

IN-FLIGHT CHECKS			
<b>Ops Check</b> H yd Pressure Elec System Fuel Qty/Bal O BOGS E ngrine Inst P ress System	<b>Climb Chk</b> OBOGS - Chk Defog - As Req Vent - As Req Press Sys - Chk	<b>FENCE</b> Fuel Bal < 50 Lbs E ngrine Insts - Chk N av Aids / NACWS C omm E quip (G-Suit & Loose Items)	<b>Pre- Descent Chk</b> Stall/Spin/Aero E ng Insts - Chk L oose Items - Stowed F uel Bal < 50 Lbs Hdg&Att - Chk Altimeters - Set Altimeters - Set Defog - As Req Vent - As Req

CONTACT	
<b>Power-On Stalls</b> Torque: 30 - 60% Pitch: 15 - 40° (Bank: 20 - 30°) Rec > 6,000' AGL "Max - Relax - Roll"	<b>Spins</b> Pitch 15 - 40° Entry < 22,000' MSL > 13,500' MSL > 7,000' > Cls Rec: > 10,000' MSL > 3,000' > Cls

INSTRUMENTS			
<b>GPS Approach Setup</b> B ack-up App Nav-Aid O BS - Off L oad App - APT 8 D irect - to IAF / FAF R AIM - STA 5 O BS - As Required D isplay - N/N/M/C O BS - Off<IAF/FAF	<b>First IAP</b> A TIS D essent Chk R eview IAP W X Reqs H olding/H eading O bin Clk / Clibout S peed	<b>Additional IAPs</b> N av Aids O bin Clk / Clibout R eview IAP M ins S peed	<b>Base to Final for ILS/LOC</b> I A/F/FAF H olding T ime T urn T hrottle I nbd Course D ecel Point / T rack T alk

STANDARD CLIMB-OUTS - CBM / GTR / MEI			
<b>CBM</b> Tweet Two Dep Rwy 13R: Hdg 135° Rt Hdg 220° @ 2 DME ↗ 4,000' by 7 DME Rwy 31L: 315° Lt Hdg 220° @ 3 DME ↗ 3,000' by 7 DME	<b>Standard Climbout</b> Rwy Hdg ↗ 4,000' CH 16 (If VFR: 700 til Dep End)	<b>CBM</b> Standard Climbout Rwy 18: Rwy Hdg ↗ 3,000' CH 14 Rwy 36: Left Hdg 300° ↗ 3,000' CH 14	<b>GTR</b> Rwy 18: Rwy Hdg ↗ 3,000' CH 14 Hdg 010° ↗ 7,000' D → IGB Avoid R4404

STANDARD CLIMB-OUTS - TCL			
<b>Crimson West</b> Climbout (from HI TIDE) LDK R-270° 4,000' 15 DME Arc Arc S to FLOSY (LDK 223/15)	<b>MOVIL</b> Climbout (from HI TIDE) LDK R-180° ↗ 4,000' to MOVIL (OKW 230/20)	<b>270/300 Coded</b> Climbout (for ILS Rwy 4) Hdg 270° or 300° 2,200' 15 DME Arc Arc S to FLOSY (LDK 223/15)	<b>340 Coded</b> Departure Hdg 340° ↗ 4,000' Join V-245 (LDK R-301°) to MINIM (30 DME) D → CBM

