

# Civil Air Patrol

## Cessna: C172S (NAVIII)

CVD: 1 Dec 15 (G1000 & GFC700)

### Preflight Cabin

1. AIF...Review all & Inspect for Airworthiness.
2. Pitot Tube Cover...Remove & Check Clear.
3. POH & Garmin G1000™ Cockpit Ref. Guide ..... Accessible to Pilot.
4. Documents ..... AROW in airplane
5. Parking Brake ..... Set.
6. Control/Avionics Lock..... Remove

#### WARNING

When the master switch is on, using an external power source, or manually rotating the propeller, treat the propeller as if the magnetos switch were on. Do not stand, nor allow anyone else to stand, within the arc of the propeller since a loose or broken wire, or a component malfunction could cause the engine to start.

7. MAGNETOS Switch .....Off.
8. Avionics Switch (BUS 1&2) .....Off.
9. MASTER Switch (ALT & BAT)..On.
10. Primary Flt Display.....Verify On.
11. FUEL QTY (L&R)..... Check.
12. LOW FUEL Annunciators .....Off.
13. OIL PRESS Annunciator ....Verify On.
14. LOW VAC Annunciator...Verify On.
15. AVIONICS Switch (BUS 1) .....On.
16. Forward Avionics Fan...Check On (Listen).
17. AVIONICS Switch (BUS 1) .....Off.
18. AVIONICS Switch (BUS 2) .....On.
19. Aft Avionics Fan.....Check On (Listen).
20. AVIONICS Switch (BUS 2) .....Off.
21. PITOT HEAT Switch ..... On.
22. PITOT HEAT/Stall Warning ... Check.
23. PITOT HEAT Switch .....Off.
24. Stall Warning System ..... Check.
25. LOW VOLTS Annunciator ...Check On.
26. Flap motor ..... Check at 10°-20°.
27. Exterior lights..... Check then off.
28. MASTER Switch (ALT & BAT) .....Off.
29. Elevator Trim Ctrl..... Takeoff position.
30. FUEL SELECTOR Valve..... Both.
31. ALT STATIC AIR Valve.....Off (Push In).
32. Fire Extinguisher .....Check (Verify green).

### Preflight Empennage

1. Baggage Door.....Check (Secure).
2. Rudder Gust Lock (If installed)..... Remove.
3. Tail Tie-Down (if one is connected) ..... Disconnect.
4. Tail Streamer..... Remove.
5. Control Surfaces.....Check.
6. Elev. Trim Tab..... Check secure.
7. Antennas ..... Check.

### Preflight Right Wing trailing edge

1. Flap .....Check Condition.
2. Aileron ..... Check Movement.
3. Wingtip/Lights ..... Check Condition.

### Preflight Right Wing

1. Wing Tie Down..... Disconnect.
2. Main Wheel Tire (42 PSI)....Check.
3. Brake.....Check Visually.
4. Chocks.....Remove & Stow.
5. Fuel Tank Sump Quick Drain Valves (5) ..... Drain.

See Fuel Contamination Warning in the POH.

6. Fuel Quantity .....Check Visually
7. Fuel Filler Cap...Secure and Vent Clear

### Nose

1. Static Source Opening (Right)...Check.
2. Fuel Strainer Quick Drain Valves (3) ..... Drain.

See Fuel Contamination Warning in the POH.

3. Engine Oil Dipstick .....Check oil level & secure (5 qt min., 8 qt for extended flights).
4. Engine Cooling Air Inlets.....Check.
5. Propeller & Spinner ..... Check.
6. Air Filter ..... Check.
7. Nosewheel Strut/Tire (45PSI)...Check.
8. Tow Bar/Chocks...Remove & Stow.
9. Engine Cooling Outlets.....Clear.
10. Static Source (Left).....Check.

### Preflight Left Wing

1. Left Fuel Quantity ....Visually Check.
2. Fuel Filler Cap ..... Secure.

3. Fuel Tank Sump Quick Drain Valves (5) ..... Drain.

See Fuel Contamination Warning in the POH.

4. Main Wheel Tire (42 PSI) .....Check.
5. Brake.....Check Visually.
6. Chocks.....Remove & Stow.

### Preflight Left Wing Leading Edge

1. Fuel Tank Vent Opening.....Check.
2. Stall Warning Vane.....Check.
3. Wing Tie-down ..... Disconnect.
4. Land/Taxi light(s)...Check condition.
5. Wingtip/Lights.....Check Condition.

### Preflight Left Wing Trailing Edge

1. Left Aileron .....Check Movement.
2. Left Flap.....Check Condition.
3. Baggage Door...Re-check (Secure).

### Before Starting Engine

1. Preflight Inspection .....Complete.

#### PASSENGER BRIEF

1. Seat Belts / Shoulder Harness
2. Personal Electronic Devices off
3. Air Vents / Comfort
4. Fire Extinguisher Location / Operation
5. Emergency Procedures & Exits

#### MISSION BRIEF

1. Mission Objective
2. Destination, WX, Route, Alt, ETE
3. NOTAMS
4. Crew Coordination & CRM
5. Sterile Cockpit Procedures
6. Cockpit Layout
7. Intercom & Radio Usage
8. Seats, Seatbelts, Doors
9. Emergency Action & Equipment

2. Passenger Brief .....Complete.
3. Sterile Cockpit.....Comply.
4. Seats / Belts / Shoulder Harness Adjust and lock, check inertial reels.
5. Brakes ..... Test & Set.
6. Circuit Breakers.....Check In.
7. Electrical Equipment..... Off.
8. Avionics Switch (Bus 1&2).....Off.

