



***FOR GROUND USE ONLY
DO NOT USE IN FLIGHT***

The use of electronic checklists in ATP aircraft is prohibited.

Cruise

THROTTLE.....SET
2300 RPM for local; 75% for XC.
ENGINE INSTRUMENTSCHECK
FUEL SELECTOR..... PROPER TANK
FUEL PUMPOFF / CHECK PRESSURE
MIXTURE.....LEAN AS REQ

In-Range / Descent For Cross-Country

ATIS/AWOS.....CHECK
PRELIMINARY APPROACH BRIEFING
Type of Approach
Runway Length / Lighting
Field Elevation / Sector Altitude
Highest Obstacle / Terrain Review
NAV / Course / Minimums / Missed
Crosswind Component.....COMPLETE
ALTIMETER.....SET
AIRPORT DIAGRAM (keep available)CHECK
CARB HEATAS REQ
SEAT BELTSFASTENED
MIXTURE.....SLIGHTLY ENRICH

Approach

Approx. 15 NM from Airport

ATIS/AWOS.....CHECK
APPROACH BRIEFING.....COMPLETE
ALTIMETER.....SET
AIRPORT DIAGRAM (keep available)CHECK
FUEL PUMPON
FUEL SELECTOR..... PROPER TANK
MIXTURE.....SLIGHTLY ENRICH
PARKING BRAKEOFF
LANDING LIGHTON

WHEN DIRECT TO IAF OR VECTORED

FLIGHT & NAV INSTRUMENTS.....SET / IDENT
GPS **CDI**(as req. for approach) VLOC OR GPS

Before Landing Checklist

Never Switch Fuel Tanks Below Pattern Altitude

POWERAS REQUIRED
FLAPS.....(V_{FE} 102 KIAS) AS REQUIRED
MIXTURE.....FWD
FUEL PUMPON

Go Around / Missed Approach

THROTTLE.....FULL FWD
PITCHUP FOR CLIMB (76 KIAS)
FLAPS.....UP (0°)
FLY ASSIGNED OR PUBLISHED HEADING & ALTITUDE

After Landing Stopped

FLAPS.....UP
TRIMCENTER
CARB HEATOFF
MIXTURE.....LEAN FOR RPM RISE
FIN STROBEON/DOWN
FUEL SELECTOR.....(if necessary) SWITCH TANKS
FUEL PUMPOFF
PITOT HEAT.....OFF
TAXI CLEARANCEOBTAIN / BRIEF

Shutdown Terminate

TRANSPONDER.....SET 1200 / ALT MODE
AVIONICS MASTEROFF
FRESH AIR FANOFF
THROTTLE.....1000 RPM
MIXTURE.....CUTOFF
MAGNETOSOFF
OVERHEAD PANEL SWITCHESOFF
ELECTRICAL SWITCHESOFF
BATTERY MASTEROFF

Standby Attitude Indicator LED will flash. DO NOT press
the STBY power button on the Attitude Indicator.

WINDOWCLOSE
BLOCK-IN & MX REPORTSUBMITTED & CONF. REC'D
FLIGHT CONTROLS.....SECURE
SUNSCREENSINSTALL
STANDBY ATTITUDE INDICATOR GYRO FLAG.....IN VIEW
TIEDOWN / CHOCKSECURE
PITOT COVERREPLACE
AIRCRAFT COVER.....INSTALL
WALKAROUNDCOMPLETE



Piper Archer (G500) Normal Checklist

This checklist is only for training purposes in ATP aircraft and is not intended to replace the POH/AFM. Refer also to the POH/AFM in an actual emergency.

Before Starting Engine

NOSE-TIPS-TAIL-CHOCKS-AREA.....CLEAR
PREFLIGHT INSPECTION.....COMPLETE
WT&BAL, DOCS, PERFORMANCECHECK
CELL PHONEAIRPLANE MODE
PASSENGER BRIEF.....COMPLETE

Door, Emergency Exit, Seats & Seat belts, Fire Extinguisher,
No Smoking, PIC Authority, Positive Exchange of Controls

SEATS & SEAT BELTS.....LOCKED / FASTENED
AVIONICS MASTEROFF
FRESH AIR FANOFF
ALTERNATE STATIC SOURCE.....OFF/FWD
CIRCUIT BREAKERSCHECK
OVERHEAD SWITCHES.....OFF
CARB HEATOFF
MIXTURE.....RICH/FULL FWD
THROTTLE.....CLOSED
BATTERY MASTER.....ON
ALTERNATORON
FIN STROBEON/DOWN
NAV LIGHTS (night only)AS REQ
FUEL PUMPON / CHECK PRESSURE
MAGNETOSON

