



# Normal/Abnormal/Emergency Checklists

Revision 02 – 05/10/2023

## CIRRUS SR-20 G-1000 Perspective Avionics

### PREFLIGHT

Pitot Tube Cover ..... Removed

#### Cabin:

- Documents ..... Check
- Avionics Power Switch ..... OFF
- BAT 2 Master Switch ..... ON
- PFD ..... Verify ON
- Essential Bus Voltage ..... 23-25 Volts
- Flap Position Light ..... OUT
- BAT Master 1 Master Switch ..... ON
- Avionics Cooling Fan ..... Audible
- Fuel Quantity ..... Check
- Fuel Selector ..... Fullest Tank
- Flaps ..... 100%, Light ON
- Aircraft Lights ..... ON
- Pitot Heat ..... ON

#### Exit Aircraft and Quickly Complete:

- Stall Warning Opening ..... Check
- Pitot Heat (IFR) ..... Check
- Aircraft Lights ..... Check
- Pitot Heat (IFR) ..... OFF
- Aircraft Lights ..... OFF
- BAT 1 and 2 Master Switches ..... OFF
- Alternate Static Source ..... Normal
- Circuit Brakers ..... IN
- Fire Extinguisher ..... Check
- Emergency Egress Hammer ..... Available
- CAPS Handle ..... Pin Removed

#### Left Fuselage:

- Baggage Compartment Door ..... Locked
- COM 1 Antenna ..... Check
- Wing/Fuselage Faring ..... Check
- COM2 Antenna ..... Disconnect
- Static Button ..... Check
- Parachute Cover ..... Check

**THIS CHECKLIST MUST REMAIN IN AIRPLANE**

#### Final Walk Around:

- Chocks ..... Removed
- Fuel Caps ..... Secure
- Engine Air Inlet Covers ..... Removed
- Pitot Mast Cover ..... Removed
- Baggage Door ..... Closed

### BEFORE START

- Passenger Briefing ..... Completed
- Seats and Seat Belts ..... Adjust and Lock
- Hobbs Time ..... Check

### ENGINE START

- Parking Brake ..... ON
- BAT Master Switches ..... ON (Check Volts)
- Strobe Light ..... ON
- NAV Light ..... As Required
- Mixture ..... Full Rich

#### Cold:

- Power Lever ..... Full Forward
- Fuel Pump ..... PRIME, then BOOST
- Power Lever ..... ¼ inch
- Propeller Area ..... Clear
- Magneto/Starter ..... Engage
- Mixture (When Engine Starts) ..... Smoothy Advance
- CAUTION: If engine does not start within 10 seconds, follow Stater Limits, and wait 20 seconds.** Repeat Procedure at "Prime"

#### Hot:

- Fuel Pump ..... BOOST
- Power Lever ..... ¼ inch
- Propeller Area ..... Clear
- Magneto/Starter ..... Engage
- Mixture (When Engine Starts) ..... Smoothy Advance
- CAUTION: If engine does not start within 10 seconds, follow Stater Limits, and wait 20 seconds.** Repeat Procedure at "Prime"

#### Flooded:

- Power Lever ..... Full Forward
- Mixture ..... Idle Cut-Off
- Propeller Area ..... Clear
- Magneto/Starter ..... Engage
- Mixture (When Engine Starts) ..... Smoothy Advance
- Throttle ..... Reduce
- CAUTION: If engine does not start within 10 seconds, follow Stater Limits, and wait 20 seconds.** Proceed to Hot or Cold Start procedure

## AFTER START

Fuel Pump ..... Boost  
Mixture ..... As Required  
Flaps ..... 50%  
Air Conditioner ..... OFF  
COM/NAV Frequency ..... Set  
Transponder ..... Set  
Pitot Heat ..... As Required  
Takeoff Briefing/Time ..... Reviewed  
Doors ..... Latched  
Brakes ..... Release  
**Landing Light..... ON**

## CLIMB

Airspeed ..... 96 KIAS (106 KIAS En-Route)  
Mixture ..... As Required  
Flaps ..... UP  
Engine Gauges ..... Check  
*NOTE: Retract flaps at or above 85 KIAS*

## CRUISE

Throttle ..... 2100-2700 RPM  
Mixture ..... As Required  
Fuel Pump ..... OFF  
Engine Parameters ..... Check  
Landing Light ..... OFF