Caution (See Complete Caution in POH) The avionics switch (Bus 1 and 2) must be off during engine start to prevent possible damage to avionics.

9. Fuel Selector Valve..... Both.
10. Fuel Shutoff Valve...ON (Push in).

### Starting Engine (Using Battery)

1. Throttle Control ..... Open ¼ Inch.
2. Mixture Control .....Idle Cut Off.
3. Stby Batt Switch..... Test and Arm Hold for 10 seconds, verify that green test lamp does not go out, then ARM and verify that PFD comes on).
4. Engine Indicating System....Check. parameters, (verify no red X's through ENGINE page indicators).
5. Bus E Volts.....24 volts min.
6. M Bus Volts...Verify 1.5volts or less.
7. Batt S Amps ..... Discharge (neg).
8. Stby Batt Annunciator..... On.
9. Propeller Area ..... Clear.
10. Master Switch (Alt and Bat)..... On.
11. Beacon Light Switch...On as required.

#### Note

If engine is warm, omit priming procedure of steps 12, 13 and 14 below.

12. Fuel Pump Switch ..... On.
13. Mixture Control..... Advance to Full Rich, wait until fuel flow indication is stable, and then return to IDLE CUTOFF position.
14. Fuel Pump Switch ..... Off.
15. Magnetos Switch ..... Start.
16. Mixture Control..... Advance to full rich when engine starts.

#### Note

If the engine floods, place the mixture control in the Idle Cut Off position, open the throttle control ½ to full, and engage the starter motor (Start). When the engine starts, advance the mixture control to the Full Rich position and retard the throttle control promptly.

17. Oil Pressure .....Check.
18. Amps (M Batt & Batt S) .....Check. charge (positive).
19. Low Volts Annunciator.... Verify Off.
20. Nav Lights Switches..... On as req.
21. Avionics Switch (Bus 1&2) ..... On.
22. Mission Master Switch..... On.
23. Transponder.....Confirm On.
24. Check MFD for correct A/C type and Navigation database expiration dates, then press ENT.
25. Fuel Totalizer.....Reset.
26. ATIS / AWOS .....Copy.
27. G1000 Flight Plan...Enter as Req'd.
28. Altimeters: PFD & Standby.....Set.

## Taxi

1. Brakes ..... Test.
2. Heat / Vents / Defrost..As Required.
3. Attitude Indicator. Verify Proper Ops.
4. Turn Coordinator. Verify Proper Ops.
5. HSI & Compass....Verify Proper Ops.

## Before Takeoff - Run-Up

1. Parking Brake ..... Set.
2. Passenger Seat Backs..... Upright pos.
3. Seats and Seat Belts..... Secure.
4. Cabin Doors .....Closed and Locked.
5. Flight Controls .....Free & Correct.
6. Flight Instruments Check no red Xs.
7. Altimeters Recheck:
  - PFD (Baro) ..... Set.
  - Standby Altimeter ..... Set.
8. G1000 Altitude Select (ALT SEL) ... Set.
9. Standby Flight Instruments .. Check.
10. Fuel Quantity ..... Check.

### Note 1

*Flight is not recommended when both fuel quantity indicators are in the yellow arc range.*

11. Mixture ..... Rich.
12. Fuel Selector Valve..... Both.
13. Autopilot..... ENGAGE
14. Flight Controls .....Verify can overpower in pitch and roll.
15. Autopilot Trim DISC Button verify aural alert and.....Off.
16. Flight Director .....Off.
17. Electric/Manual Trim...Set for T/O.
18. Elevator Trim Ctrl ..... Set for Takeoff.
19. Throttle Control..... 1800 RPM.
  - Magnetos Switch. Check (RPM drop 175 or 50 differential between magnetos.)
  - VAC Indicator ..... Check.
  - Engine Indicators.....Check.
  - Ammeters & Voltmeters.Check.
20. Annunciators...Check (none shown).
21. Throttle ..... Check Idle.
22. Throttle ..... 1000 RPM or less.
23. Throttle Friction Lock..... Adjust.
24. Mixture...Ground Lean as Required.
25. Com Frequency(s)..... Set.
26. Nav Frequency(s) ..... Set.
27. FMS/GPS Flight Plan ..As Desired.

**NOTE:** Check GPS 1 & 2 status

28. XPDR (Transponder)...Code Set/ALT.
29. CDI Softkey..... Select NAV source.

**Caution: (See Full Caution in POH)  
The G1000 HSI does not provide a warning "Flag". The missing D-Bar is considered to be the warning flag.**

**WARNING  
(See Full Warning in POH)  
Interruption of NAV signal to the autopilot will cause autopilot to revert to ROL mode with NO warning chime or PFD annunciation.**

30. Cabin Power 12V Switch.....Off.
31. Wing Flaps...UP 0°-10° (10° preferred).
32. Cabin Windows..Closed & Locked.
33. Strobe/Pulse Lights Switch ..... On.
34. Brakes..... Release.

