

After Takeoff (Out of 1000' AGL)

AIRSPEED V_Y / V_X / AS REQ
(If a maximum performance climb is necessary,
use speeds in rate-of-climb data charts
in section 5 of the POH/AFM.)

FLAPS UP
THROTTLE FULL
MIXTURE FULL RICH BELOW 3000' MSL

Cruise

POWER ($\leq 75\%$ Power per POH/AFM) SET
ENGINE INSTRUMENTS CHECK
LANDING LIGHT
..... ON (for local training) / OFF (for XC cruise)
MIXTURE LEAN AS REQUIRED
MAG COMPASS / HI CHECK / SET

In-Range / Descent

ATIS / AWOS (As early as possible) CHECK
ALTIMETER SET
PRELIMINARY APPROACH BRIEF
Type of Approach
Runway length / Lighting
Field Elevation / Sector Altitude
Highest Obstacle / Terrain Review
NAV / Course / Minimums / Missed
Crosswind Component COMPLETE
AIRPORT DIAGRAM (Keep available) CHECK
SEAT BELTS FASTENED
MIXTURE SLIGHTLY ENRICH

Approach (Approx 15 NM from Airport)

ATIS/AWOS CHECK
APPROACH BRIEFING COMPLETE
ALTIMETER SET
HEADING INDICATOR TO COMPASS SET
FUEL SELECTOR BOTH
PARKING BRAKE CHECK RELEASED
LANDING LIGHT ON

When Direct to IAF or Vectored

FLIGHT & NAV INSTRUMENTS SET/IDENT
GPS (As Required for Approach) SET
AIRSPEED 100 KIAS

Before Landing Checklist

SEATBELT & SHOULDER HARNESS ON
FUEL SELECTOR BOTH
MIXTURE FWD
CARB HEAT ON
FLAPS AS REQUIRED

Go Around / Missed Approach

THROTTLE FULL
PITCH FOR V_Y CLIMB
CARB HEAT OFF
FLAPS RETRACT TO 20°
FLAPS RETRACT TO 10°

AT SAFE ALTITUDE & AIRSPEED

FLAPS UP
FLY ASSIGNED/PUBLISHED HEADING & ALTITUDE

After Landing (Stopped)

TRIM CENTERED
CARB HEAT OFF
FLAPS UP
TRANSPONDER STANDBY
LANDING & TAXI LIGHTS AS REQ
MIXTURE SLIGHTLY LEAN
TAXI CLEARANCE OBTAIN & BRIEF

Shutdown/Terminate

AVIONICS MASTER OFF
THROTTLE 1000 RPM
MIXTURE CUTOFF
IGNITION SWITCH OFF
MASTER SWITCH OFF
ELECTRICAL SWITCHES OFF
A/C FLIGHT TRACKER ENTRY SENT
FLIGHT CONTROLS SECURE
SUNSCREENS INSTALL
TIEDOWN / CHOCK SECURE
WALKAROUND COMPLETE

Avoid Slips with Flaps Extended



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Preflight Inspection

WEATHER CHECK
WEIGHT AND BALANCE COMPUTE
FUEL (Full, unless limited by W&B) AS REQ
OIL (6 Qt. Minimum) CHECK
PITOT HEAT (If IFR) CHECK

INTERIOR

FIRE EXTINGUISHER CHECK
AIRCRAFT DOCUMENTS CHECK
CONTROL WHEEL LOCK REMOVE
POH/AFM CHECK
IGNITION SWITCH OFF
MASTER SWITCH ON
FUEL QUANTITY CHECK
ALTERNATE STATIC SOURCE OFF
BEACON/ANTICOLLISION LT,
NAV, & LANDING LIGHTS CHECK
FLAPS FULLY EXTEND
MASTER SWITCH OFF
FUEL SELECTOR VALVE BOTH
BAGGAGE AND LOOSE ITEMS STOWED

EMPENNAGE

BAGGAGE DOOR CHECK
RUDDER GUST LOCK (If installed) REMOVE
CONTROL SURFACES (Freedom & security) CHECK
TRIM TAB CHECK
ANTENNAS CHECK

RIGHT WING TRAILING EDGE

FLAP (Security) CHECK
AILERON (Freedom & security) CHECK

RIGHT WING & LEADING EDGE

FUEL QUANTITY CHECK VISUALLY
FUEL FILLER CAP SECURE
FUEL TANK SUMP CHECK

Check for water and sediment.

MAIN WHEEL TIRE, BRAKE DISC & PADS CHECK

Check for wear and proper inflation.