## DESCENT

Throttle ..... As Required  
Mixture ..... Adjust  
ATIS/AWOS/ASOS ..... Obtain  
Altimeter(s) ..... Set (3)  
PFD Altitude Select ..... Set  
Landing Light ..... ON  
Cabin Heat/Defrost ..... As Required

## BEFORE LANDING

Seat and Seatbelts ..... Check Secure  
Fuel Pump ..... BOOST  
Mixture ..... Rich  
Autopilot ..... OFF  
Approach Briefing ..... Complete  
Air Conditioner ..... OFF

## Empennage:

Tiedown Rope ..... Removed  
Horizontal and Vertical Stabilizers ..... Check  
Elevator and Tab ..... Check  
Rudder ..... Check  
Rudder Trim Tab ..... Check  
Attachment hinges, bolts, and pins ..... Check

## Right Fuselage:

Static Button ..... Check  
Wing/Fuselage Faring ..... Check  
Door Lock ..... Unlock

## Right Wing:

Flaps ..... Check  
Aileron and Tab ..... Check  
Aileron Gap Seal ..... Secure  
Hinges, Bolts, and Pins ..... Check  
Wing Tip ..... Secure  
Fuel Vent ..... Unobstructed  
Leading Edge and Stall Strips ..... Check  
Fuel Caps ..... Check Quantity and Secure  
Fuel Drains (2) ..... Sample  
Wheel Faring's ..... Check  
Main Wheel Tire and Brake Pad/Disc ..... Check  
Tiedown Rope ..... Removed  
Cabin Air Vent ..... Unobstructed

## Nose:

Surface Condition ..... Check  
Strut ..... Check  
Wheel Faring ..... Check  
Tire and chocks ..... Check and Remove  
Gascolator (Underside) ..... Drain for 3 Seconds  
Propeller ..... Check  
Spinner and Air Inlets ..... Check  
Alternator Belt ..... Check  
Engine Oil (6 Quarts Minimum) ..... Check  
Exhaust ..... Check

## Left Wing:

Cabin Air Vent ..... Unobstructed  
Wheel Faring's ..... Check  
Main Wheel Tire and Brake Pad/Disc ..... Check  
Tiedown Rope ..... Removed  
Fuel Caps ..... Check Quantity and Secure  
Fuel Drains (2) ..... Sample  
Leading Edge and Stall Strips ..... Check  
Fuel Vent ..... Unobstructed  
Pitot Tube ..... Check  
Wing Tip ..... Secure  
Aileron and Tab ..... Check  
Aileron Gap Seal ..... Secure  
Hinges, Bolts, and Pins ..... Check  
Flaps ..... Check

## DO NOT RUSH

### ENGINE FIRE DURING START

Mixture .....	Cutoff
Fuel Pump .....	OFF
Fuel Selector .....	OFF
Power Lever .....	Forward
Starter .....	Crank

### ELECTRICAL FIRE (SMOKE IN CABIN)

BAT/ALT Master Switches .....	OFF
Heater .....	OFF
Air Vents .....	CLOSED
Fire Extinguisher .....	Activate
Cabin Doors .....	Partially Open

Avionic Power Switch .....

All Other Switches .....

Land .....

### ENGINE FIRE IN FLIGHT

Mixture .....	Cutoff
Fuel Pump .....	OFF
Fuel Selector .....	OFF
Airflow Selector .....	OFF
Power Lever .....	IDLE
Ignition Switch .....	OFF
Cabin Doors .....	Partially Open
Land .....	As Soon as Practical

### WING FIRE

Pitot Heat Switch .....	OFF
NAV Light Switch .....	OFF
Landing Light Switch .....	OFF
Strobe Light Switch .....	OFF
Land .....	As Soon as Practical

**CAUTION:** Putting the airplane into a dive may blow out the fire. Do not exceed  $V_{NE}$  during the dive.

### SMOKE AND FUME ELIMINATION

Air Conditioner .....	OFF
Temperature Selector .....	COLD
Vent .....	FEET/PANEL/DEFROST POSITION
Airflow Selector .....	SET AIRFLOW TO MAXIMUM
Panel Eyeball Outlets .....	OFF

**If smoke is forward of firewall:**

Airflow selector .....	OFF
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## FLY THE AIRPLANE

### SHUTDOWN

Power Lever .....	1000 RPM
Fuel Pump .....	OFF
Mixture .....	As Required
Flaps .....	UP
Landing Light .....	OFF
Pitot Heat .....	OFF