Engine Start

COLD ENGINE.....PRIME 3 SECONDS
THROTTLE.....TWO FULL STROKES
THROTTLE.....CLOSED
BRAKESHOLD
PROP AREA.....CLEAR
START.....(ATP 8 seconds max) ENGAGE

WHEN ENGINE STARTS

THROTTLE.....1000 RPM
OIL PRESSURECHECK
FUEL SELECTOR.....SWITCH TANKS
Confirm both tanks work.

Continued...

Engine Start (Continued)

FUEL PUMPOFF
FUEL PRESSURE.....CHECK
MIXTURE.....LEAN FOR RPM RISE
THROTTLE.....1000 RPM

After Start

AVIONICS MASTER ON
FRESH AIR FAN/HEATER/DEFROSTAS REQ
HEADSETS ON
ANNUNCIATOR PANEL..... TEST
ALTERNATOR OUTPUTCHECK
STANDBY ATTITUDE INDICATOR.....PULL/ERECT
GPS DATABASE“OK?” (press) **ENT ENT**
COMSSET / ATIS
ALTIMETERS (G500 & standby)SET
CLEARANCE (If IFR) OBTAIN
GPS ENTER WPT/FPL/APR AS REQ
STANDARD AVIONICS CONFIGURATIONS...CHECK
| G500 MFD: Traffic information
| NAV 1: Moving map, traffic active
| Range 2 NM, autozoom off
| Default data fields set
| NAV 2: As necessary
GPS **CDI**(as req. for departure) VLOC OR GPS
NAVS SET / COURSE SET
FLIGHT INSTRUMENTS (TC/AI/HSI/VSI).....CHECK
TRANSPONDER.....SET CODE / ALT MODE

Taxi

Do Not Ride Brakes

STERILE COCKPIT
..... NO NON-ESSENTIAL CONVERSATION
AIRPORT DIAGRAM..... AVAILABLE
TAXI CLEARANCE OBTAIN / BRIEF
LANDING LIGHT ON*
TAXI AREA (left & right) CLEAR
BRAKESCHECK
FLIGHT INSTRUMENTS (TC/AI/HSI/VSI).....CHECK
Check in turns.

* Turn off your landing lights when stopped, yielding, or as a consideration to other pilots, drivers or ground personnel. At all other times landing lights are to remain on for all aircraft movement and flight.

Run Up

Do Not Use Parking Brake

May be completed at any point between After Start and Before Takeoff Checklists.

OIL TEMPERATURECHECK NORMAL
FUEL PUMP ON
FUEL GAUGES / QTYCHECK
FUEL SELECTOR.....VERIFY PROPER TANK
MIXTURE..... FULL FWD
THROTTLE.....2000 RPM
MAGNETOS ...(175 max drop, max diff. 50 RPM) CHECK
CARB HEAT(approx. 75 RPM drop) CHECK
ENGINE INSTRUMENTSCHECK
AMMETERCHECK
FUEL PUMPOFF
FUEL PRESSURE.....CHECK
ANNUNCIATOR PANEL.....CHECK*
THROTTLE.....1000 RPM
MIXTURE.....LEAN FOR RPM RISE
FLIGHT CONTROLSCHECK
FLIGHT INSTRUMENTSCHECK
TRIM ONE, TWO, SET
CARB HEATOFF
STANDBY ATTITUDE INDICATOR.....NO FLAGS
STBY PWR BUTTON.....

..... (until amber LED flashes) PRESS

Verify green annunciator under the word TEST.
Any red indicates a failed test – contact ATP MX.

Run-Up Modification for High Density Altitudes (5,000'+)

AFTER “ANNUNCIATOR PANEL... CHECK”:

THROTTLE.....FULL
MIXTURE.....LEAN TO RPM DROP
MIXTURE.....ENRICH TO MAX RPM
Leave mixture at this setting for use during takeoff. Continue with Run Up checklist, but do not lean mixture after reducing throttle to 1000 RPM.