Continued...

Preflight Inspection (Continued)

NOSE

WINDSHIELDCHECK FOR CLEANLINESS
FUEL STRAINER.....TAKE SAMPLE

Check for water & sediment.

OIL LEVEL.....CHECK

Do not operate with less than 6 quarts.

Fill for extended flights.

OIL ACCESS DOOR.....SECURE

ENGINE COOLING AIR INLETSCHECK

PROPELLER & SPINNER.....CHECK

LANDING & TAXI LIGHT(S) (if applicable)CHECK

ENGINE AIR FILTER.....CHECK

NOSE WHEEL STRUT (Approx. 3" Extension)CHECK

NOSE WHEEL TIRE.....CHECK

STATIC SOURCE OPENING.....CHECK

LEFT WING

FUEL QUANTITYCHECK VISUALLY

FUEL FILLER CAPSECURE

PITOT TUBE COVERREMOVE

PITOT TUBE.....CHECK UNOBSTRUCTED

STALL HORN OPENINGCHECK UNOBSTRUCTED

FUEL TANK VENTCHECK

FUEL TANK SUMPCHECK

LEFT WING TRAILING EDGE

AILERON.....(Freedom & security) CHECK

FLAP(Security) CHECK

MAIN WHEEL TIRE, BRAKE DISC & PADSCHECK

Before Starting Engine

PREFLIGHT INSPECTION COMPLETE

WT&BAL, DOCS, PERFORMANCECHECK

PASSENGER BRIEF COMPLETE

Doors, Seats & Seatbelts (Positive Latch),

Fire Extinguisher, No Smoking, PIC Authority

SEAT & SEAT BELTS ADJUST AND LOCK

CIRCUIT BREAKERS CHECK IN

ELECTRICAL SWITCHES..... OFF

IGNITION SWITCH..... OFF

AVIONICS MASTER SWITCH..... OFF

ALTERNATE STATIC SOURCE..... OFF

FUEL SELECTOR VALVE..... BOTH

CARBURETOR HEAT..... COLD

MASTER SWITCHON

BEACON/ANTICOLLISION LIGHTON

POSITION LIGHT (night only).....ON

Engine Start

COLD ENGINE

PRIMER3 STROKES & LOCK

MIXTURE RICH

THROTTLE..... CYCLE 1 STROKE & ¼" OPEN

BRAKESHOLD

PROP AREA..... CLEAR

IGNITION (ATP 8 Second Max) START

WARM ENGINE

MIXTURE RICH

THROTTLE..... ¼" OPEN

BRAKESHOLD

PROP AREA..... CLEAR

IGNITION (ATP 8 Second Max) START

IF ENGINE DOES NOT START

WAIT 30 SECONDS

THROTTLE.....CYCLE 2 STROKES & CLOSE

IGNITION (ATP 8 Second Max) START

(Do not attempt another start by cycling throttle.

Use primer only.)

WHEN ENGINE STARTS

THROTTLE..... 1000 RPM

OIL PRESSURE(In 15 seconds) CHECK GREEN

MIXTURE LEAN FOR RPM RISE

THROTTLE..... 1000 RPM

FLAPS UP

After Start

HEADSETS ON

AVIONICS MASTER SWITCH..... ON

COMS ATIS/AWOS/CLEARANCE IF REQ

ALTIMETERSET

GPS ENTER WPT / FPL / APR AS REQ.

NAVS.....SET / COURSE

FLIGHT INSTRUMENTS

(AI/TC/COMPASS & HI/VSI) CHECK

Taxi

TAXI CLEARANCEOBTAIN / BRIEF

TAXI AREA..... CLEAR

BRAKES CHECK

FLIGHT INSTRUMENTS (AI/TC/HI/VSI).....CK

Check in turns.

STERILE COCKPITNO NON-ESSENTIAL CONVERSATION

Run Up

MIXTUREFULL FWD

THROTTLE..... 1800 RPM

MAGNETOSCHECK

(Drop should not exceed 150 RPM on either magneto

or a difference of 50 RPM between the two.)