<b>PC1 - OFF</b> EMERGENCY ENGINE SHUTDOWN ON THE GROUND	<b>PC1 - OFF</b> FIREWALL SHUTOFF HANDLE - PULL	<b>PC1 - IDLE</b> ABORT	<b>PC1 - IDLE</b> BRAKES - AS REQUIRED	<b>PC1 - IDLE</b> ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF (SUFFICIENT RUNWAY REMAINING STRAIGHT AHEAD)	<b>PC1 - AS REQUIRED</b> AIRSPEED - 110 KNOTS (MINIMUM)	<b>PC1 - AS REQUIRED</b> ENGINE LOG GR HANDLE - PULL (AS REQUIRED)	<b>PC1 - AS REQUIRED</b> EMER FAILURE DURING FLIGHT	<b>PC1 - OFF</b> IMMEDIATE AIRSTART (PMU NORM)	<b>PC1 - OFF</b> INTERCEPT ELP	<b>PC1 - OFF</b> STARTER SWITCH - AUTORESET	<b>PC1 - IDLE, ABOVE 13% NI</b> UNCOMMANDED POWER CHANGE / LOSS OF POWER / UNCOMMANDED PROPELLER FEATHER	<b>PC1 - MID-RANGE</b> PMU SWITCH - OFF	<b>PC1 - OFF</b> PROP SYS CIRCUIT BREAKER - PULL, IF NP BELOW 40% INDICATED DEPARTURE FROM CONTROLLED FLIGHT	<b>PC1 - IDLE</b> CONTROLS - NEUTRAL	<b>PC1 - IDLE</b> ALTIITUDE - CHECK	<b>PC1 - OFF</b> FIRE IN FLIGHT (FIRE ANNUNCIATOR ILLUMINATED) IF FIRE IS CONFIRMED:	<b>PC1 - OFF</b> FIREWALL SHUTOFF HANDLE - PULL	<b>PC1 - OFF</b> OBOGS INOPERATIVE (OBOGS FAIL ANNUNCIATOR ILLUMINATED)	<b>PC1 - OFF</b> GREEN RING - PULL (AS REQUIRED)	<b>PC1 - OFF</b> EJECT
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<b>PROHIBITED MANEUVERS</b> 1. Inverted STALLS 2. Inverted SPINS 3. Power-on SPINS 4. AGGRAVATED spins past 2 turns 5. SPINS WITH the landing gear, flaps, or speed brake EXTENDED 6. SPINS WITH the PMU off 7. SPINS BELOW 10,000 FEET PRESSURE ALTITUDE 8. SPINS ABOVE 22,000 FEET PRESSURE ALTITUDE 9. ABRUPT cross-controlled (strag) MANEUVERS 10. AEROBATIC MANEUVERS: SPINS OR STALLS WITH GREATER THAN 50 POUNDS FUEL IMBALANCE 11. Tail slides	<b>INTENTIONAL SPIN ENTRY</b> MINIMUM ALTITUDE FOR ENTRY 13,500 FEET MSL MINIMUM CLOUD CLEARANCE 7,000 FEET ABOVE CLOUDS	<b>ACCELERATION LIMITATIONS</b> SYMMETRIC CLEAN -3.5 TO 7.0 Gs SYMMETRIC GEAR/FLAPS 0 TO 2.5 Gs ASYMMETRIC CLEAN -1 TO 4.7 Gs ASYMMETRIC GEAR/FLAPS 0 TO 2 Gs	<b>AIRSPEED LIMITATIONS</b> MAX AIRSPEED GEAR AND/OR FLAPS 150 KIAS MAX OPERATING AIRSPEED 316 KIAS OR 0.67 MACH	<b>ENGINE</b> OIL PRESSURE NORMAL 90 TO 120 PSI AEROBATICS / SPINS 40 TO 130 PSI LEO / SPINS (IDLE) 15 TO 40 PSI (5 SEC) OIL TEMP NORMAL 10 TO 105 °C TRANSIENT 105 TO 110 °C (10 MIN)	<b>MAXIMUM TORQUE</b> 100 STEADY TRANSIENT MAXIMUM ITT 131 (20 SECONDS)	<b>MAXIMUM IIT</b> 750 °C IDLE 820 °C STEADY TRANSIENT 870 °C (UP TO 20 SEC)	<b>MAXIMUM N<sub>p</sub></b> 100 (100 +/- 2 PMU OFF) N <sub>1</sub> - IDLE 60 % (MIN) GROUND 67 % (MIN) FLIGHT ON A HOT DAY, ITT CAN EXCEED 820 °C BY RAPID PCL MOVEMENT WITH THE PMU OFF DURING THE OVERSPEED GOVERNOR CHECK.	<b>TORQUE SHOULD NOT EXCEED 102 DURING MANEUVERING AND/OR TOUCH-AND-GO TAKEOFFS.</b> AVOID STABILIZED GROUND OPS FROM 62 TO 80 N.	<b>STARTING</b> STARTER LIMIT 20 SECONDS IF FIRE IS CONFIRMED: WAIT 30 SEC. 2 MIN. 5 MIN. 30 MIN AFTER EACH START ATTEMPT MAXIMUM OIL PRESSURE 200 PSI MINIMUM OIL TEMP -40 °C MINIMUM ITT LIMIT 1000 °C FOR 5 SEC (DO NOT ATTEMPT RESTART) MINIMUM BATTERY VOLTAGE 23.5 V	<b>PRESSURIZATION</b> NORMAL ABOVE 18,000 MSL 3.6 +/- 0.1 PSI OVERPRESSURIZATION VALVE OPENS 4.0 PSI	<b>FUEL</b> NORMAL RECOVERY FUEL 200 POUNDS MINIMUM FUEL 150 POUNDS ( 200 POUNDS SOLID) EMERGENCY FUEL 100 POUNDS ( 100 POUNDS SOLID) MINIMUM FUEL FOR AEROBATICS 150 POUNDS PER SIDE	<b>RUNWAY</b> MINIMUM RUNWAY LENGTH 4000 FEET MINIMUM RUNWAY WIDTH 75 FEET	<b>WINDS</b> MAX CROSSWINDS DRY RUNWAY 25 KNOTS WET RUNWAY 10 KNOTS ICY RUNWAY 5 KNOTS TOUCH-AND-GO 20 KNOTS FORMATION TAKEOFF LANDING 15 KNOTS MAX TAILWIND COMPONENT FOR TAKEOFF 10 KNOTS MAXIMUM WIND WITH CAVOY OPEN 40 KNOTS	<b>ICING</b> MAXIMUM ICING BANDING TYPE 5,000 FEET / light time
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