## Takeoff

1. Flaps.....0°-10° (10° preferred).
  - Short Field T.O..... 10° Flaps / 56 KIAS Until Clear.
  - Soft Field T.O..... 10° Flaps/Ground Effect ASAP.
2. Throttle Control..... Full (push full in).
3. Mixture Control.....Rich (Above 3000ft PA, lean for max RPM).
4. Rotate ..... 55 KIAS.
5. Normal Climb Speed .... 70-80 KIAS.
6. Flaps.....Retract at safe altitude. (and above 60 KIAS)

## After Takeoff and Climb

1. Airspeed ..... 70-85 KIAS.
2. Throttle ..... Full (push full in).
3. Mixture.....Rich (Above 3000ft PA, lean for max RPM).
4. Sterile Cockpit.....Terminate.

## Cruise

1. Power.....2100-2700 RPM (no more than 75% power rec'd).
2. Elevator Trim Control ..... Adjust.
3. Mixture..... Lean.
4. FMS/GPS.. .....Review & Brief.
5. Auto Pilot.....As desired.

## Descent

1. Power ..... As Desired.

2. Mixture ..... Adjust as necessary.
3. Altimeters:
  - PFD (Baro) ..... Set.
  - Standby Altimeter ..... Set.
4. G1000 Alt Select (ALT SEL) ..... Set.
5. CDI Softkey ....Select NAV source.
6. FMS/GPS ..... Review & Brief.

**See Caution in Before Takeoff Run-up.**

**See Warning in Before Takeoff-Run-up.**

7. Fuel Selector Valve..... Both.
8. Wing Flaps ..... As desired. (Up-10° below 110 KIAS) (10°-Full below 85 KIAS)

## Before Landing

1. Sterile Cockpit.....Comply.
2. Pilot & Passenger Seat Backs.... Upright Position.
3. Seats & Seat Belts .....Secured & Locked.
4. Fuel Selector Valve..... Both.
5. Mixture Control ..... Rich.
6. Landing & Taxi Light Switches...On.
7. Autopilot..... Off.
8. Cabin 12V Power Switch.....Off.

## Normal Landing

1. Airspeed .... 65-75 KIAS (Flaps Up).
2. Wing Flaps .....As Desired. (Up-10° below 110 KIAS) (10°-Full below 85 KIAS)
3. Airspeed ... 60-70 KIAS (Full Flaps).
4. Elevator Trim ..... Adjust.
5. Touchdown ..... Main Wheels First.
6. Landing Roll...Gently Lower Nose.
7. Braking ..... Min Required.

## Balked Landing

1. Throttle Control... Full (push full in)
2. Go Around Button.....Press.
3. Wing Flaps..... RETRACT to 20°
4. Climb Speed .....60 KIAS.
5. Flaps...10° as obstacle is cleared (UP-at safe altitude & above 70 KIAS).

## After Landing (Clear of Runway)

1. Wing Flaps ..... Up.
2. Strobe Lights ..... Off.
3. All other Lights ..... As Required.
4. Pitot Heat ..... Off.
5. Mixture...Lean as desired for GND Ops.

## Securing Aircraft

1. Parking Brake..... Set.
2. Throttle Control ..... Idle.
3. Electrical Equipment .....Off.
4. Avionics Switch (Bus 1&2) .....Off.
5. Magnetos ..... Check for Ground.
6. Mixture ..... Idle Cut-Off.
7. Sterile Cockpit..... Terminate.
8. Magnetos (Ignition) Switch.....Off.
9. Master Switch (ALT/BAT).....Off.
10. Hobbs, Tach and Fuel.....Record.
11. Stby Batt Switch .....Off.
12. Control/Avionics Lock..... Install.
13. Fuel Selector ..... Left or Right.
14. Chocks.....Install.
15. Parking Brake ..... Off.
16. Pitot Tube Cover...Install when cool.
17. Aircraft..... Secured & Locked.
18. Flight Plan & FRO ..... Closed.

## General...

- EMERGENCY.....121.50
- Unicom..... 122.70-122.80-122.95 123.00-123.05
- Multicom ..... 122.90
- Flight Service .....122.20 (Most Common) 122.10-122.60-123.60
- Air to Air ..... 122.75-122.85-123.45

## Transponder Codes

- VFR Transponder.....1200
- Lost Comm.....7600
- Emergency.....7700
- Hijack.....7500

This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.

## EMERGENCY PROCEDURES

### Cessna: C172S (NAVIII)

CVD: 1 Dec 15 (G1000 & GFC700)

## ENGINE FAILURES

### ENGINE FAILURE DURING TAKEOFF ROLL

1. Throttle Control.. **IDLE (pull full out)**
2. Brakes ..... **APPLY**
3. Wing Flaps ..... **RETRACT**
4. Mixture Control....**IDLE CUTOFF**  
(pull full out)
5. MAGNETOS Switch .....**OFF**
6. Stby Batt Switch .....**OFF**
7. Master Switch (Alt. & Bat) ...**OFF**

### ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

1. Airspeed ... **70 KIAS (Flaps Up)**  
...**65 KIAS (Flaps 10°-Full)**
2. Mixture Control ...**IDLE CUTOFF**  
(pull full out)
3. FUEL Shutoff Valve...**OFF** (pull full out)
4. MAGNETOS Switch.....**OFF**
5. Wing Flaps..... **AS REQUIRED**  
(Full Flaps Recommended)
6. Stby Batt Switch.....**OFF**
7. Master Switch (Alt. & Bat) ...**OFF**
8. Cabin Door ..... **UNLATCH**
9. Land .....**STRAIGHT AHEAD**

### ENGINE FAILURE DURING FLIGHT (Restart Procedures)

1. Airspeed ..... **68 KIAS**  
.....**(best glide speed)**
2. Fuel Shutoff Valve....**ON** (push full in)
3. Fuel Pump Switch ..... **ON**
4. Mixture Control ..... **RICH**
5. MAGNETOS Switch.....**BOTH**  
(or **START** if propeller is stopped)

#### Note

If propeller is windmilling, engine will restart automatically within a few seconds. If propeller has stopped (possible at low speeds), turn MAGNETOS switch to START, advance throttle slowly from idle, and lean the mixture from full rich, as required to obtain smooth operation.

