

Fly Safe! - Training for Pilot Competence

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Quick Reference Handbook Non-Normal-Checklist

Cirrus SR22
Perspective

Memory Items

Checklist steps up to the dashed line should be memorized for accomplishment without reference to the procedure.

Checklistenschritte bis zur gestrichelten Linie sollten auswendig gelernt werden, um sie ohne Bezugnahme auf das Verfahren ausführen können.

Engine Failure On Takeoff (Low Altitude)

- | | |
|---|-------------|
| 1. Best Glide or Landing Speed (as appropriate) | ESTABLISH |
| 2. Mixture | CUTOFF |
| 3. Fuel Selector | OFF |
| 4. Ignition Switch | OFF |
| 5. Flaps | AS REQUIRED |
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If time permits:

- | | |
|----------------------------|----------------|
| 6. Power Lever | IDLE |
| 7. Fuel Pump | OFF |
| 8. Bat-Alt Master Switches | OFF |
| 9. Seat Belts | ENSURE SECURED |

Engine Failure In Flight

- | | |
|-----------------------------------|--------------|
| 1. Best Glide or Landing Speed | ESTABLISH |
| 2. Mixture | AS REQUIRED |
| 3. Fuel Selector | SWITCH TANKS |
| 4. Fuel Pump | BOOST |
| 5. Alternate Induction Air | ON |
| 6. Air Conditioner (if installed) | OFF |
| 7. Ignition Switch | CHECK, BOTH |
| 8. Power Lever | ½ OPEN |
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If engine does not start:

9. Perform *Engine Airstart* or *Emergency Landing Without Engine Power* Checklist, as required.

Engine Airstart

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|------------------------|----------------|
| 1. Bat Master Switches | ON |
| 2. Power Lever | OPEN ½ INCH |
| 3. Mixture | RICH, AS REQ'D |
| 4. Fuel Selector | SWITCH TANKS |
| 5. Ignition Switch | BOTH |
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|---|-----------------|
| 6. Fuel Pump | BOOST |
| 7. Alternate Induction Air | ON |
| 8. Alt Master Switches | OFF |
| 9. Starter (Propeller not Windmilling) | ENGAGE |
| 10. Power Lever | slowly INCREASE |
| 11. Alt Master Switches | ON |
| 12. If no start, perform <i>Forced Landing</i> Checklist. | |

Engine Fire In Flight

- | | |
|------------------------------|----------------|
| 1. Mixture | CUTOFF |
| 2. Fuel Pump | OFF |
| 3. Fuel Selector | OFF |
| 4. Airflow Selector | OFF |
| 5. Power Lever | IDLE |
| 6. Ignition Switch | OFF |
| 7. Cabin Doors | PARTIALLY OPEN |
| 8. Land as soon as possible. | |
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Cabin Fire In Flight

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|----------------------------|---------------|
| 1. Bat-Alt Master Switches | OFF, AS REQ'D |
| 2. Fire Extinguisher | ACTIVATE |

If airflow is not sufficient to clear smoke or fumes from cabin:

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|----------------|----------------|
| 3. Cabin Doors | PARTIALLY OPEN |
|----------------|----------------|

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- | | | |
|-----------------------------|-------|-----|
| 4. Avionics Power Switch | Flaps | OFF |
| 5. All other switches | | OFF |
| 6. Land as soon as possible | | |

If setting master switches off eliminated source of fire or fumes and airplane is in night, weather, or IFR conditions:

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|-------------------------------|--|-----------------------------|
| 7. Airflow Selector | | OFF |
| 8. Bat-Alt Master Switches | | ON |
| 9. Avionics Power Switch | | ON |
| 10. Required Systems | | ACTIVATE one at a time |
| 11. Temperature Selector | | COLD |
| 12. Vent Selector | | FEET/PANAL/DEFROST POSITION |
| 13. Airflow Selector | | SET AIRFLOW TO MAXIMUM |
| 14. Panel Eyeball Outlets | | OPEN |
| 15. Land as soon as possible. | | |

Wing Fire In Flight

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|---|-----|
| 1. Pitot Heat Switches | OFF |
| 2. Navigation Light Switch | OFF |
| 3. Landing Light | OFF |
| 4. Strobe Light Switch | OFF |
| 5. If possible, side slip to keep flames away from fuel tank and cabin. | |
| 6. Land as soon as possible. | |
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Engine Fire During Start

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|------------------|---------|
| 1. Mixture | CUTOFF |
| 2. Fuel Pump | OFF |
| 3. Fuel Selector | OFF |
| 4. Power Lever | FORWARD |
| 5. Starter | CRANK |
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6. If flames persist, perform *Emergency Engine Shutdown on Ground* and *Emergency Ground Egress Checklist*.