### AFTER LANDING

Parking Brake .....	ON
Power Lever .....	1000 RPM
ELT .....	Silent on 121.500MHz
Transponder .....	ALT and "1200"
Avionics Switch .....	OFF
Mixture .....	Idle Cut-Off
Magneto Switch .....	Off and Key Removed
All Switches .....	OFF
BAT Master Switches .....	OFF
CAPS Handle .....	Pin Installed
Hobbs and Tach Time .....	Record

Final Walk-Around:

Control Lock .....	Install
Cowl Plugs .....	Install
Pitot Tube Cover .....	Install
Chocks .....	Install
Parking Brake .....	Release

## BEFORE TAKEOFF

Tachometer ..... 1000RPM  
Oil Pressure..... Check  
Engine Parameters..... Monitor  
Amp Meter/Indication..... Check  
ALT Master Switches.....ON  
Fuel Pump..... OFF  
Avionics .....ON

## BEFORE TAXI

ATIS/AWOS/ASOS..... Obtain  
Altimeter(s)..... Set (2)  
Heading Indicator ..... Match Compass  
Radio Check..... Completed  
Seat and Seatbelts ..... Secure  
Taxi Briefing ..... Completed  
Fuel Selector ..... Switch Tank  
Flaps ..... UP (0%)  
Transponder ..... ALT and SET  
Parking Brake..... Release  
Brakes..... Check

## RUN-UP

Parking Brake .....ON  
Flight Control..... Free and Correct  
Trim..... Takeoff  
CAPS Handle ..... Pin Removed  
Fuel Selector ..... Fullest Tank  
Fuel Quantity..... Check  
Fuel Pump ..... Boost  
Mixture ..... Rich  
Autopilot Function Check..... Completed  
Brakes..... Hold  
Power Lever ..... 1700 RPM  
Alternator..... Check  
Voltage ..... Check  
Magnetos ..... Check L & R  
Engine Parameter..... Check  
Power Lever ..... 1000 RPM  
Air Conditioner..... As Required

## DO NOT RUSH

## CABIN FIRE

BAT/ALT Master Switches..... OFF, As Required  
Fire Extinguisher ..... Activate  
Cabin Doors ..... Partially Open

Avionics Power Switch ..... OFF  
All other Switches..... OFF  
Land..... As Soon A Practical  
**If Fire has been eliminated OR night OR IMC:**  
Airflow Selector ..... OFF  
BAT/ALT Master Switches..... ON  
Avionics Power Switch ..... ON  
Required Systems.....ACTIVATE one at a time  
Temperature Selector..... COLD  
Vent Selector ..... FEE/PANEL/DEFROST Position  
Airflow Selector ..... Set to MAXIMUM  
Panel Eyeball Outlets ..... OPEN  
Land .....As Soon as Practical

## SPIN RECOVERY

CAPS ..... Activate

Proceed to CAPS Deployment Check List

NOTE: Pull activation T-handle from its holder. Clasp both hands around the handle and pull straight down in a strong, steady, and continuous motion. Maintain maximum pull force until the rocket activates. Pull forces up to, or exceeding, 45 pounds may be required. Bending of the handle-housing mount is to be expected.

## CAPS DEPLOYMENT

Airspeed..... MINIMUM POSSIBLE (>133 KIAS)  
Activation Cover ..... Removed  
Activation Handle ..... PULL straight down  
After CAPS Deployment, As time permits:  
Mixture ..... Cutoff  
Fuel Selector..... OFF  
Fuel Pump..... PFF  
BAT/ALT Switches ..... OFF  
ELT ..... ON  
Seat and Seatbelts..... Tighten  
Loose Items ..... Secure

Body Position ..... Emergency Positions

## FLY THE AIRPLANE

## BRAKE FAILURE DURING TAXI

Engine Power ..... As Required  
Directional Control ..... Maintain with Rudder  
Brake Pedals (s) ..... Pump

If Directional Control cannot be maintained:  
Mixture ..... Cutoff

## ALTERNATOR FAILURE

NOTE: "M BUS 1" or "M BUS 2" CAS Message applies, perform the below procedures.