6. Fuel Pump Switch ..... **OFF**

#### Note

If the indicated fuel flow (FFLOW GPH) immediately drops to zero, a sign of failure of the engine-driven fuel pump, return the Fuel Pump switch to the ON position..

## FORCED LANDINGS

### EMERGENCY LANDING WITHOUT ENGINE POWER

1. Pilot & Passenger Seat Back...  
....**MOST UPRIGHT POSITION**
2. Seats and Seat Belts. **SECURE**
3. Airspeed....**70 KIAS (Flaps UP)**  
**65 KIAS (Flaps 10° to Full)**
4. Mixture Control ... **IDLE CUTOFF**
5. FUEL Shutoff Valve...**OFF** (pull full out)
6. MAGNETO Switch ..... **OFF**
7. Wing Flaps ..... **AS REQUIRED**  
(Full Recommended)
8. Stby Batt Switch..... **OFF**
9. Master Switch (Alt & Bat) . **OFF**  
(when landing is assured)
10. Doors..... **UNLATCHED**  
**PRIOR TO TOUCHDOWN**
11. Touchdown...**Slightly TAIL LOW**
12. Brakes ..... **APPLY HEAVILY**

### PRECAUTIONARY LANDING WITH ENGINE POWER

1. Pilot & Passenger Seats.....  
**MOST UPRIGHT POSITION**
2. Seats and Seat Belts.... **SECURE**
3. Airspeed.....**65 KIAS**
4. Wing Flaps ..... **20°**

5. Selected Field..... **FLY OVER**  
(noting terrain and obstructions).
6. Wing Flaps .....**FULL**  
(on final approach)
7. Airspeed..... **65 KIAS**
8. Stby Batt Switch ..... **OFF**
9. Master Switch (Alt & Bat).... **OFF**  
(when landing assured)
10. Doors ..... **UNLATCH**  
(**PRIOR TO TOUCHDOWN**)
11. Touchdown . **Slightly TAIL LOW**
12. Mixture Control.... **IDLE CUTOFF**  
(pull full out)
13. MAGNETOS Switch ..... **OFF**
14. Brakes..... **APPLY HEAVILY**

## DITCHING

1. Radio..... **TRANSMIT MAYDAY**  
on 121.5, give location and intentions and Squawk 7700
2. Heavy Objects (in baggage area) **SECURE** or **JETTISON** (if possible)
3. Pilot & Passenger Seat Backs ...  
**MOST UPRIGHT POSITION**
4. Seats and Seat Belts.. **SECURE**
5. Wing Flaps ..... **20° to Full**
6. Power . **ESTABLISH 300 FT/MIN DESCENT AT 55 KIAS.**

#### Note

If no power is available, approach at 70 KIAS with flaps UP or at 65 KIAS with Flaps 10°.

7. Approach:  
High winds, Heavy Seas .....  
**INTO the WIND**  
Light winds, Heavy Swells .....  
**PARALLEL to SWELLS**
8. Cabin Doors .....**UNLATCH**
9. Touchdown..... **Level Attitude At Established Rate-Of-Descent**
10. Face.....**CUSHION**  
at touchdown with folded coat.

11. ELT .....**ACTIVATE**
12. Airplane..... **EVACUATE**  
(through cabin doors).

#### Note:

If necessary, open window and flood cabin to equalize pressure so doors can be opened

13. Life Vests and Raft...**INFLATE**  
**When Clear Of Airplane**

## FIRES

### During START On Ground

1. MAGNETO Switch..... **START**  
(continue cranking to start engine)

### IF ENGINE STARTS

2. Power...**1800 RPM** for a few minutes
3. Engine ..... **SHUTDOWN**  
(Inspect for damage)

### IF ENGINE FAILS TO START .....

1. Throttle Control.. **FULL (Push In)**
2. Mixture Control ....**IDLE CUTOFF**  
(pull full out)
3. Magnetos Switch ..... **START**  
(continue cranking)
4. Fuel Shutoff Valve.....**OFF**  
(pull full out)

5. Fuel Pump Switch..... **OFF**
6. MAGNETOS Switch ..... **OFF**
7. Stby Batt Switch ..... **OFF**
8. MASTER Switch (Alt & Bat) ... **OFF**
9. Engine ..... **SECURE**
10. Parking Brake ..... **RELEASE**
11. Fire Extinguisher ..... **OBTAIN**
12. Airplane..... **EVACUATE**
13. Fire ... **EXTINGUISH** using fire extinguisher, wool blanket, or dirt
14. Fire Damage ..... **INSPECT**

## ENGINE FIRE IN FLIGHT

1. Mixture Control.....IDLE CUTOFF (pull full out)
2. Fuel Shutoff Valve.....OFF (pull full out)
3. Fuel Pump Switch ..... OFF
4. Stby Batt Switch..... OFF
5. Master Switch (Alt & Bat) ..... OFF
6. Cabin Heat and Air..... OFF (except overhead vents)
7. Airspeed ..... 100 KIAS (if fire is not extinguished increase glide speed to find an airspeed, within airspeed limitations, which will provide an incombustible mixture)
8. Forced Landing ..... EXECUTE Refer to EMERGENCY LANDING WITHOUT ENGINE POWER

