CHECK FLIGHT CERTIFICATE

Fokker 50	**CFS 278 Issue 1**	Registration:

Date:	Crew:	Observer:

Performance	Climb #1	Climb #2	
Average Weight			
Average Altitude			ft
Average Temp.			°C
Speed			KIAS
Achieved Rate			fpm
Scheduled Rate			fpm
Margin			fpm
Permitted Margin	-70	-70	fpm

Airfield:

Start Weight Kg/Lbs*:

Takeoff cg:

Performance:

SATIS/UNSATIS/NOT APPLICABLE*

*(delete as applicable)**

Defects

No.	Defect	-/R/FT	Action?

(use a continuation sheet as necessary)

Conclusions/Comments

I CERTIFY that I have tested the above aircraft and have detailed the deficiencies and unsatisfactory features above. Those items annotated R or FT must be dealt with as shown in the notes on the reverse side.

Name:	Signed:	Date:	Licence No.:
For CAA Use only	Report Logged by:	Date:	Report No.:

NOTES

General
Only CAA personnel or pilots specifically briefed to carry out CAA Check Flights may conduct the test.
General notes on test conduct can be found in the CAA Check Flight Handbook.

Registration: If the aircraft is not on the UK register, add the manufacturers serial number and expected UK registration (if known).
Crew: Captain, co-pilot, Flight engineer (where applicable).
Airfield: Departure airfield.
Start Weight: Actual all up weight at first engine start. Also delete Kg or Lbs as appropriate.
Takeoff cg: Actual cg at lift-off, preferably as a % of the Mean Aerodynamic Chord.

Performance
A full description of climb analysis is given in the CAA Check Flight Handbook.
Climb#1/Climb#2: Enter in these columns data from the first and second climbs.
Average Weight: The aircraft all up weight at the midpoint of the measured climb.
Average Altitude: The altitude at which the line drawn to average the measured points passes through at the mid time.
Average Temp: The temperature at which the line drawn to average the measured points passes through at the mid time.
Speed: The target climb speed (Indicated Airspeed.)
Achieved Rate: The climb rate as given by the slope of the line drawn to average the measured altitude points in feet per minute.
Scheduled Rate: The expected gross rate of climb read from the appropriate graph in the Flight Manual with any adjustments for configuration differences. For large aircraft, the basic gross data are normally to be found in a separate supplement labelled 'Additional Flight Test Data'.
Margin: The difference between the Scheduled and Achieved rates of climb (negative if achieved is lower than scheduled).

Defects
Enter all defects from the flight. All defects must also be entered in the Technical Log. Procedural items entered in the Technical Log (such as re-stowing oxygen masks) need not be entered here. Items affecting flight safety which were known before the flight, whether or not they were deferred should be entered. In the latter case, the defect should be annotated accordingly after the details.
No.: The first column is to allow the items to be numbered.
Defect: Enter details of the defect.
-/R/FT: Classify each defect according to its impact on safety, regardless of whether it can be deferred according to the MEL. Any deferrals should be dealt with in the normal way in the Technical Log. Items requiring rectification (or deferral under the MEL) before further flight for hire or reward or before the issue of the CofA should be marked 'R'. Additionally, items that require re-checking in-flight following rectification (such as inadequate climb performance) should be marked 'FT'. Items requiring both should be marked 'R/FT'.
Action?: This column should be left blank unless further information is required from the engineers or the item is considered to be of sufficient import that CAA action is considered necessary, then the person/department/agency from whom further action is required should be noted in this column. Annotate accordingly if an MOR or similar report is to be raised.

Conclusions/Comments
Any conclusions, notes or comments useful for tracking defects may be entered.
Name: Only the pilot who carried out the test may sign this sheet.

CAA Check Flight Schedules

All CAA Check Flight Schedules (CFSs) are prepared based on a design standard which, before September 2003, was the UK Type Certificate. Following the creation of EASA there may be different design standards in service within the European Union (EU) - this may include modifications approved in any EU country.