ENGINE INSTRUMENTS & AMMETER.....CHECK

SUCTION GAGE.....CHECK

CARB HEAT ON / CHECK FOR RPM DROP

THROTTLE..... IDLE / CHECK 600-800 RPM

CARB HEAT OFF

THROTTLE..... 1000 RPM

MIXTURE SLIGHTLY LEAN

Engine failure or abnormality during takeoff roll:

IMMEDIATELY CLOSE THROTTLE, STOP STRAIGHT AHEAD & AVOID OBSTACLES

If not enough runway remains to stop:

MIXTURECUTOFF

FUEL SELECTOR..... ROTATE TO OFF

BATTERY MASTER SWITCHOFF

IGNITION SWITCH.....OFF

AVOID OBSTACLES

Engine failure immediately after takeoff:

LAND ON REMAINING RUNWAY / WITHIN 30° OF CENTERLINE.

AVOID OBSTACLES. DO NOT ATTEMPT 180° TURN.

AIRSPEED.....LOWER NOSE & ESTABLISH PITCH FOR BEST GLIDE

FLAPSAS NECESSARY

POWER.....AS AVAILABLE

TIME PERMITTING.....DECLARE AN EMERGENCY

FUEL SELECTOR..... ROTATE TO OFF

MIXTUREIDLE CUTOFF

IGNITIONOFF

BATTERY MASTEROFF

Before Takeoff

PRE-TAKEOFF BRIEF COMPLETE

FLIGHT CONTROLS FREE & CORRECT

FLIGHT INSTRUMENTS CHECK & SET

AUTOPILOT (If Installed) OFF

FUEL GAUGE / QTY CHECK / SUFFICIENT

FUEL SELECTOR..... BOTH

TRIM.....SET T/O

FLAPS SET

GPS(As req. for departure) SET

HEADING INDICATOR SET

DEPARTURE BRIEF

Initial Altitude & Heading

Brief Departure Procedure..... COMPLETE

MIXTURE FULL FWD (Or set for altitude)

ENGINE INSTRUMENTS CHECK

SEAT BACKS MOST UPRIGHT POSITION

SEAT BELT & SHOULDER HARNESS FASTENED

FINAL ITEMS WHEN #1 FOR TAKEOFF

DOORS & WINDOWS CLOSED & LOCKED

LANDING LIGHT ON

STROBE LIGHT(If installed) ON

TRANSPONDER..... ALT

Cleaning Fouled Spark Plugs After Excessive RPM Drop

(CAUTION: Hold brakes securely and remain vigilant for aircraft movement.)

THROTTLE..... 2500 RPM
MIXTURE LEAN FOR RPM RISE
MAINTAIN FOR 30 SECONDS
MIXTURE FULL FORWARD
THROTTLE..... 1700 RPM
PERFORM MAGNETO CHECK

Spin Recovery

In the event the aircraft enters an unintentional spin, proceed as follows.

THROTTLE..... IMMEDIATELY CLOSED
AILERONS NEUTRALIZE
RUDDER FULL, OPPOSITE ROTATION
ELEVATOR CONTROL
..... BRISKLY FORWARD PAST CENTER

ONCE ROTATION STOPS

RUDDER NEUTRALIZE
SLOWLY RECOVER FROM DIVE

WHEN STRAIGHT AND LEVEL

THROTTLE..... FULL

Engine Failure During Flight

AIRSPEED BEST GLIDE / 65-70 KIAS
NOTE WIND DIRECTION AND SPEED
PICK & FLY TOWARDS LANDING SITE
CARB HEAT ON
MIXTURE RICH
FUEL SELECTOR VALVE..... BOTH
PRIMER IN & LOCKED
MAGNETOS CHECK ALL

IF PROP NOT WINDMILLING

IGNITION SWITCH START
MAGNETOS CHECK ALL

Precautionary Landing with Engine Power

LANDING AREA..... SELECT & INSPECT
RADIO & ELECTRICAL SWITCHES OFF

ON FINAL APPROACH

FLAPS (40° /60 KIAS Recommended) AS REQ
MASTER SWITCH OFF
DOORS..... (Prior to touchdown) UNLATCH
IGNITION SWITCH OFF
BRAKES APPLY HEAVILY



Cessna 172 K-P Emergency & Abnormal Checklist

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Engine Failure During Takeoff Roll

THROTTLE..... CLOSE
BRAKES APPLY
FLAPS UP
MIXTURE CUTOFF
IGNITION SWITCH OFF
MASTER SWITCH OFF

Engine Failure During Takeoff

MAINTAIN AIRCRAFT CONTROL
LAND ON REMAINING RUNWAY OR
WITHIN 30° OF CENTERLINE. AVOID OBSTACLES.
DO NOT ATTEMPT 180° TURN.
AIRSPEED BEST GLIDE / 65-70 KIAS (Flaps Up)
FLAPS AS REQ.
POWER..... AS AVAILABLE
TIME PERMITTING..... DECLARE EMERGENCY
MIXTURE CUTOFF
FUEL SELECTOR VALVE..... OFF
IGNITION SWITCH OFF
FLAPS (40° /60 KIAS Recommended) AS REQ
MASTER SWITCH OFF
DOORS..... UNLATCH