IN THE EVENT OF AN ENGINE FAILURE OR ABNORMALITY PRIOR TO ROTATION

THROTTLE.....IMMEDIATELY CLOSED
BRAKE.....AS REQ
STOP STRAIGHT AHEAD

IF NOT ENOUGH RUNWAY REMAINS TO STOP

MIXTURE.....IDLE CUTOFF
MAGNETOS OFF
BATTERY MASTER & ALTERNATOR..... OFF
FUEL SELECTOR.....ROTATE TO OFF
AVOID OBSTACLES

ENGINE FAILURE AFTER ROTATION WITH SUFFICIENT RUNWAY REMAINING FOR A COMPLETE STOP

THROTTLE.....IMMEDIATELY CLOSED
LAND STRAIGHT AHEAD
BRAKE.....AS REQ

ENGINE FAILURE AFTER ROTATION WITH NO RUNWAY REMAINING

AIRSPEEDPITCH FOR BEST GLIDE (76 KIAS)
FLAPS.....ADJUST
MIXTURE.....IDLE CUTOFF
MAGNETOS OFF
BATTERY MASTER & ALTERNATOR..... OFF
FUEL SELECTOR.....ROTATE TO OFF
LAND AT LOWEST POSSIBLE AIRSPEED, STRAIGHT AHEAD, & AVOID OBSTACLES

Before Takeoff

PRE-TAKEOFF BRIEF COMPLETE
RUN UP CHECKLIST..... COMPLETE
FUEL PUMP ON
FLAPS.....AS REQ
GPS (**DIS** to WPT/PROC for APR/FPL to activate) SET
GPS **CDI**(as req. for departure) VLOC OR GPS
HSI / COURSE..... SET
DEPARTURE BRIEF
| Initial Altitude & Heading Bugs
| Brief Departure Procedure..... COMPLETE
ENGINE INSTRUMENTSCHECK
SEAT BELTS & SHOULDER HARNESS FASTENED

FINAL ITEMS

DOOR & WINDOWSECURE
LANDING LIGHT ON
STROBE LIGHT.....ON/UP
TRAFFICCHECK
MIXTURE.....FULL FWD (or set for altitude)

After Takeoff

Out of 1,000' AGL

CRUISE CLIMB87 KIAS / AS REQ
THROTTLEFULL
FLAPS UPCHECK

Climb at 87 KIAS for better visibility and cooling, unless V_y needed for climb rate.

Electrical / G500 Failures

ALT Annunciator Illuminated

AMMETER.....CHECK TO VERIFY INOP ALTERNATOR
IF AMMETER READS ZERO

ALTERNATOR.....OFF
ELECTRICAL LOADS.....REDUCE TO MINIMUM
ALT CIRCUIT BREAKER.....CHECK / RESET IF NECESSARY
ALTERNATOR.....ON

IF POWER NOT RESTORED

ALTERNATOR.....OFF
EXIT IMC, LAND AS SOON AS POSSIBLE
Anticipate electrical failure. Proceed to Electrical Failure checklist if required.

IF STANDBY ATTITUDE INDICATOR AMBER LED FLASHING OR RED FLAG IN VIEW

STBY PWR BUTTON.....PRESS

Electrical Failure

STBY PWR BUTTON.....(when amber LED flashes or red flag in view) PRESS
STANDBY INSTRUMENTS.....USE
EXIT IMC, LAND AS SOON AS POSSIBLE

Electrical Overload

Alternator 20 AMPs Above Known Electrical Load

ALTERNATOR.....ON
BATTERY MASTER.....OFF

IF ALTERNATOR LOADS ARE REDUCED

ELECTRICAL LOAD.....REDUCE TO MINIMUM
LAND AS SOON AS PRACTICAL

IF ALTERNATOR LOADS ARE NOT REDUCED

ALTERNATOR.....OFF
BATTERY MASTER.....AS REQ
EXIT IMC, LAND AS SOON AS POSSIBLE
Anticipate electrical failure. Proceed to Electrical Failure checklist if required.

IF STANDBY ATTITUDE INDICATOR AMBER LED FLASHING OR RED FLAG IN VIEW

STBY PWR BUTTON.....PRESS

AHRS Failure

STANDBY ATTITUDE INDICATOR.....USE
PFD HSI.....VERIFY AGAINST MAG COMPASS
APPROACH.....ACCOMPLISH
Visual, ILS, GPS, LOC, VOR approaches available.