It is the responsibility of the flight crew to ensure that the exercises and limitations in the CFS are correct for the aircraft under test.

The prime source of information will be the aircraft flight manual and in the event of conflict the flight manual should be taken as overriding.

CAA policy is that pilots who conduct airtests on the behalf of the Authority must be acceptable to the Authority, must have been briefed on techniques and safety considerations before carrying out the tests in these schedules and must have carried out an airtest within the last 4 years.

The CAA does not accept responsibility for the use of a CAA CFS on a test flight not directly under their control.

CHECK FLIGHT SCHEDULE

FOKKER 50 **CFS 278 ISSUE 1**

Operator/Maintenance Organisation		
Aerodrome		
Altitude	Temperature	QFE

INTRODUCTION

This schedule is applicable only to Fokker 50 series aircraft.

The schedule is based on the assumption that the everyday operation of the aircraft serves as a continuous check on the functioning of all normal services. On these test flights, however, the crew are expected generally to monitor the behaviour of all equipment and to report any unserviceable items. In addition to completing all the required tests in the schedule, any characteristics which are considered unsafe or undesirable must be recorded.

MINIMUM CREW

The minimum flight crew shall be increased by one observer to record the results of the tests. The pilot conducting the tests shall be acceptable to the CAA(SRG) for airworthiness flight testing of Fokker 50 aircraft.

PASSENGERS

Commanders are reminded that it is illegal to carry passengers on a test flight made under 'A' Conditions, except where they are required to perform duties in the aircraft in connection with the flight. While it is legal to carry passengers on a test flight of an aircraft with a valid Certificate of Airworthiness, the practice is not recommended. If passengers are carried, however, they should be informed that the risk is greater than on an ordinary flight. Oxygen shall be available to all persons on board.

CLIMB AND STALL SPEEDS

			FLAPS UP			FLAPS 15			FLAPS 35		
Weight 1000 lb	**TOSS Flap 15**	**En-Route**	**Trim**	**Stall Warning**	**Stall**	**Trim**	**Stall Warning**	**Stall**	**Trim**	**Stall Warning**	**Stall**
20	102	121	125	107	96	108	92	83	95	83	73
19	100	118	121	104	93	105	89	81	92	81	71
18	97	115	118	101	91	103	87	79	90	79	69
17	94	112	114	97	88	99	84	76	87	77	67
16	92	109	112	95	86	96	82	74	85	75	65

GO-AROUND TORQUE-ONE ENGINE INOP.

Altitude	TAT °C						
-1000 ft	-30	-20	-10	0	10	20	30
10	100	95	91	86	81	75	68
9	102	99	94	90	85	79	71
8	102	100	98	93	88	82	74
7	100	102	102	97	92	86	77
6	99	100	102	101	95	89	80
5	97	99	101	102	99	93	83
4	95	97	99	101	102	96	87

GO-AROUND TORQUE - TWO ENGINES

Altitude	TAT °C						
-1000 ft	-30	-20	-10	0	10	20	30
10	97	92	87	82	77	71	65
9	100	95	90	86	81	75	68
8	102	99	94	90	85	79	71
7	100	102	98	93	88	82	74
6	99	100	102	97	92	86	77
5	97	99	101	101	95	89	80
4	95	97	99	101	99	96	84

MAXIMUM CONTINUOUS TORQUE - ONE ENGINE INOP.

Altitude	TAT °C						
-1000 ft	-30	-20	-10	0	10	20	30
16	72	68	64	60	56	51	-
14	79	74	70	66	61	56	-
12	86	81	77	72	68	62	-
10	87	87	84	80	74	69	63
8	|	|	87	86	81	75	68
6	|	|	|	87	87	81	74
4	|	|	|	|	|	87	81

TEST SCHEDULE

The pilot conducting the tests must be familiar with the contents of this schedule before flight.