### "ALT 1" CAS Message Displayed:

Alternator 1 Circuit Breaker ..... Check and Reset  
ALT1 Master Switch ..... Cycle

### If Alternator does not reset:

ALT 1 Master Switch ..... OFF  
Non-Essential Bus Loads ..... Reduce  
Land ..... As Soon as Practical

### "ALT 2" CAS Message Displayed:

Alternator 2 Circuit Breaker ..... Check and Reset  
ALT2 Master Switch ..... Cycle

### If Alternator does not reset:

ALT 2 Master Switch ..... OFF  
Land ..... As Soon as Practical

## PFD 1 FAN FAIL

### "PFD FAN FAIL" CAS Message Displayed:

AVIONICS FAN 2 Circuit Breaker ..... Cycle

### If message remains:

Hot Cabin Temperatures ..... LAND ASAP  
Cool cabin temperatures ..... Continue and Monitor

## MFD FAN FAIL

### "MFD FAN FAIL" CAS Message Displayed:

AVIONICS FAN 1 Circuit Breaker ..... Cycle

### If message remains:

Hot Cabin Temperatures ..... LAND ASAP  
Cool cabin temperatures ..... Continue and Monitor

## PFD ADC FAIL

Standby Instruments ..... Monitor  
Land ..... As Soon as Practical  
IMC ..... Exit

## DO NOT RUSH

## ENGINE POWER LOSS DURING TAKEOFF

Power Lever ..... Idle  
Mixture ..... Cutoff  
Brakes ..... Apply

Flaps ..... As Required  
Ignition Switch ..... OFF  
Fuel Pump ..... OFF  
BAT and ALT Master Switches ..... OFF  
ATC/CTAF ..... Notify

## ENGINE POWER LOSS DURING FLIGHT

Airspeed ..... 99 KIAS  
Suitable Place to Land ..... Identify

### **If Altitude Permits:**

Mixture ..... As Required  
Fuel Selector ..... Switch Tanks  
Fuel Pump ..... BOOST  
Alternate Induction Air ..... ON  
Air Conditioner (If-Installed) ..... OFF  
Ignition Switch ..... Check, BOTH

### If engine does not start:

Proceed to Engine Air start or Force Landing

## ENGINE AIRSTART

BAT Master Switch ..... ON  
Power Lever ..... ½" Open  
Mixture ..... Rich, As Required  
Fuel Selector ..... Switch Tanks  
Ignition Switch ..... BOTH

Fuel Pump ..... BOOST  
Alternate Induction Air ..... ON  
ALT Master Switches ..... OFF  
Starter (Propeller Not Windmilling) ..... Engage  
Power Lever ..... Slowly INCREASE  
ALT Master Switches ..... ON

### **If engine does not start:**

Forced Landing Procedure ..... Perform

## EMERGENCY DESCENT

Power Lever ..... IDLE  
Mixture ..... As Required  
Airspeed ..... V<sub>NE</sub> (200 KIAS)

## FLY THE AIRPLANE

**DO NOT RUSH**

**FORCED LANDING**

Airspeed ..... 99 KIAS  
Radio ..... Transmit 121.500 MHz  
Transponder ..... 7700  
ELT ..... Activate  
Power Lever ..... Idle  
Mixture ..... Cutoff  
Fuel Selector ..... OFF  
Ignition Switch ..... OFF  
Fuel Pump ..... OFF

Flaps (When Landing Assured) ..... 100%  
Master Switches ..... OFF  
Seat Belt (s) ..... Secure

**PROPELLER GOVERNOR FAILURE**

**Propeller RPM will NOT increase:**

Oil Pressure ..... Check  
Land ..... As Soon as Practical

**Propeller RPM Overspeed or will NOT decrease:**

Power Lever ..... Adjust (Keep within limits)  
Airspeed ..... Reduce to 90 KIAS  
Land ..... As Soon as Practical

**LANDING WITHOUT ELEVATOR**

Flaps ..... Set 50%  
Trim ..... Set 80 KIAS  
Power ..... As Required for Glide Angle

**DITCHING**

Radio ..... Transmit 121.500 MHz  
Transponder ..... 7700  
CAPS ..... Activate

Airplane ..... Evacuate  
Flotation ..... Inflate when clear of airplane

*NOTE:* If available, life preservers should be donned and life raft should be prepared for immediate evacuation upon touchdown. Consider unlatching a door prior to assuming the emergency landing body position to provide a ready escape path.

*NOTE:* It may be necessary to allow some cabin flooding to equalize pressure on the doors. If the doors cannot be opened, break out the windows with the egress hammer and crawl through the opening.

