

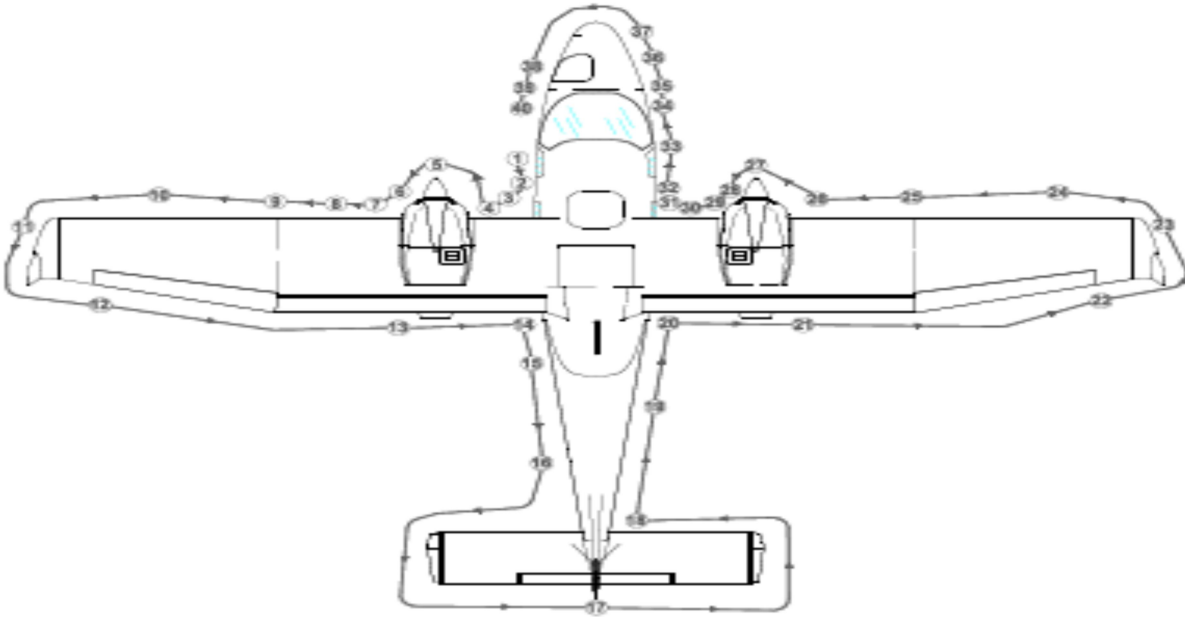


TECNAM P2006T

CHECK LIST

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PRE-FLIGHT CHECK – AIRCRAFT WALK-AROUND



Before each flight, it is necessary to carry out a complete aircraft check comprising an external inspection followed by a cockpit inspection as below detailed.

Technical log book

Training of record keeping in the technical logbook

1 Pilot door and cabin

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 tiedown device if employed.
- 18 Stabiliser 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 check procedure reported in the walk-around 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 check procedure reported in the walk-around 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 status (cuts, bruises, cracks and excessive wear), slippage markers integrity, gear structure and retraction mechanism, shock absorber and gear doors attachments. There should be no sign of hydraulic fluid leakage.

36 Radome

Check for integrity

37 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

POSTFLIGHT CHECKS

Pilot door and cabin Check door for integrity.

1 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.

2 Wheel chocks Use if needed

3 Aileron lock

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.

4 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.

g) Check drainage hoses clamps

h) Verify all parts are fixed or locked.

i) Verify all inspection doors are closed.

5 Air induction system

Check engine air inlet for integrity and correct fixing. The air intake filter must be free of obstructions.

6 Landing and taxi lights Visual inspection.

- 7 Left wing leading edge
Visual inspection. Check cabin ventilation inlet and carburettor heating inlet for condition and free of obstruction. Check stall strip.
- 8 Left wing top and bottom panels *Visual inspection*
- 9 Left winglet, nav and strobe lights, static discharge wick
Check for integrity and fixing
- 10 Left aileron and balance mass
Visual inspection, remove tie-down devices and control locks if employed.
- 11 Left Flap and hinges *Visual inspection*
- 12 Left static port *Visual inspection and use protective cap*
- 13 Antennas *Check for integrity*
- 14 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.
- 15 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 tiedown device if employed.
- 16 Stabilator leading Edge *Check for integrity*
- 17 Fuselage top and bottom skin *Visual inspection*
- 18 Right static port *Visual inspection and use protective cap*
- 19 Right Flap and hinges *Visual inspection*
- 21 Right aileron and balance weight
Visual inspection, remove tie-down devices and control locks if employed
- 22 Right winglet, nav and Strobe lights, static discharge wick
Check for integrity and fixing and lighting
- 23 Right wing top and bottom panels *Visual inspection*
- 24 Right wing leading Edge
Visual inspection. Check cabin ventilation inlet and carburettor heating inlet for condition and free of obstruction. Check stall strip.
- 25 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.
- 26 Right engine nacelle
Apply check procedure reported in the walkaround station 5 and 6
- 27 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.
- 28 Right main landing gear *Apply check procedure reported in the walkaround*
- 29 Wheel chock *Use if needed*
- 30 Bottom fuselage antennas *Check for integrity*
- 31 Right cabin ram-air inlet *Visual inspection*
- 32 Right Pitot tube *Check for any obstruction and use protective cap*
- 33 Nose landing gear
Check tire status (cuts, bruises, cracks and excessive wear), slippage markers integrity, gear structure and retraction mechanism, shock absorber and gear doors attachments. There should be no sign of hydraulic fluid leakage
- 34 Radome *Check for integrity*
- 35 Radome access door *Visual inspection*
- 36 Left Pitot tube *Check for any obstruction and use protective cap*
- 37 Left cabin ram-air inlet *Visual inspection*