## ELECTRICAL FIRE IN FLIGHT

1. Stby Batt Switch..... OFF
2. MASTER Switch (Alt & Bat)..... OFF
3. Cabin Vents ..... CLOSED
4. Cabin Air/Heat . OFF (push full in)
5. Fire Extinguisher... ACTIVATE
6. Avionics Switch (Bus 1&2) . OFF
7. All other switches (except magnetos switch)..... OFF

**Warning**  
After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

8. Cabin Vents..... OPEN
9. Cabin Air & Heat... ON (pull full out) (When sure that fire is completely extinguished)
- IF FIRE HAS BEEN EXTINGUISHED AND ELECTRICAL POWER IS NECESSARY FOR CONTINUED FLIGHT TO NEAREST SUITABLE AIRPORT OR LANDING AREA
10. Circuit Breaker.....CHECK for Open circuit(s) .... Do Not Reset
11. MASTER Switch (Alt & Bat)... ON
12. STBY BATT Switch....ON

13. AVIONICS Switch Bus 1 .....ON
14. AVIONICS Switch Bus 2 .....ON

## CABIN FIRE

1. Stby Bat. Switch ..... OFF
2. Master Switch (Alt & Bat) ..... OFF
3. Cabin Vents ..... CLOSED
4. Cabin Air/Heat . OFF (push full in)
5. Fire Extinguisher... ACTIVATE

**Warning**  
After The Fire Extinguisher Has Been Used, Make Sure That The Fire Is Extinguished Before Exterior Air Is Used To Remove Smoke From Cabin.

6. Cabin Vents..... OPEN
7. Cabin Air & Heat ... ON (pull full out) (When sure fire is completely extinguished)
8. Land the Airplane as soon as possible to inspect for damage

## WING FIRE

1. LAND & TAXI Light Switches . OFF
2. NAV Light Switch..... OFF
3. STROBE Light Switch ..... OFF
4. PITOT HEAT Switch..... OFF

### NOTE

Note: Perform a sideslip to keep the flames away from the fuel tank and cabin. Land as soon as possible using flaps only as required for the final approach and landing.

## High Main Battery Charge Current (M Bat Amps More Than 40)

1. Master Switch (Alt Only)... OFF
2. Electrical Load...Reduce Immediately as follows
3. Avionics Switch (Bus1) .... OFF
4. Pitot Heat Switch...Off
5. Beacon Light Switch...Off
6. Landing Light Switch...Off
7. Taxi Light Switch...Off
8. Nav Light Switch...Off
9. Strobe Light Switch...Off
10. CABIN PWR 12 V Switch...off

## Air Data System FAILURES

### Red X – PFD Airspeed Indicator

1. ADC/AHRS Circuit Breakers....check IN (ESS Bus and AVN Bus 1)  
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Airspeed Indicator ..... USE

### Red X – PFD Altimeter

1. ADC/AHRS Circuit Breakers....check IN (ESS Bus and AVN Bus 1)  
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Altimeter ..... USE

### Attitude And Heading Reference System (AHRS) Failure

### Red X – PFD Attitude Indicator

1. ADC/AHRS Circuit Breakers....check IN (ESS Bus and AVN Bus)  
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Standby Attitude Indicator . USE

### Red X – PFD Horizontal Situation Indicator (HSI)

1. ADC/AHRS Circuit Breakers ....check IN (ESS Bus & AVN Bus)  
If open, reset (close) circuit breaker. If circuit breaker opens again, do not reset.
2. Magnetic Compass..... USE

### Autopilot or Electric Trim Failure

### AP or PTRM Annunciator(s) Come On:

1. Control Wheel... Grasp firmly to regain control
2. A/P Trim DISC Button...Press & Hold (throughout recovery)

3. Elevator Trim Control..... Adjust Manually (as necessary)
4. Autopilot Circuit Breaker .... Open (pull Out)

**Warning**  
Following an autopilot, autotrim or manual electric trim system malfunction, do not engage the autopilot until the cause of the malfunction has been determined.

## LOW VACUUM Annunciator

1. Vacuum Indicator (VAC)...CHECK  
If Vacuum pointer is out of the green band during flight or the Gyro flag is shown on the Standby Attitude Indicator the standby Attitude Indicator must not be used for Attitude information