**FLY THE AIRPLANE**

**PFD AHRS FAIL**

Standby Instruments ..... Monitor  
Autopilot GPSS Mode ..... Activate  
Autopilot Altitude Hold ..... Activate  
IMC ..... Exit

**A/P or PITCH TRIM FAILURE**

Airplane Control ..... Maintain Manually  
Autopilot ..... Disengage  
Circuit Breakers ..... PULL AS Required

- PITCH TRIM
- ROLL TRIM
- YAW SERVO
- AP SERVOS

Power Lever ..... As Required  
Control Yoke ..... Manually Hold Pressure  
Land ..... As Soon as Practical

**BRAKE OVERTEMP**

**“BRAKE TEMP” CAS Message Displayed:**

Aircraft Movement ..... Stop

**LANDING WITH FAILED BRAKES**

**One Brake INOP:**

Land ..... ON side of INOP brake  
Directional Control ..... Maintain

**Both Brakes INOP:**

Divert ..... Longest, Widest Runway  
Land ..... Downwind side  
Avoid Obstacles ..... Rudder

**LANDING WITH FLAT TIRE**

**Main Gear**

Land ..... ON side of good tire  
Directional Control ..... Maintain

*NOTE: DO NOT TAXI*

**Nose Gear:**

Land ..... Centerline  
Nosewheel ..... Keep flying for as long as possible

*NOTE: DO NOT TAXI*

**PARK BRAKE CAS MESSAGE**

Parking Brake ..... Release  
Monitor CAS for BRAKE TEMP caution. Stop aircraft and allow for the brakes to cool.

## OPEN DOOR IN-FLIGHT

Airplane Control..... Maintain

NOTE: The doors on the airplane will remain 1-3 inches open in flight if not latched. If this is discovered on takeoff roll, abort takeoff if practical. If already airborne, do not allow efforts to close the door interfere with the primary task of maintaining control of the airplane.

## LOW OIL PRESSURE

Land ..... ASAP

NOTE: Oil pressure between 10 psi and 30 psi at or above 1000 RPM. This message will appear prior to engine start and should clear after engine start.

## “STARTER ENGAGED” CAS MESSAGE

### On-Ground:

Ignition Switch .... DISENGAGE prior to 10 Seconds  
Battery Switches..... Wait 20 Seconds

If Starter does not disengage (Relay/Solenoid Fail):

BAT1 Switch..... OFF  
Engine ..... SHUTDOWN  
STARTER Circuit Breaker ..... PULL

### In-Flight:

Ignition Switch ..... Ensure not stuck in START  
STARTER Circuit Breaker ..... PULL  
Flight ..... CONTINUE

NOTE: Engine will not be available to restart

## “FUEL QTY” CAS MESSAGE

Fuel Quantity Gages..... CHECK

If fuel Left & R indicates < 8 galls per side:

Land ..... ASAP

If fuel Left & R indicates >8 galls per side:

Flight ..... CONTINUE, MONITOR

## **IMPORTANT SPEEDS:**

**V<sub>G</sub>..... 99 KIAS**  
**V<sub>PD</sub> ..... 133 KIAS**

V<sub>R</sub>..... 70 KIAS  
V<sub>Y</sub>..... 96 KIAS  
V<sub>X</sub>..... 83 KIAS

V<sub>S</sub>..... 69 KIAS  
V<sub>SO</sub>..... 61 KIAS  
V<sub>FE</sub> ..... 119/104 KIAS  
V<sub>NO</sub>..... 163 KIAS  
V<sub>NE</sub> ..... 200 KIAS  
V<sub>A</sub>..... 130 KIAS

## **PASSENGER BRIEFING:**

### Seatbelts/Harness

- Operation and Adjustment
- Fastened for Taxi, Takeoff, and Landing

### Emergency Exits

- Location and Operation - CAPS

### Fire Extinguisher

- Location and Operation

### Sterile Cockpit

### Flight Controls

- Do not Block or Interfere

### Emergency Procedures

## **TAXI BRIEFING:**

### Departure Runway

### Anticipate Taxi Route

- Taxiways to be use
- Intersecting Runways
- Run-Up area
- Hotspots

## **TAKEOFF BRIEFING:**

### Departure Runway

- Length/Distance Available
- Surface Condition
- Wind Direction/Speed

### Lift-Off Speed/ Initial Climb Speed

### Emergency Procedures

- On-Ground
- In-Air

### Normal Departure Procedures

**CAUTION:** Always ensure that you have the most recent revision of this checklist. Always refer to the pilots operating handbook for specific procedures. Always choose the safest course of action.

**THIS CHECKLIST MUST REMAIN IN AIRPLANE**