PFD Failure

STANDBY INSTRUMENTS.....USE
G430 NAV 1 PAGE.....SELECT (HOLD CLR FOR 3 SECS)
G430 CDI.....USE FOR NAVIGATION
APPROACH.....ACCOMPLISH
Visual, GPS approaches available.

ADC Failure

STANDBY AIRSPEED INDICATOR.....USE
STANDBY ALTIMETER.....USE
APPROACH.....ACCOMPLISH
Visual, ILS, GPS, LOC, VOR approaches available.

Pattern Work

*Touch & Go's Prohibited Except With Instructor
Only Switch Tanks During Taxi Back*

Before Landing Checklist

POWER.....AS REQUIRED
FLAPS.....(V_{FE} 102 KIAS) AS REQUIRED
MIXTURE.....FWD
FUEL PUMP.....ON

Go Around / Missed Approach

THROTTLE.....FULL FWD
PITCH.....UP FOR CLIMB (76 KIAS)
FLAPS.....UP (0°)
FLY ASSIGNED OR PUBLISHED HEADING & ALTITUDE

Standardized Speeds

90 KIAS.....DOWNWIND, FLAPS 0°
70-80 KIAS.....FLAPS 10° - 1500 RPM
70 KIAS.....TURNING BASE, FLAPS 25°
SHORT FINAL UNTIL
66 KIAS.....10-20' ABOVE RUNWAY

WHEN LANDING ASSURED

SOFT FIELD.....66 KIAS - FLAPS 40°
SHORT FIELD.....66 KIAS - FLAPS 40°

After Landing (Stopped)

FLAPS.....UP
TRIM.....CENTER
CARB HEAT.....OFF
MIXTURE.....LEAN FOR RPM RISE
FIN STROBE.....ON/DOWN
FUEL SELECTOR.....(if necessary) SWITCH TANKS
FUEL PUMP.....OFF
TAXI CLEARANCE.....OBTAIN / BRIEF

Before Takeoff

PRE-TAKEOFF BRIEF.....(as previously briefed)
FUEL PUMP.....ON
FLAPS.....AS REQ
GPS (D) to WPT/PROC for APR/FPL to activate).....SET
GPS (CDI).....(as req. for departure) VLOC OR GPS
HSI / COURSE.....SET
DEPARTURE BRIEF
Initial Altitude & Heading Bugs
Brief Departure Procedure.....COMPLETE
ENGINE INSTRUMENTS.....CHECK
SEAT BELTS & SHOULDER HARNESS.....FASTENED

FINAL ITEMS

DOOR & WINDOW.....SECURE
LANDING LIGHT.....ON
STROBE LIGHT.....ON/UP
TRAFFIC.....CHECK
MIXTURE.....FULL FWD (or set for altitude)

After Takeoff

AT TRAFFIC PATTERN ALTITUDE

AIRSPEED.....90 KIAS
FLAPS UP.....CHECK



Piper Archer (G500) Emergency & Abnormal Checklist

This checklist is only for training purposes in ATP aircraft and is not intended to replace the POH/AFM. Refer also to the POH/AFM in an actual emergency.

Engine Failure During Takeoff Roll

THROTTLE.....IDLE
BRAKES.....APPLY
MIXTURE.....IDLE CUTOFF
MAGNETOS.....OFF
BATTERY MASTER.....OFF

Engine Failure After Takeoff

MAINTAIN AIRCRAFT CONTROL AIRSPEED
BEST GLIDE.....76 KIAS
INSUFFICIENT ALTITUDE.....
.....PERFORM POWER-OFF LANDING

IF TIME & ALTITUDE ALLOWS

FUEL SELECTOR.....CHECK SELECTED TANK
FUEL PUMP.....CHECK ON
MIXTURE.....CHECK RICH
CARB HEAT.....ON
If power is not restored, prepare for Power-Off Landing.

Power-Off Landing Emergency Landing Without Power

AIRSPEED BEST GLIDE.....76 KIAS
LANDING AREA.....SELECT / INSPECT

WHEN COMMITTED TO LANDING

FLAPS.....AS DESIRED
THROTTLE.....CLOSE
MIXTURE.....IDLE CUTOFF
MAGNETOS.....OFF
BATTERY MASTER.....OFF
ALTERNATOR.....OFF
FUEL SELECTOR.....OFF
SEAT BELTS & SHOULDER HARNESS.....TIGHTENED
TOUCH DOWN.....LOWEST POSSIBLE AIRSPEED