**FOR ALL OTHER EMERGENCY/ABNORMAL PROCEDURES. SEE THE POH – SECTION 3.**

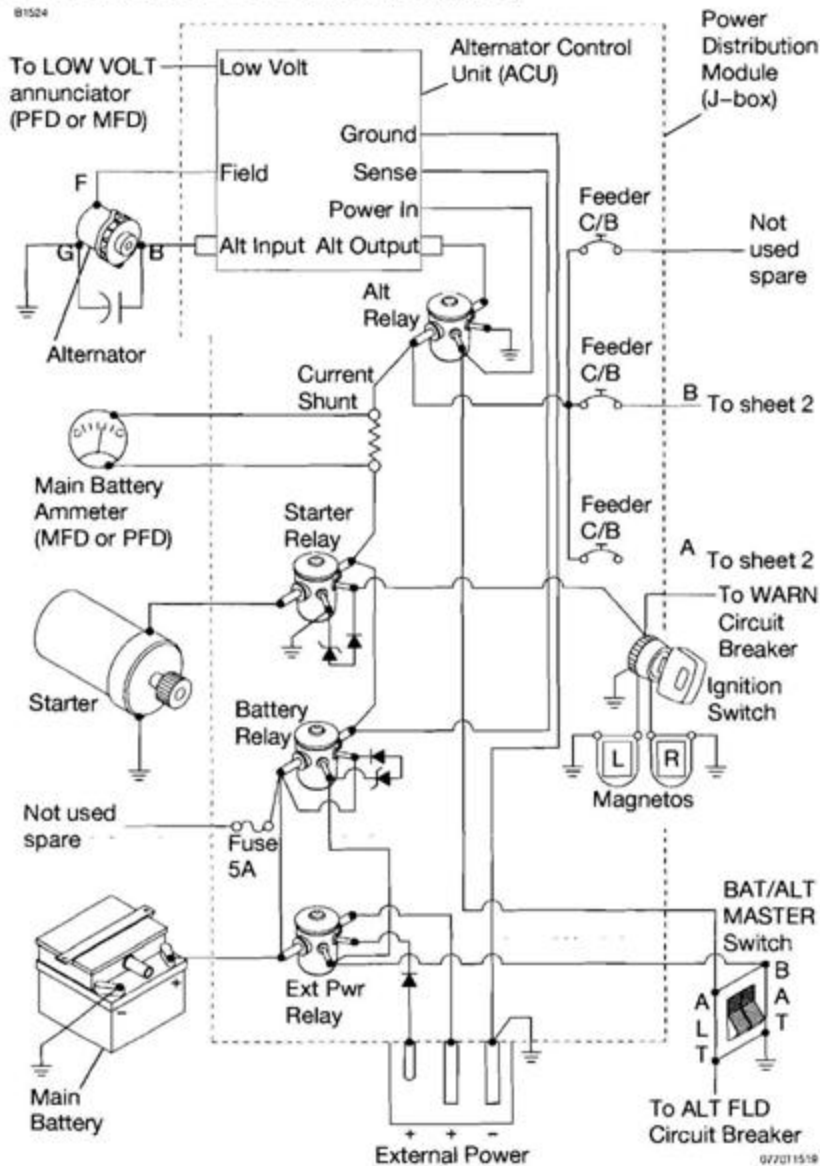
### General

- Guard Frequency.....121.5
- Flight Service (FSS) common...122.2
- VFR Transponder.....1200
- Lost Comm.....7600
- Emergency.....7700

This checklist is a guide to coordinate Pilot Operating Handbook and STC data applicable to this particular aircraft only. The applicable Pilot Operating Handbook and STC installations remain the official documentation for this aircraft. The pilot in command is responsible for complying with all items in the Pilot Operating Handbook and applicable STCs.

**ELECTRICAL SYSTEM (Continued)**

81524

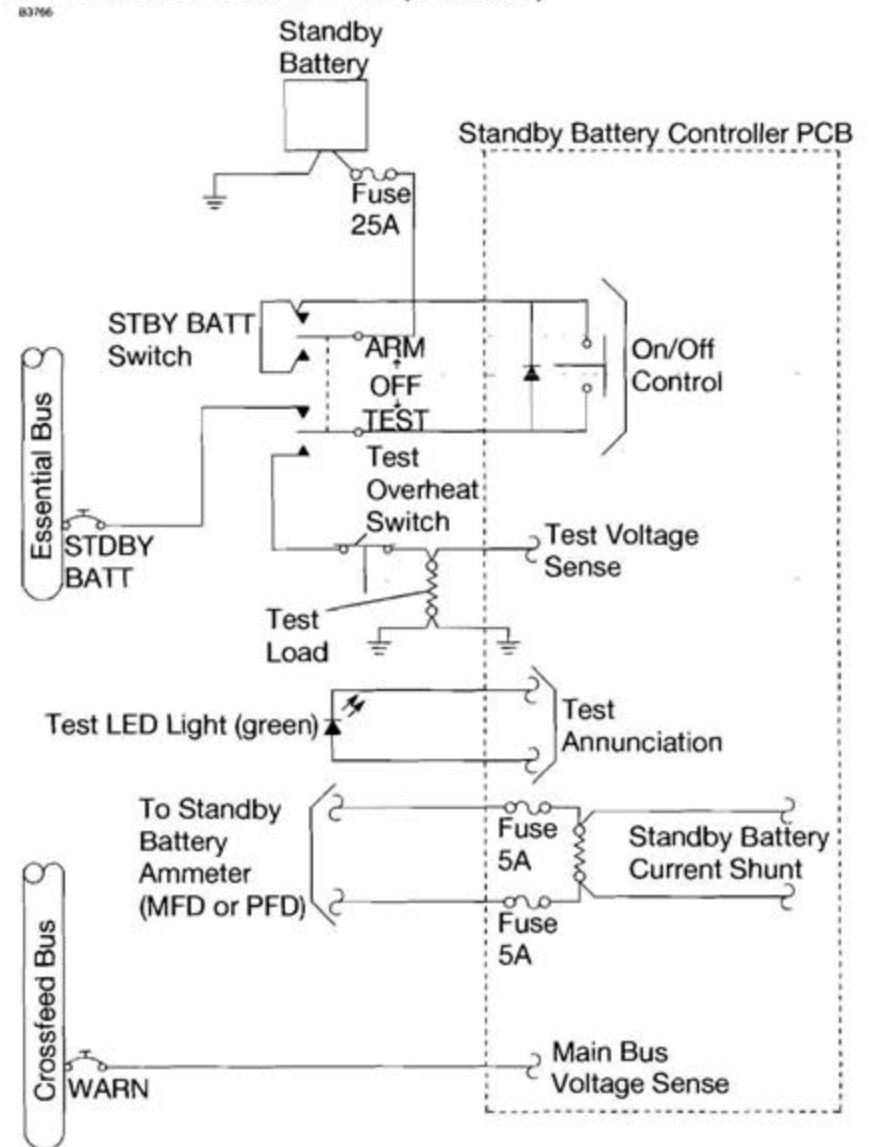


7-48 U.S. Figure 7-7 (Sheet 1 of 3)