Smoke and Fume Elimination

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|-----------------------------------|-----------------------------|
| 1. Oxygen Masks or Cannulas | DON |
| 2. Oxygen System | ON |
| 3. Oxygen Flow Rate | MAXIMUM |
| 4. Air Conditioner (if installed) | OFF |
| 5. Temperature Selector | COLD |
| 6. Vent Selector | FEET/PANAL/DEFROST POSITION |
| 7. Airflow Selector | SET AIRFLOW TO MAXIMUM |

If source of smoke and fume is firewall forward:

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|---|------|
| a. Airflow Selector | OFF |
| 8. Panel Eyeball Outlets | OPEN |
| 9. Prepare to land as soon as possible. | |

Emergency Landing Without Engine Power

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|------------------------|--|
| 1. Best Glide Speed | ESTABLISH |
| 2. RADIO | Transmit (121.5 MHz) MAYDAY
(<i>giving location and intentions</i>) |
| 3. Transponder | SQUAWK 7700 |
| 4. If off airport, ELT | ACTIVATE |
| 5. Power Lever | IDLE |
| 6. Mixture | CUTOFF |
| 7. Fuel Selector | OFF |
| 8. Ignition Switch | OFF |
| 9. Fuel Pump | OFF |
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- | | |
|-------------------------------------|---------|
| 10. Flaps (when landing is assured) | 100% |
| 11. Master Switches | OFF |
| 12. Seat Belt(s) | SECURED |

Emergency Descent

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|----------------|----------------------------|
| 1. Power Lever | IDLE |
| 2. Mixture | AS REQUIRED |
| 3. Airspeed | V _{NE} (205 KIAS) |
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Ditching

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|----------------|--|
| 1. RADIO | Transmit (121.5 MHz) MAYDAY
(<i>giving location and intentions</i>) |
| 2. Transponder | SQUAWK 7700 |
| 3. CAPS | ACTIVATE |
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- | | |
|----------------------|--------------------------------|
| 4. Airplane | EVACUATE |
| 5. Flotation Devices | INFLATE WHEN CLEAR OF AIRPLANE |

CAPS Deployment

WARNING

The maximum demonstrated deployment speed is 140 KIAS.

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|-----------------------------------|--------------------|
| 1. Activation Handle Cover | REMOVE |
| 2. Activation Handle (Both Hands) | PULL STRAIGHT DOWN |

After deployment, as time permits:

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|----------------------------|--------|
| 3. Mixture | CUTOFF |
| 4. Fuel Selector | OFF |
| 5. Fuel Pump | OFF |
| 6. Bat-Alt Master Switches | OFF |

Turn the Bat-Alt Master Switches off after completing any necessary radio communications.

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|--|---------|
| 7. Ignition Switch | OFF |
| 8. ELT | ON |
| 9. Seat Belts and Harnesses | TIGHTEN |
| 10. Loose Items | SECURE |
| 11. Assume emergency landing body position. | |
| 12. After the airplane comes to a complete stop, evacuate quickly and move upwind. | |

Power Lever Linkage Failure

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|------------------------------|------------------------------------|
| 1. Power Lever Movement | VERIFY |
| 2. Power | SET if able |
| 3. Flaps | SET if needed |
| 4. Mixture | AS REQUIRED (full rich to cut-off) |
| 5. Land as soon as possible. | |

Emergency Engine Shutdown On Ground

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|------------------------|--------|
| 1. Power Lever | IDLE |
| 2. Fuel Pump (if used) | OFF |
| 3. Mixture | CUTOFF |
| 4. Fuel Selector | OFF |
| 5. Ignition Switch | OFF |

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- | | |
|----------------------------|-----|
| 6. Bat-Alt Master Switches | OFF |
|----------------------------|-----|

Emergency Partial Power Loss

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|-----------------------------------|---|
| 1. Air Conditioner (if installed) | OFF |
| 2. Fuel Pump | BOOST |
| 3. Fuel Selector | SWITCH TANKS |
| 4. Mixture | CHECK appropriate for flight conditions |
| 5. Power Lever | SWEEP |
| 6. Alternate Induction Air | ON |
| 7. Ignition Switch | BOTH, L, then R |
| 8. Land as soon as practical. | |

Emergency Ground Egress

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|---------------|----------|
| 1. Engine | SHUTDOWN |
| 2. Seat belts | RELEASE |
| 3. Airplane | EXIT |
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