERS	ALL IN
11	MASTER SWITCH	ON
12	FUEL QUANTITY	CHECK
13	RH FUEL SELECTOR	RIGHT
14	LH FUEL SELECTOR	LEFT
15	RH ELECTRICAL FUEL PUMP ON	CHECK FUEL PRESSURE GAUGE CORRECT OPERATION & ADVISORY LIGHT ON
16	RH ELECTRICAL FUEL PUMP OFF	CHECK PRESSURE DECREASED AT ZERO
17	LH ELECTRICAL FUEL PUMP ON	CHECK FUEL PRESSURE GAUGE CORRECT OPERATION & ADVISORY LIGHT ON
18	LH ELECTRICAL FUEL PUMP OFF	CHECK PRESSURE DECREASED AT ZERO
19	ANNUNCIATOR PANEL	TEST
20	LANDING GEAR LIGHTS	TEST
21	ELT	CHECK SET TO ARM
22	FIRE DETECTOR	TEST
23	ELECTRICAL PITCH TRIM SELECTOR	TEST
24	ENGINE LEVERS FRICTION	ADJUST IF REQUIRED
25	FLIGHT CONTROLS	CHECK FREE
26	ALTERNATE STATIC PORT	CHECK CLOSED
27	CABIN HEAT	CLOSED
28	FLAPS	OPERATE CONTROL TO FULL POSITION, VERIFYING EXTENSION. THEN RETRACT FLAPS
29	PITCH & RUDDER TRIM CONTROL	SET TO NEUTRAL POSITION.
30	BATTERY VOLTMETER	CHECK 12 TO 14 VOLT
COCKPIT INSPECTION CHECK LIST		COMPLETED

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ENGINE STARTING

CAUTION	AVIONICS SWITCHES MUST BE SET OFF DURING ENGINE STARTING TO PREVENT AVIONIC EQUIPMENT DAMAGE	
1	START CLEARANCE	Obtain if needed
2	CHRONOMETER	START

RH ENGINE STARTING

4	RH THROTTLE LEVER	IDLE
5	RH CARBURETOR HEAT	OFF
6	RH PROPELLER LEVER	FULL FORWARD
7	RH CHOKE	ON if required

Cold engine.

Throttles fully closed, chokes fully opened. Soon after starting advance the throttle to ~800 RPM and slowly close the choke. Keep engine at ~900 RPM for warm up period.

Hot engine.

Park the aircraft with the nose pointing into wind in order to aid cooling. Keep chokes closed and slowly open the throttles one inch while cranking.

"Flooded Engine" (after engine start failure).

Keep chokes closed, open throttle fully and start the engine, then quickly reduce throttles to idle.

8	RH ELECTRICAL FUEL PUMP	ON CHECK ADVISORY LIGHT ON & POSITIVE FUEL PRESS BUILD UP
9	STROBES	ON
10	RH ENGINE PROPELLER ZONE	CHECK free
11	RH IGNITIONS SWITCHES	BOTH ON

WARNING

ENSURE THAT AREA AROUND ENGINE PROPELLER DISC IS CLEAR FROM PEOPLE AND OBSTACLES.
CALL OUT FOR PROPELLER FREE.

12	RH START PUSHBUTTON	PUSH
13	RH ENGINE OIL GAUGE	CHECK INCREASING WITHIN 10 SEC. (MAX 7 BAR IN COLD OPERATION)
14	RH PROPELLER	RPM 1200 RPM
15	RH CHOKE	OFF
16	RH FIELD	ON
17	RH AVIONICS	ON
18	RH CROSS BUS	ON
19	RH AMMETER	CHECK AMPS POSITIVE
20	RH VOLTMETER	CHECK 12 TO 14 VOLT
21	RH ELECTRICAL FUEL PUMP	OFF

LH ENGINE STARTING

1	LH THROTTLE LEVER	IDLE
2	LH CARBURETOR HEAT	OFF
3	LH PROPELLER LEVER	FULL FORWARD
4	LH CHOKE	ON IF REQUIRED
5	LH ELECTRICAL FUEL PUMP	ON CHECK ADVISORY LIGHT ON & POSITIVE FUEL PRESS BUILD UP
6	LH ENGINE PROPELLER ZONE	CHECK FREE
7	LH IGNITIONS SWITCHES	BOTH ON

WARNING

ENSURE THAT THE AREA AROUND ENGINE PROPELLER DISC IS CLEAR FROM PEOPLE AND OBSTACLES.
CALL OUT FOR PROPELLER FREE.