The data contained in this schedule is correct at the time of writing, but might not be in agreement with subsequent Flight Manual amendments; in cases of conflict, the Flight Manual is overriding, and CAA (SRG) Flight Test Section must be informed. The altitude conditions in the schedule must be observed to ensure adequate safety and validity of the test results. The tests should, if possible, be carried out in the sequence as written.

References to PMP should also be taken to mean ERSP if fitted instead.

LOADING AND CALCULATION OF WEIGHT

The aircraft is to be loaded with full fuel, with the C.G. within the Flight Manual limits.

Record:	- zero fuel weight		kg
	- aircraft weight		kg
	- cg		

PRE-FLIGHT INFORMATION

Record:	- total airframe hours	

			Port	Starboard
Record:	- each engine serial	S/N		
	and total hours run	Hrs		

Except where otherewise indicated, the flight techniques are those associated with normal operation of the aircraft (for example yaw damper engaged). Fuel symmetry must be maintained, particularly when aircraft handling is being assessed.

NOTE: In preparation for later tests, identify stall warning system circuit breakers and remove the Maintainance Test Panel cover.

1. PRE-FLIGHT CHECKS

Before Engine Start

Carry out a comprehensive external and internal pre-flight check.

Stall warning test

Electrical power	As necessary
Both stall warning vanes	Approximately level
MTP power	On
Stall Test Switch (MTP row 6)	Depress and Hold
Left vane	Trailing edge up
Left stall warning operates	SAT/UNSAT
Left vane	Level
Right vane	Trailing edge up
Right stall warning operates	SAT/UNSAT
Stall warning test	Release

Flight Control Trims

Elevator, aileron and rudder trims	Operate over whole range
Check free and unobstructed movement and indicators show full deflection when appropriate	SAT/UNSAT

Configuration Warning Checks

Electrical Hydraulic Pump	On
Parking Brake	Released
Flaps	5
Elevator Trim	Green Band
Rudder Trim	Green Band
Flight Control Lock	Off
PMP/ERSP	T/O
RH Power Lever	Idle
LH Power Lever	T/O Detent

Check warning occurs when -

Elevator Trim outside green band (lim:1.6ND,2.8NU)	SAT/UNSAT
Flaps 0	SAT/UNSAT
Flaps 25	SAT/UNSAT
PMP/ERSP rating not GA, TO or FLX	SAT/UNSAT

Both Power Levers	T/O Detent
Instrument Self Test Button (MTP row 2)	Depress and hold
TOCW sounds (for autofeather not armed)	SAT/UNSAT
Instrument Self Test Button	Release
Both Power Levers	Idle
Parking Brake	Set
TO CONFIG button	Depress and hold
Check no warning	SAT/UNSAT
Rudder trim	Set to beyond 3.5 units
TOCW sounds	SAT/UNSAT
TO CONFIG button	Release
Rudder trim	Return to neutral
RH Power lever	TO Detente
TOCW sounds (for parking brake)	SAT/UNSAT
RH Power Lever	Idle
All Controls	Reset for take-off

After Engine start

Airframe Deicing

Both Engines	Ground Idle
Manual Deicing Selector	Position 1
Check inflation/deflation of boots on "a" system	SAT/UNSAT
Manual Deicing Selector	Position 2
Check inflation/deflation of boots on "b" system	SAT/UNSAT

(NOTE: all boots should be inflated by either "a" or "b" system)

APR and Autofeather Checks

PMP/ERSP	TO
Power levers	Both idle
Both Autofeather test buttons	Press and hold
AF/APR ARMED light on	SAT/UNSAT
AF/APR STBY light on	SAT/UNSAT
LH Autofeather button	Release
Level 3 alert (LH engine failure)	SAT/UNSAT
AF/APR ARMED and STBY lights out	SAT/UNSAT
LH feather light on	SAT/UNSAT
Left engine NP between 15% and 18%	SAT/UNSAT
Right engine NP approx 80%	SAT/UNSAT
LH PR/SO valve closed	SAT/UNSAT
Both Autofeather test buttons	Press and hold
RH Autofeather button	Release
Level 3 alert (RH engine failure)	SAT/UNSAT
AF/APR ARMED and STBY lights out	SAT/UNSAT
RH feather light on	SAT/UNSAT
Right engine NP between 15% and 18%	SAT/UNSAT
Left engine NP approx 80%	SAT/UNSAT
RH PR/SO valve closed	SAT/UNSAT
Both Autofeather buttons	Release