182TPHAUS-04

**ELECTRICAL SYSTEM (Continued)**

83766

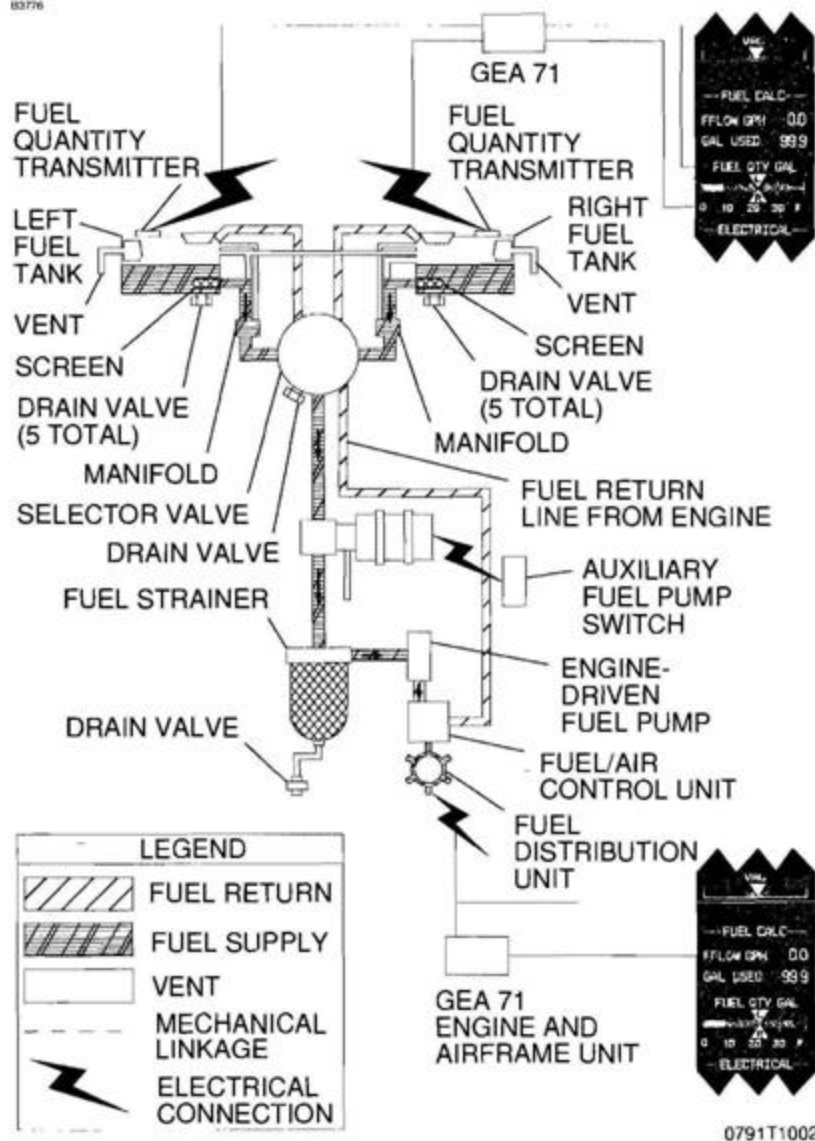


7-50 U.S. Figure 7-7 (Sheet 3)