8	LH START PUSHBUTTON	PUSH
9	LH ENGINE OIL GAUGE	CHECK INCREASING WITHIN 10 SEC. (MAX 7 BAR IN COLD OPERATION)
10	LH PROPELLER	RPM 1200 RPM
11	LH CHOKE	OFF
12	LH FIELD	ON
13	LH AVIONICS	ON
14	LH CROSS BUS	ON
15	LH AMMETER	CHECK AMPS POSITIVE
16	LH VOLTMETER	CHECK 12 TO 14 VOLT
17	LH ELECTRICAL FUEL PUMP	OFF

ENGINE STARTING CHECK LIST **COMPLETED**

BEFORE TAXIING

1	Let engines warm up to a minimum oil temperature of 50°C at 1200 RPM	
2	NAV, TAXI LIGHT	ON
3	AUDIO PANEL	ON
4	COM /NAV	ON
5	TRANSPONDER	STANDBY
6	PASSENGERS AND CREWS SEAT BELTS	Fastened
7	PASSENGERS AND CREWS HEADPHONES	Set as required

BEFORE TAXIING CHECK LIST **COMPLETED**

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TAXIING

1	LH/RH FUEL SELECTOR	AS REQUIRED
2	LH AND RH FUEL PRESSURE	MONITOR
3	PARKING BRAKE	RELEASE
4	FLIGHT INSTRUMENTS	CHECK
5	ENGINE INSTRUMENTS	CHECK
6	ALTIMETERS	SET & CHECK MAX DIFF. 150 FT
7	BRAKES	TEST

TAXIING CHECK LIST **COMPLETED**

BEFORE TAKE OFF

1	PARKING BRAKE	ENGAGED
2	RH FUEL SELECTOR	RIGHT
3	LH FUEL SELECTOR	LEFT
4	LH & RH FUEL PRESSURE	CHECK

5	LH & RH ENGINE PARAMETERS CHECKS	Oil temperature: 50-110 ° CHT: 50° -135° Oil pressure: 2-5 bar (above 1400 RPM) 0.8 bar (below 1400 RPM) Fuel pressure: 2.2 – 5.8 psi (0.15 - 0.40 bar)
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6	LH & RH GENERATOR LIGHTS	CHECK BOTH OFF
7	LH & RH PROPELLER LEVER	FULL FORWARD
8	LH & RH THROTTLE LEVER	1650 RPM

9	RH THROTTLE LEVER	Set L / R / BOTH (RPM drop with single ignition circuit selected must not exceed 130 prop's RPM; maximum RPM difference by use of either circuits LEFT or RIGHT cannot exceed 50 RPM)
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10	RH PROPELLER	GOVERNOR CHECK. A. Retard the prop lever until 1200 RPM. B. Move propeller lever back to full forward position C. Repeat A) and B) 3 times D. Verify that the governor closely and firmly controls the RPM E. Verify that 1650 prop rpm are restored with prop lever in full forward position
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NOTE Do not cause prop speed drop below 1150 RPM in any case

11	RH CARBURETTOR HEAT	ON, verify propeller RPM decreasing about 100 RPM
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12	RH CARBURETTOR HEAT	OFF
13	RH ENGINE INSTRUMENTS	GREEN ARCS

14	LH IGNITIONS SWITCHES	Set L / R / BOTH (RPM drop with single ignition circuit selected must not exceed 130 prop's RPM; maximum RPM difference by use of either circuits LEFT or RIGHT cannot overcome 50 RPM)
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15	LH PROPELLER LEVER	GOVERNOR CHECK. A. Retard the prop lever until 1200 RPM. B. Move propeller lever back to full forward position C. Repeat A) and B) 3 times D. Verify that the governor closely and firmly controls the RPM E. Verify that 1650 prop rpm are restored with prop lever in full forward position
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NOTE Do not cause prop speed drop below 1150 RPM in any case

16	LH CARBURETTOR HEAT	ON, verify propeller RPM decreasing about 100 RPM
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17	LH CARBURETTOR HEAT	OFF
18	LH ENGINE INSTRUMENTS	GREEN ARCS