During taxying

Alternate Brakes Check

Alternate Brakes	Operate
Confirm smooth operation	SAT/UNSAT
Differential braking	SAT/UNSAT
Handle springs back to off position	SAT/UNSAT

Prior to takeoff

Both engine anti-ice systems	On

2. TAKE-OFF

Carry out a normal take-off using full power.

Record any unusual characteristics : [ ]

3. FUNCTIONING

Engine anti-ice

Observe TAT at which engine anti-ice comes on

L	R

Lims: +4 to +6 degs C

When convenient - engine anti-ice off one at a time

Observe appropriate generator load decreases SAT/UNSAT

Recommended FL 40; limits 3000 ft AGL to FL 80

Engine accelerations and FD G/A pitch datum check.

With:	Speed	V_{REF}
	Flaps	35
	Gear	Down
	Anti-ice	OFF
	Airconditioning	OFF
	PMP/ERSP	CRZ
	Flight Director	ON

Allow engine to stabilise at idle.
Check and record:

Flight idle Torque for each engine, and acceleration times to go around power by advancing throttle and pressing the G/A button.

	Port	**Starboard**
Idle Torque		
Time (10 secs max)		

Check automatic change to G/A rating on PMP/ERSP SAT/UNSAT

Record: FD pitch up command position

Limits 7.0 to 9.0 nose up

4. <u>LEFT ENGINE SHUTDOWN</u>

Flaps	15
Gear	Up
Speed	Around 120 KIAS
Both Engine bleeds	On

Shutdown the LH engine and observe correct operation of electrical bus tie

AC crossfeed	SAT/UNSAT
Auto Bleed Shut Off when full power selected	SAT/UNSAT

5. TAKE-OFF CLIMB

Limits 3000 ft AGL to FL 70

Carry out an engine take-off climb for 5 minutes, on a constant heading, clear of cloud and significantt turbulence. Commence the climb from not below 3000 ft above terrain. Start recording when in a stabilised trimmed condition at the scheduled speed using not more than 5 degrees bank towards the operative engine. Aim to maintain IAS within 2 knots of the scheduled speed, and check the scheduled torque setting is achieved on the live engine.

Configuration	Flap	15
	Gear	UP
	Speed	V2 for weight
	PMP/ERSP	TO
	Right Engine	TO Detent
	Left Engine	Shut down, propeller feathered
	Both Bleeds	OFF
	Airframe and Engine Anti-icing	OFF
	Captains Altimeter	Set to 1013 mb

The following chart may be used to check power:

NORMAL TAKE-OFF POWER

Altitude -1000 ft	TAT °C						
	-30	-20	-10	0	10	20	30
10	89	85	81	77	72	67	61
9	91	88	84	80	75	70	63
8	91	91	87	82	78	72	66
7	91	91	91	86	82	75	69
6	91	91	91	90	85	78	72
5	91	91	91	91	88	82	75
4	91	91	91	91	91	85	78

Take-off Climb | Recommended start at FL40; limits 3000 ft AGL to FL70

			TARGETS
START WEIGHT			
FUEL GONE		TORQUE	
START CLIMB WEIGHT		SPEED	

TIME	ALTIMETER	ASI P1	ITAT	TORQUE
0				
0.5				
1.0				
1.5				
2.0				
2.5				
3.0				
3.5				
4.0				
4.5				
5.0				

Trim Positions Stab [ ] Aileron [ ] Rudder [ ]

	P1	P2	
ASI COMPARISON AT ONE INSTANT			(Max difference 3 kts)