182TPHAUS-04

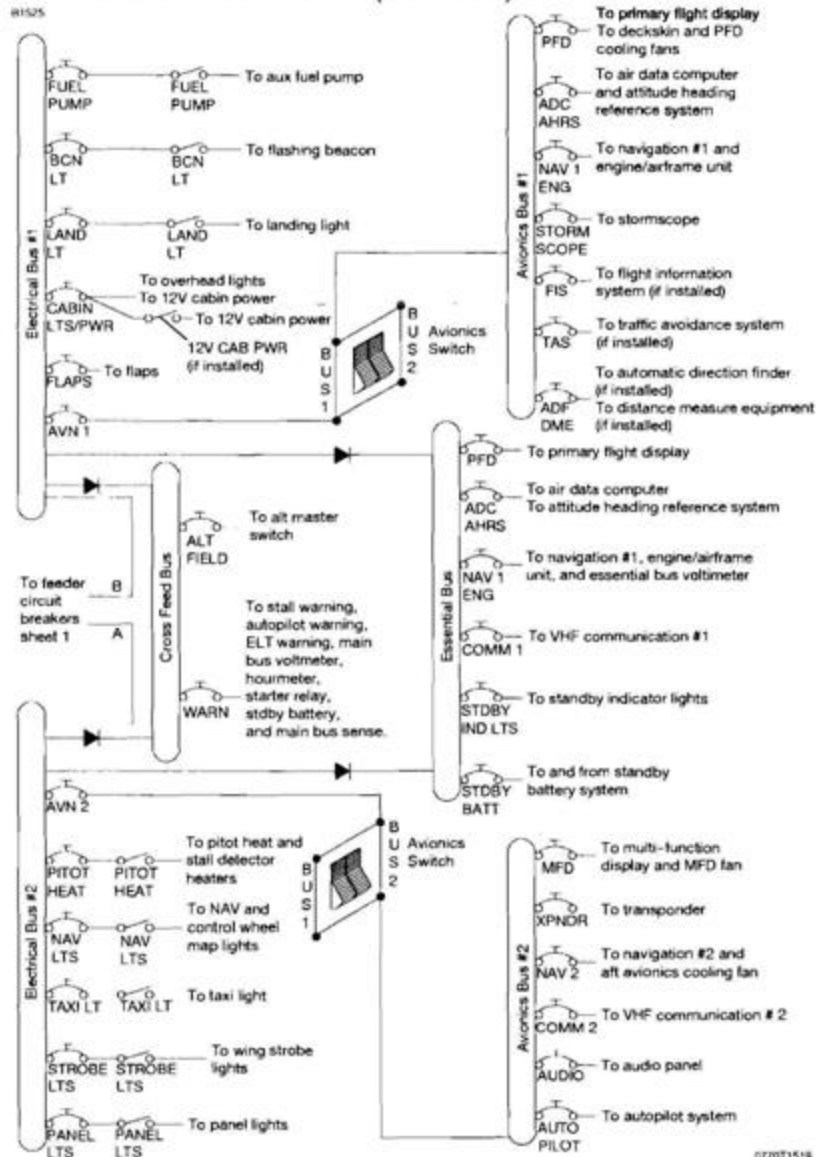
**FUEL SYSTEM (Continued)**

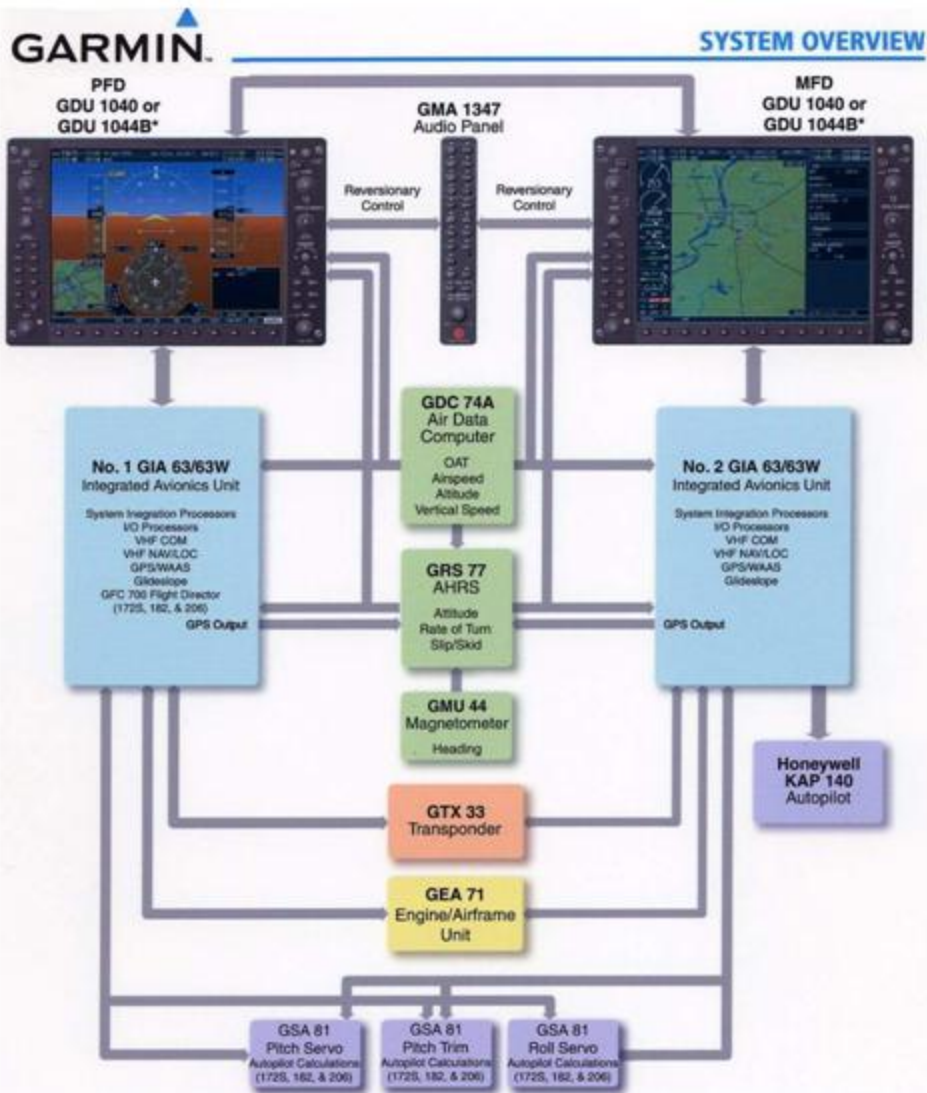
03776



**ELECTRICAL SYSTEM (Continued)**

01525





\* The GDU 1040 is available in systems using the Honeywell KAP 140 Autopilot. The GDU 1044B is available in systems using the Garmin GFC 700 Automatic Flight Control System.

Figure 1-1 Basic G1000 System