Electrical Fire

MASTER SWITCH OFF
ALL ELECTRICAL SWITCHES
(Except ignition switch) OFF
VENTS, CABIN HEAT & AIR CLOSED
FIRE EXTINGUISHER ACTIVATE

WHEN FIRE IS OUT

CABIN VENTILATE
IF FIRE APPEARS OUT & ELECTRICAL POWER REQ'D
MASTER SWITCH ON
CIRCUIT BREAKERS (Do not reset) CHECK
MASTER AVIONICS SWITCH ON
RADIOS (One at a time with a delay after each) ON
LAND AS SOON AS POSSIBLE

Cabin Fire

MASTER SWITCH OFF
VENTS, CABIN HEAT & AIR CLOSED
FIRE EXTINGUISHER ACTIVATE

WHEN FIRE IS OUT

CABIN VENTILATE
LAND AS SOON AS POSSIBLE

Wing Fire

LANDING/TAXI LIGHT SWITCHES OFF
NAV LIGHT SWITCH OFF
STROBE LIGHT SWITCH OFF
PITOT HEAT SWITCH OFF

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 final approach and touchdown.

Ammeter: Excessive Rate of Charge

for Ammeter Full-Scale Deflection

ALTERNATOR OFF
NON-ESSENTIAL ELEC. EQUIPMENT OFF
LAND AS SOON AS POSSIBLE

Compass may be off as much as 25°.

Over-Voltage Light Illuminates

MASTER SWITCH OFF (Both sides)
MASTER SWITCH ON
OVER VOLTAGE LIGHT CHECK OFF

IF OVER-VOLTAGE LIGHT ILLUMINATES AGAIN

LAND AS SOON AS POSSIBLE

Ammeter Shows Discharge

ALTERNATOR OFF
NONESSENTIAL ELEC. EQUIPMENT OFF
LAND AS SOON AS POSSIBLE

Low Voltage Light During Flight

RADIOS, AVIONICS POWER SWITCH OFF
MASTER SWITCH OFF
MASTER SWITCH ON
LOW VOLTAGE LIGHT CHECK OFF
RADIOS, AVIONICS POWER SWITCH ON

IF LOW VOLTAGE LIGHT RE-ILLUMINATES

ALTERNATOR OFF
NON-ESSENTIAL ELECT. EQUIPMENT OFF
LAND AS SOON AS POSSIBLE

Static Source Blockage

ALTERNATE STATIC SOURCE VALVE
..... PULL ON
AIRSPEED
..... CONSULT TABLES IN POH/AFM SECTION 5

Engine Fire During Start

Continue cranking in an attempt to get the engine started which would suck the flames and accumulated fuel through the carburetor and into the engine.

IF ENGINE STARTS

THROTTLE (For 2 minutes) 1700 RPM
MIXTURE CUTOFF

IF ENGINE DOES NOT START

MIXTURE CUTOFF
THROTTLE FULL
CONTINUE CRANKING FOR A FEW SECONDS
FUEL SELECTOR OFF
MASTER SWITCH OFF
IGNITION SWITCH OFF
EVACUATE AIRCRAFT, OBTAIN FIRE EXTINGUISHER
& EXTINGUISH FIRE IF PRACTICAL

Engine Fire In Flight

MIXTURE IDLE CUT OFF
FUEL SELECTOR OFF
MASTER SWITCH OFF
CABIN HEAT & AIR (Except overhead vents) OFF
AIRSPEED
..... INCREASE AS REQ TO EXTINGUISH FIRE
REFER TO "EMERGENCY LANDING NO ENGINE
POWER" CHECKLIST

Emergency Landing No Engine Power

LANDING AREA SELECT & INSPECT
AIRSPEED BEST GLIDE / 65-70 KIAS (Flaps Up)
RADIO & ELECTRICAL SWITCHES OFF
MIXTURE CUTOFF
FUEL SELECTOR VALVE OFF
IGNITION SWITCH OFF
FLAPS (40° / 60 KIAS Recommended) AS REQ
MASTER SWITCH OFF
DOORS (Prior to touchdown) UNLATCH
BRAKES APPLY HEAVILY