ENGINE PARAMETERS AFTER 3 MINUTES

TORQUE		N_L	
N_P		OIL PRESSURE	
ITT		OIL TEMPERATURE	
N_H		FUEL FLOW	

START WEIGHT		AVE CLIMB WEIGHT	
FUEL GONE AT END			
END CLIMB WEIGHT			

6. Left Engine Relight

Lims: FL200 maximum

Speed	About 140 to 160 KIAS
Flaps	As required

RECORD:

Altitude		ft.
Time to ITT rise		secs (lims: 15 sec max)
Maximum ITT		degs C
Time to idle Nh		secs (lims: 30 sec max)
Time to unfeather		secs (lims: 45 sec max)
Any abnormality during relight, spool up		

LDG ALTITUDE Set 8000 ft for later test

Confirm satisfactory engine behaviour before carrying out the following check.

7. RIGHT ENGINE SHUTDOWN

Flaps	Up
Gear	Up
Speed	Around 130 KIAS
Both Engine bleeds	On

Shutdown the RH engine and observe correct operation of electrical bus tie

AC and DC auto crossfeed	SAT/UNSAT
Auto Bleed Shut Off	SAT/UNSAT

8. EN-ROUTE CLIMB

Lims: 3000 agl to FL 180

This item may be deleted for standard airworthiness flight tests. Refer to CAA Flight Department for other tests.

Carry out en-route climb as follows :

Flap	UP
Gear	UP
Speed	Single Engine En-route climb speed
Right Engine	OUT & PROP FEATHERED
PMP/ERSP	MCT
Left Throttle	TO Detente
Air conditioning	ON
Anti-icing bleeds	OFF
Captains Altimeter	Set to 1013 mb

En Route Climb

lims: 3000 ft AGL to FL180

			TARGETS
START WEIGHT			
FUEL GONE		TORQUE	
START CLIMB WEIGHT		SPEED	

TIME	ALTIMETER	ASI P1	ITAT	TORQUE
0				
0.5				
1.0				
1.5				
2.0				
2.5				
3.0				
3.5				
4.0				
4.5				
5.0				

Trim Positions Stab [ ] Aileron [ ] Rudder [ ]

	P1	P2	
ASI COMPARISON AT ONE INSTANT			(Max difference 3 kts)

ENGINE PARAMETERS AFTER 3 MINUTES

TORQUE		N_L	
N_P		OIL PRESSURE	
ITT		OIL TEMPERATURE	
N_H		FUEL FLOW	

START WEIGHT		AVE CLIMB WEIGHT	
FUEL GONE AT END			
END CLIMB WEIGHT			

7.1 Right Engine Relight

Lims: FL200 maximum

Speed	About 140 to 160 KIAS
Flaps	As required

RECORD:

Altitude		ft.
Time to ITT rise		secs (lims: 15 sec max)
Maximum ITT		degs C
Time to idle Nh		secs (lims: 30 sec max)
Time to unfeather		secs (lims: 45 sec max)
Any abnormality during relight, spool up		

10. PRESSURISATION CHECKS | Above FL 120

Manually reduce cabin pressure to check cabin altitude warning.

Observe cabin altitude at warning [ ] feet

(lims: min 9000 max 11,000)

Repressurise and set LDG ALTITUDE to Sea Level for later test.

11. CLIMB CHECKS

Climb to FL200, and carry out the following during the climb.

12 CROSSFEED | Between FL 120 and FL150

LH fuel pumps 1 and 2	OFF (one by one)	
Normal engine operation		SAT/UNSAT
LH pump P/Bs show OFF		SAT/UNSAT
X-FEED	ON	
Only RH fuel qty decreases		SAT/UNSAT
X-FEED P/B shows ON and white flowbar		SAT/UNSAT
LH fuel pumps	Reset	
X-FEED	OFF	
RH fuel pumps 1 and 2	OFF (one by one)	
Normal engine operation		SAT/UNSAT
RH pump P/Bs show OFF		SAT/UNSAT
X-FEED	ON	
Only LH fuel qty decreases		SAT/UNSAT
X-FEED P/B shows ON and white flowbar		SAT/UNSAT
RH fuel pumps	Reset	
X-FEED	OFF	

13. CONTROL

Check elevator aileron, rudder for weight, response backlash, breakout force.