19	LH & RH FUEL Q.TY INDICATOR	CHECK consistent with fuel plan
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20	FLAPS	T/O OR AS REQUIRED (See section 5 T/O performances)
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21	PITCH TRIM & RUDDER TRIM	SET TO NEUTRAL POSITION
22	FLIGHT CONTROLS	CHECK FREE
23	SEAT BELTS & DOORS	CHECK FASTEN/CLOSED/LOCKED

BEFORE TAKE OFF CHECK LIST **COMPLETED**

LINE UP

1	PARKING BRAKE	RELEASE CHECK FULL IN
2	ANNUNCIATOR PANEL	CAUTIONS & WARNINGS OFF
3	RH FUEL SELECTOR	RIGHT
4	LH FUEL SELECTOR	LEFT
5	PITOT HEAT	AS REQUIRED
6	TRANSPONDER	SET ALT
7	COMPASS / HEADING INDICATOR	ALIGN/CROSSCHECK

LINE UP CHECK LIST **COMPLETED**

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TAKEOFF AND CLIMB

1	LANDING LIGHT	ON
2	LH AND RH ELECTRICAL FUEL PUMP	BOTH ON
3	CARBURETTORS HEAT	CHECK OFF
4	LH AND RH PROPELLER LEVER	FULL FORWARD
5	LH AND RH THROTTLE LEVER	FULL POWER
6	ENGINES INSTRUMENTS PARAMETERS	WITHIN GREEN ARCS
7	ROTATION SPEED	$V_r = 65 \text{ KIAS}$
8	APPLY BRAKES TO STOP WHEEL SPINNING	APPLY
9	LANDING GEAR CONTROL KNOB	CHECK GREEN LIGHTS AND TRANS LIGHT OFF WITHIN 20 SEC
10	LANDING AND TAXI LIGHTS	OFF ABOVE 10000 FT
11	LH & RH PROPELLER LEVER AT SAFE ALTITUDE	MAX CONT POWER
CAUTION <i>Limit max TO power to 5 minutes. Reduce MAP before retracting Prop to 2250 RPM or below</i>		
12	LH AND RH ELECTRICAL FUEL PUMP	BOTH OFF
TAKEOFF AND CLIMB CHECK LIST		COMPLETED

CRUISE

1	PROPELLER	SET to 1900- 2250 RPM
CAUTION <i>Throttles MAP decrease should be made before propeller Speed reduction below 2200 RPM, as, contrariwise, Propeller Lever increase RPM should be set before engine Throttle Levers are advanced.</i>		
2	ENGINE INSTRUMENTS	OIL TEMPERATURE: $90^{\circ} - 110^{\circ} \text{ C}$ CHT: $90^{\circ} - 110^{\circ} \text{ C}$ OIL PRESSURE: 2 - 5 BAR. FUEL PRESSURE: 2.2 - 5.8 PSI
3	CARBURATOR HEATING	AS REQUIRED
WARNING <i>DESELECT AND DO NOT USE AUTO PILOT IF POSSIBLE ICING CONDITION AREA IS INADVERTENTLY ENTERED.</i>		
4	FUEL BALANCE AND CROSSFEED	CHECK AS NECESSARY
CRUISE CHECK LIST		COMPLETED

DESCENT & APPROACH

1	PROPELLERS	MAX CONT - 2250 RPM
NOTE <i>In order to control engine cooling and life, it is preferable to descend with power above idle and RPM lower than full continuous</i>		
2	CARBURETTORS HEAT	AS REQUIRED
3	ALTIMETER SETTING	QNH SET/CROSSCHECK
4	REAR PASSENGER SEATS	SET FULL AFT POSITION
DESCENT & APPROACH CHECK LIST		COMPLETED

BEFORE LANDING

1	REAR PASSENGERS SEATS	FULL AFT/LOWER POSITION
2	LH & RH ELECTRICAL FUEL PUMP	BOTH ON
3	ON DOWNWIND LEG VFE=122KIAS	FLAPS T/O
4	SPEED BELOW VLO/VLE 93 KIAS	LANDING GEAR CONTROL KNOB-DOWN CHECK GREEN LIGHTS ON
5	CARBURETTORS HEAT	CHECK OFF
6	LH & RH PROPELLER LEVER	FULL FORWARD
7	ON FINAL LEG: SPEED BELOW 93 KIAS	FLAPS FULL
8	FINAL APPROACH SPEED	VAPP=71KIAS
9	LANDING & TAXI LIGHT	ON
10	TOUCHDOWN SPEED	65 KIAS
BEFORE LANDING CHECK LIST		COMPLETED