Spin Recovery

RUDDER FULL OPPOSITE OF SPIN
ELEVATOR FULL FWD

While Simultaneously

AILERONS NEUTRAL
THROTTLE IDLE

WHEN ROTATION STOPS

RUDDER NEUTRAL
ELEVATOR AS REQ TO SMOOTHLY REGAIN
LEVEL FLIGHT ATTITUDE

Loss of Fuel Pressure

FUEL PUMP ON
FUEL SELECTOR CHECK ON FULL TANK

Loss of Oil Pressure

LAND AS SOON AS POSSIBLE
PREPARE FOR POWER OFF-LANDING PROCEDURE

High Oil Temperature

LAND AS SOON AS POSSIBLE
PREPARE FOR POWER OFF-LANDING PROCEDURE

Open Door

AIRSPEED SLOW TO 87 KIAS
CABIN VENTS CLOSE
STORM WINDOW OPEN
LOWER LATCH OPEN PULL ON ARMREST / LATCH
UPPER LATCH OPEN LATCH

Cleaning Fouled Spark Plugs

(CAUTION: Hold brakes securely and remain vigilant for aircraft movement;
only perform runup on surface free from gravel/dirt.)

THROTTLE 2000 RPM
MIXTURE LEAN FOR SLIGHT RPM DROP
MAINTAIN FOR 60 SECONDS
MIXTURE FULL FWD
PERFORM MAGNETO CHECK

Note:

While performing the above checklist, do not allow oil temperature to reach redline and be vigilant of oil pressure.

Carburetor Icing

CARB HEAT ON FULL
MIXTURE ADJUST FOR MAXIMUM SMOOTHNESS

Engine Running Roughly

MAINTAIN AIRCRAFT CONTROL

CARB HEAT ON

IF ROUGHNESS CONTINUES AFTER 1 MINUTE

CARB HEAT OFF
MIXTURE ADJUST FOR MAXIMUM SMOOTHNESS
FUEL PUMP ON
FUEL SELECTOR SWITCH TANKS / CHECK PRESSURE
ENGINE INSTRUMENTS CHECK
MAGNETOS CHECK LEFT / CHECK RIGHT
If operation is satisfactory on either magneto, continue on that
magneto at reduced power and full RICH mixture to first airport.
PREPARE FOR POWER-OFF LANDING PROCEDURE

Engine Power Loss In-Flight

IF AT LOW ALTITUDE

AIRSPEED MAINTAIN 76 KIAS MINIMUM

IF ALTITUDE PERMITS

FUEL SELECTOR SWITCH TO TANK CONTAINING FUEL
FUEL PUMP ON
MIXTURE RICH
CARB HEAT ON
ENGINE INSTRUMENTS
..... CHECK FOR INDICATION OF CAUSE OF POWER LOSS
If no fuel pressure is indicated, check fuel selector position to be
sure it is on a tank containing fuel. If power is not restored
prepare for a Power-Off Landing.

Power-Off Landing

AIRSPEED BEST GLIDE 76 KIAS
LANDING AREA SELECT / INSPECT

WHEN COMMITTED TO LANDING

FLAPS AS DESIRED
THROTTLE CLOSE
MIXTURE IDLE CUTOFF
MAGNETOS OFF
BATTERY MASTER OFF
ALTERNATOR OFF
FUEL SELECTOR OFF
SEAT BELTS & SHOULDER HARNESS TIGHTENED
TOUCH DOWN LOWEST POSSIBLE AIRSPEED

Fires

Engine Fire During Start

STARTER CRANK ENGINE
MIXTURE IDLE CUTOFF
THROTTLE OPEN
FUEL PUMP OFF
FUEL SELECTOR OFF
ABANDON IF FIRE CONTINUES

Electrical Fire In-Flight (Smoke in Cabin)

BATTERY MASTER OFF
ALTERNATOR OFF
STANDBY ATTITUDE INDICATOR
..... EMERGENCY POWER
VENTS OPEN
CABIN HEAT OFF
STORM WINDOW OPEN IF REQ
LAND AS SOON AS POSSIBLE

Engine Fire In-Flight

FUEL SELECTOR OFF
THROTTLE CLOSED
MIXTURE IDLE CUTOFF
FUEL PUMP OFF
HEATER & DEFROSTER OFF

IF FIRE PERSISTS

AIRSPEED INCREASE (to blow out fire)
REFER TO POWER-OFF LANDING CHECKLIST