SAT/UNSAT

Check trimmers operation. SAT/UNSAT

14 YAW DAMPER

On aircraft with only one yaw damper switch on the overhead AFCS panel, it will only be possible to check the complete system.
Confirm satisfactory yaw damper operating by confirming each yaw damper damps dutch roll.

Yaw Damper 1 SAT/UNSAT

Yaw Damper 2 SAT/UNSAT

15. CRUISE CHECK FL200

Level at FL200

Flaps	Up
Gear	Up
Engine Rating	CRZ
Power Levers	TO Detente
Bleeds	Both ON
Packs	Both ON
ECON P/B	Blank
All Anti Ice	OFF

While speed is stabilizing, carry out the following:

Pressurization

Note: Discontinue check and reduce cabin differential before reaching 5.7 psi

Pressurization	Manual
Manual Control Lever	DN
Rate Knob	Adjust to achieve about 1000 fpm

Observe cabin pressure when safety valve opens (indicated by rate rapidly falling to zero)

Cabin Differential		psi (lims:5.15 to 5.7)
Cabin Altitude		ft (lims:5,200 to 4,400)

When the speed has stabilised, record the following :

Aircraft Weight

Altitude			
Speed KIAS			
ITAT °C			
Torque %			
ITT °C			
Fuel Flow kgs/hr			
Trims			

16. HIGH IAS RUN — BELOW FL210

Note: Flying conditions must not be significantly turbulent for this test. Increase speed to 245 KIAS trimming the aircraft in all axes up to V_{MO} (224 KIAS); make small control inputs. Close the throttles to recover.

Check and record:

	EL	AIL	RUD
Trims at V_{MO}			

	P1	P2	
IAS at warning			KIAS (lims: 223 to 230)

Flying controls for weight and response (use only small control deflections) SAT/UNSAT

Engine behaviour SAT/UNSAT

17. DE-ICE SYSTEM

Throttles	Both idle
Airframe De-icing switch	Heavy
Check absence of LOW PRESS caution	SAT/UNSAT
De-icing switch	OFF

18. STALLING

FL100 TO FL150

Prior to each stall, trim the aircraft with throttles closed at 1.3 times the scheduled stall speed. Maintain zero yaw with rudder and/or rudder trim and wings level with ailerons.

Without trimming further, maintain pitch attitude of about 10° to achieve a speed reduction of about 1 kt per second until the aircraft stalls. Repeat stalls as necessary to confirm results (note one stall in each configuration is normally sufficient however extra boxes in which to record data are provided should repeats be necessary). After the stalls check absence of PEC channel faults on MTP (row 3) and reset magnetic indicators if required.

CAUTION:

1. Aileron "Snatching" may occur but can be controlled by holding the control wheel firmly.

2. If rolling tendencies at or near the stall are uncontrollable or if buffet or G-break occurs appreciably before or after stickshaker operation, do not continue the stall check.

Check and record the following :

Aircraft start weight	
Fuel gone	
Aircraft weight for stalling	

18.1 Flaps Up Stall

Gear UP
Flaps 0

1.3 V_S				KIAS Scheduled
V shake				KIAS Scheduled
V stall				KIAS Scheduled
El trim at 1.3 V_S				
P2 ASI at 1.3 V_S				KIAS
V shake				P1 KIAS
V stall				P1 KIAS
Characteristics				

Limits: Stall warning ± 3 kts, stall ± 3 kts, minimum margin warning to stall 7 kts.