BALKED LANDING/MISSED APPROACH

1	LH AND RH PROPELLER LEVER	FULL FORWARD
2	LH AND RH THROTTLE LEVER	FULL POWER
CAUTION <i>Propeller Lever increase to max RPM should be attained before engine Throttle Levers are advanced to max take off power. Limit max take off power to 5 minutes.</i>		
3	FLAPS	T/O
4	SPEED	KEEP OVER 62 KIAS, CLIMB TO VY OR VX AS APPLICABLE
6	LANDING GEAR	UP AT POSITIVE CLIMB
7	FLAPS	UP
BALKED LANDING/MISSED APPROACH CHECK LIST		COMPLETED

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AFTER LANDING

1	LH & RH ELECTRIC FUEL PUMP	OFF
2	FLAPS	RETRACT
3	PITOT HEAT	OFF
4	LANDING LIGHT	OFF
5	TRANSPONDER	STBY
AFTER LANDING CHECK LIST		COMPLETED

PARKING/SHUT DOWN

1	PARKING BRAKE	SET
2	TAXI LIGHT	OFF
3	ENGINES	1 MIN AT IDLE POWER
4	FLAPS	CHECK UP
5	TRIMS	CHECK NEUTRALS
NOTE <i>Ensure the engine is at its lowest possible idle speed before selecting ignitions OFF</i>		
6	IGNITIONS	TURN OFF ONE AT TIME
7	LH & RH AVIONIC BUS	OFF
8	LH & RH CROSS BUS	OFF
9	LH/RH FIELD	OFF
10	ALL EXTERNAL LIGHT SWITCHES	OFF
11	DOORS SAFETY LOCKS	OFF
12	MASTER SWITCH	OFF
13	EMG BATT / EMG COCKPIT LIGHT / EMG ADI SWITCHES	CHECK OFF
PARKING/SHUT DOWN CHECK LIST		COMPLETED

BEFORE DISEMBARKATION VERIFY PROPELLERS ARE FULLY STOPPED

WARNING		<i>Instruct passengers to fully open pax door (against nacelle stop) and depart alongside aircraft fuselage, avoiding contact with hot / oily parts such as engine exhaust pipes, drainage tubes and wheel brakes, or sharp wing control surfaces edges.</i>
CAUTION		<i>Crew should avoid propeller disc area crossing while proceeding alongside a fully opened pilot's door (up to 110°).</i>

POST FLIGHT

1	PROTECTIVE COVER FOR PITOT TUBES, STALL WARNING AND STATIC PORT PLUGS	INSTALL
2	LOCK ONE CONTROL WHEEL WITH SAFETY BELT.	
3	WHEEL CHOCKS	PLACE UNDER MLG
4	AILERON LOCK	PLACE AND TIGHTEN
5	PILOT AND PASSENGERS DOORS.	CLOSE AND LATCH
6	TLB	FILL
POST FLIGHT CHECK LIST		COMPLETED

GROUND TOWING, PARKING AND MOORING

CAUTION		<i>When the a/c is moved on the ground, the Master Switch must be turned ON until the a/c is parked</i>
WHEEL CHOCKS		PLACE UNDER MLG
AILERON LOCK		PLACE AND TIGHTEN
PILOT AND PASSENGERS DOORS.		CLOSE AND LATCH
TLB		FILL
POST FLIGHT CHECK LIST		COMPLETED

The aircraft is certified in normal category in accordance with EASA CS-23.

Non aerobatic operations include:

- Any manoeuvre pertaining to "normal" flight
- Stalls (except whip stalls)
- Lazy eights
- Chandelles
- Turns in which the angle of bank is not more than 60°

This Check List is compliant to Section 4 – Normal Procedure of the Aircraft Flight Manual Doc. No. 2006/044 4th Edition – Rev. 14

issued by Costruzioni Aeronautiche **TECNAM** srl - Via Maiorise CAPUA (CE) - Italy on the 03 March 2020.

AIRCRAFT MODEL: **P2006T**

EASA TYPE CERTIFICATE NO: **A.185**(DATED 2009,JUN 5TH)

Sky Services Flight Academy

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