BEFORE ENGINE STARTING	
PREFLIGHT CHECK	COMPLETE
PARKING BRAKE	ENGAGE
FLIGHT CONTROLS	CHECK
DOORS	CLOSED
SEAT & SEATBELTS	ADJUST
THROTTLE FRICTION	SET
LANDING GEAR	DOWN
MASTER	ON
NAV LIGHT	ON
FUEL QUANTITY	CHECK
ON CONTROLLED AIRFIELD:	
AUDIO PANEL, HORIZ, PFD BREAKERS	IN
WX INFO/ ATIS	OBTAIN
FLIGHT CLEARANCE	OBTAIN
START UP CLEARANCE	OBTAIN
AUDIO PANEL,HORIZ, PFD BREAKERS	OUT
FLAPS	UP
FUEL SELECTORS	CHECK L-L/R-R
FILD LH, RH	OFF
AVIONICS LH, RH	OFF
CROSS BUS LH, RH	OFF
THROTTLE LH, RH	IDLE
CARB. HEAT LH, RH	OFF
PROP. LEVERS LH, RH	FORWARD
CHOKE LH, RH	DOWN (COLD)

ENGINE START	
START RELAY BREAKER	IN
(LEFT) FUEL PUMP	ON, ~ 4 PSI
(LEFT) PROPELLER AREA	CLEAR
(LEFT) ENGINE IGNITION	BOTH ON
(LEFT) ENGINE	START
(LEFT) OIL PRESSURE	CHECK during 10 sec.
(LEFT) RPM	1000 - 1200
(LEFT) CHOKE	UP RPM adjust
(LEFT) FIELD	ON
(LEFT) AVIONICS	ON
(LEFT) CROSS BUS	ON
(LEFT) AMPS, VOLTS	Select, Press & CHECK
(LEFT) FUEL PUMP	OFF
Repeat all (LEFT) items of engine start Procedure for (RIGHT) engine	
ALTERNATE HORIZON	PULL TO CAGE AND HOLD
ALL BREAKERS IN	CHECK
HEADSET	ON
AUTOPILOT MASTER	ON & CHECK
ALERTS WARNING ON PFD ANNUNCIATOR PNL	CHECK
FIRE DETECTOR PUSH	CHECK ACOUSTIC + PFD MSQ
AUDIO, COM, NAV, ALT	SET
BEFORE TAXI	
XPDR CODE GND	SET
AHRS PFD & MFD (NO CROSSES)	CHECK
FUEL SELECTORS	CROSSFEED L-R, R-L
FUEL PRESSURE LH, RH	MONITOR
OIL TEMPERATURE LH, RH	MINIMUM YELLOW

TAXI

TAXI CLEARANCE	OBTAIN
OFF BLOCK TIME	NOTE
TAXI LIGHT	ON
BRAKES	OFF, TEST
FLIGHT INSTRUMENTS	CHECK

RUN UP

PARKING BRAKE	SET
TAXI LIGHT	OFF
ENGINE INSTRUMENTS	CHECK
RPM LH, RH	1650
ENGINE IGNITIONS LH, RH	DROPS NOT MORE THAN 130 RPM, DIFFERENCE UP TO 50 RPM
LEFT PROPELLER FEATHERING	CHECK (3X) DROPS 200 RPM
RIGHT PROPELLER FEATHERING	CHECK (3X) DROPS 200 RPM
BOTH CARBURATOR HEATS ON	DROPS 50 RPM
THROTTLE LH, RH	IDLE
BOTH CARBURATOR HEATS OFF	CHECK RPM INCREASE
RPM LH, RH	1000 - 1200

BEFORE TAKE OFF (Clearance, WX)	
LEFT FUEL SELECTOR	LEFT TANK
RIGHT FUEL SELECTOR	RIGHT TANK
FUEL PRESSURE LH, RH	MONITOR
FUEL QUANTITY	CHECK
BOTH ALTIMETERS	SET & COMPARE
FLAPS	T/O
PITH, RUDDER TRIMS	SET NEUTRAL
TAKE OFF BRIEFING	PERFORM*
ALL FREQUENCIES COMM, NAV & ALT SEL	CHECK & SET
COMPASS & HDG BUG	SET & COMPARE
MFD	OBS OR FLIGHT PLAN SET