18.2 Flaps 15 Stall

Gear DOWN
Flaps 15

1.3 V_S				KIAS Scheduled
V shake				KIAS Scheduled
V stall				KIAS Scheduled
El trim at 1.3 V_S				
P2 ASI at 1.3 V_S				KIAS
V shake				P1 KIAS
V stall				P1 KIAS
Characteristics				

Limits: Stall warning ± 3 kts, stall ± 3 kts, minimum margin warning to stall 7 kts.

18.3 Flaps Landing Flap Stall

Gear DOWN
Flaps 35

1.3 V_S				KIAS Scheduled
V shake				KIAS Scheduled
V stall				KIAS Scheduled
El trim at 1.3 V_S				
P2 ASI at 1.3 V_S				KIAS
V shake				P1 KIAS
V stall				P1 KIAS
Characteristics				

Limits: Stall warning ± 3 kts, stall ± 3 kts, minimum margin warning to stall 7 kts.

19. FLAP AND GEAR TIMINGS

FL100 or below

Airspeed	170 KIAS	
Gear	Select Down	
Time to three greens		(Approx 14 sec, 20 sec max)
Airspeed	140 KIAS	
Flap	Select 35	
Time to full travel		(lim: 12 to 14 secs.)
Flap	Select 0	
Time to fully up		(lim: 12 to 14 secs.)
Airspeed	170 KIAS	
Gear	Select UP	
Time to blue light out		(lims: max 10 sec.)
Airspeed	170 KIAS	
Hydraulic Pumps	All off	
Alternate gear	Select Down	
Confirm satisfactory deployment		SAT/UNSAT
Confirm Alt LG selector cannot be reset		SAT/UNSAT
Normal Gear Handle	Select Down	
Alternate Gear Handle	Reset	
Hydraulic Pumps	Engine pumps on	
Reset configuration as necessary.		

20. LANDING

Carry out normal landing and record any unusual handling characteristics and using full reverse thrust.

Check PMP/ERSP switches to GA	SAT/UNSAT
PMP/ERSP switches to TO about 14 secs after touchdown	SAT/UNSAT

21. FUNCTIONING AFTER LANDING

Check the operation of the emergency flap lowering using the Alternative Flap Control.

Flaps	RETD
Alternate flap selector	Hold at DOWN until flap 5 achieved
Confirm deployed	SAT/UNSAT

Reset by moving normal flap lever to 5 then back to up.

Check oxygen masks for flow and operation of microphones	SAT/UNSAT

22. AFTER SHUTDOWN/BATTERY POWER CHECKS

Battery Switch	ON

Check BAT PWR ONLY light ON	SAT/UNSAT
Battery 1 and 2 Voltage (23-27 volt)	SAT/UNSAT
DC EMER 1 and 2 Voltage (23-26 volt)	SAT/UNSAT
AC EMER 1 Voltage (110-120 volt)	SAT/UNSAT

Fire handles	Unlock/Pull (DO NOT TURN)
FUEL PUMP P/Bs	OFF
PROP EC's	OFF
All PITOT P/Bs	OFF
ENG EC's	OFF
Pressurisation	MANUAL

Check SYS SHUT-OFF indicators show SHUT	SAT/UNSAT
No.2 FUEL PUMP P/B's show OFF	SAT/UNSAT
PROP EC P/B's show OFF	SAT/UNSAT
L LO PITOT P/B show OFF	SAT/UNSAT
ENG EC P/B's show MAN	SAT/UNSAT
PRESS CONTROL P/B shows MAN	SAT/UNSAT

Fire handles	Reset
PROP EC's	ON
ENG EC's	ON
Pressurisation	Auto

Check the following are operating:

LH EFIS	Torque indicators
LH Altimeter (1 ADC)	ITT indicators
RH RMI	NH indicators
VOR/ILS 1	Nose gear back-up light ON
ADF 1	Alternate flap operation
VHF 1	SKID CTL test
PA	

Battery switch	OFF

23. PLACARDS

Check presence and legibility of all placards, instrument and control markings.	SAT/UNSAT