LINE UP (Departure/ line up Clearance)	
STROBES	ON
PARKING BREAK	RELEASE
RUNWAY, APP SECTOR	FREE
ALL EXTERNAL LIGHTS	ON
FUEL PUMPS	ON
TRANSPONDER	ALT
PITOT HEAT	AS REQUIRED
ALERTS, WARNINGS	NONE

TAKE OFF

ALL LEVERS	FORWARD
ENGINE INSTRUMENTS	GREEN
ROTATE	MIN 64 KIAS
POSITIVE CLIMB	GEAR UP
BRAKES	APPLY

CLIMB (SPEED 80-85 KIAS)

ABOVE 200 FEET AGL/ SAFE ALTITUDE

FLAPS	UP
MANIFOLD PRESSURE	25 INCHES
RPM	BORDER/ 2250
LANDING LIGHTS	OFF
FUEL PUMPS	OFF
*ALTIMETERS SETTING (IF HIGHER THEN TRANS ALT)	STD

CRUISE

MANIFOLD PRESSURE	21 INCHES
RPM	2100
ENGINES PARAMETERS	CHECK
TRIMES	ADJUST
CARB HEAT	AS REQUIRED
FUEL BALLANCE AND CROSS	CHECK

DESCEND

MANIFOLD PRESSURE	AS REQUIRED
RPM	AS REQUIRED
AIRSPEED	BELOW VNO
CARB. HEAT	AS REQUIRED
ALTIMETER SETTING	QNH

APPROACH (APP Clearance RECEIVED)	
APPROACH BRIEFING	COMPLETED
LANDING LIGHTS	ON
FUEL PUMPS	ON

BEFORE LANDING	
SPEED	< 93 KIAS
LANDING GEAR	DOWN
FUEL PUMPS	ON
LANDING LIGHTS	ON
CARB. HEAT	ON / AS REQUIRED
3 GREEN	CONFIRMED

FINAL CHECK		
CLOSED LOOP	LANDING GEAR	DOWN 3 GREEN
	PROPELLER	FULL FORWARD/ MOVE
	CARB. HEAT	ON / AS REQUIRED
	FLAPS	TAKE OFF/ FULL
	LANDING LIGHTS	ON
	FUEL PUMPS/ PFD	ON

GO AROUND	
PROPELLER LEVER	FORWARD
THROTTLE LEVEL	FORWARD
FLAPS	TAKE OFF
POSITIVE CLIMB	
SPEED OVER 62 KIAS GAIN TO Vx OR Vy	
GEAR	UP
FLAPS	UP (STEP BY STEP)

AFTER LANDING

FLAPS	UP
FUEL PUMPS	OFF
PITOT HEAT	OFF

AFTER VACATING

STROBES	OFF
LANDING LIGHTS *DURING DAY	OFF
TAXI LIGHT	ON
TRANSPONDER	GND

SHUTDOWN

PARKING BRAKE	SET
TAXI LIGHT	OFF
AUTOPILOT MASTER	OFF
LH, RH AVIONICS	OFF
LH, RH FIELDS	OFF
LH, RH CROSS BUS	OFF
LH, RH IGNITION	OFF
NAV. LIGHTS	OFF
ON BLOCK TIME	NOT
MASTER SWITCH	OFF
START RELAY BREAKER	OUT
AUDIO PANEL, HORIZON, PFD, BREAKERS	OUT
POST-FLIGHT CHECK	COMPLETE

TRAINING	ENGINE FAIL	TRAINING
Propeller Lever		FORWARD
Throttle Lever		FORWARD
Landing gear		UP
Flaps		Up
Identify >>		>> Verify

ENGINE SECURE /stopped engine/	
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Throttle Lever	IDLE
Propeller Lever	FEATHER
Desired Engine Ignition	OFF
Fuel Selector	OFF
Electrical Fuel Pump	OFF
Desired Field	OFF
Operative Engine	RPM ADJUST

ENGINE START IN AIR	
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Throttle Lever	IDLE
Carburetor Heat	ON (if required)
Propeller Lever	FORWARD
Choke	OFF
Throttles and RMP	ADJUST
Eng. Ignition Switches	BOTH ON
Fuel Selector	ON
Desired Field	OFF
Pitot Heat	OFF
Stand By Instruments	CHECK
Desired Cross Buss	OFF
LH,RH Avionics	BOTH OFF
Fuel Pump	ON (4 psi)
Start Button	PUSH > 5 sec
Fuel Pump	OFF
Desired Cross Buss	ON
Desired Field	ON
LH,RH Avionics	BOTH ON
If Volt Buss High, counter field RESET	
COM Frequency	CHECK
CHT Temperature	MONITOR

