PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL

Serial No. _____

Registration No. _____

Type Certificate No. _____

THIS HANDBOOK INCLUDES THE MATERIAL REQUIRED TO BE FURNISHED TO THE PILOT BY THE FEDERAL AVIATION REGULATIONS AND ADDITIONAL INFORMATION PROVIDED BY THE MANUFACTURER, AND CONSTITUTES THE FAA APPROVED AIRPLANE FLIGHT MANUAL

This Handbook meets GAMA Specification No. 1, *Specification for Pilot's Operating Handbook*, issued February 15, 1975 and revised October 18, 1996: Revision No. 2.

Approved by the Federal Aviation Administration

By: _____

(NAME) (TITLE) Manufacturers Name _____

Date: _____ Address _____

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AFM42-A-00-00-00-00A-021A-A

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AFM42-A-00-00-00-00A-023A-A

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SAFETY STATEMENTS

AFM42-A-00-00-00-00A-012A-A

A. Warnings, Cautions, and Notes

The following definitions apply to the warnings, cautions, and notes as used in this manual:

B.

Note 1

Any operating procedure, practice, or condition that requires emphasis.

End of AFM42-A-00-00-00-00A-012A-A
End of SAFETY STATEMENTS

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LIST OF EFFECTIVE DATA MODULES

The LOEDM reflects the status of the data modules used within this publication. The following are the a status definitions:

- If the DM is new from the prior release of the publication, an "N" indicates that the data module has been added to the publication since the last release of the publication.
- If the DM is unchanged from the prior release of the publication, the entry is left blank.
- If the DM is changed from the prior release of the publication, a "C" indicates that the data module existed in the previous revision of the publication and has experienced a content change.

Data module title	Data module code	Issue number	Issue date	Status
Front cover	AFM42-A-00-00-00-00A-001A-A	001	2023-12-31	
Copyright statements	AFM42-A-00-00-00-00A-021A-A	001	2023-12-31	
Administrative and legal statements	AFM42-A-00-00-00-00A-023A-A	001	2023-12-31	
Safety statements	AFM42-A-00-00-00-00A-012A-A	001	2023-12-31	
AFM_4.2 – General	AFM42-A-01-00-01-00A-043A-A	002	2023-12-31	C
AFM_4.2 – General - Additional	AFM42-A-01-00-01-01A-043A-A	001	2023-12-31	N
AFM_4.2 – Introduction	AFM42-A-01-00-02-00A-043A-A	001	2023-12-31	
AFM_4.2 – Three View Drawing	AFM42-A-01-00-03-00A-043A-A	001	2023-12-31	
AFM_4.2 – Required Descriptive Data	AFM42-A-01-00-04-00A-043A-A	001	2023-12-31	
AFM_4.2 – Engine(s)	AFM42-A-01-00-05-00A-043A-A	001	2023-12-31	
AFM_4.2 – Propeller(s)	AFM42-A-01-00-06-00A-043A-A	001	2023-12-31	
AFM_4.2 – Fuel	AFM42-A-01-00-07-00A-043A-A	001	2023-12-31	
AFM_4.2 – Oil	AFM42-A-01-00-08-00A-043A-A	001	2023-12-31	

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Data module title	Data module code	Issue number	Issue date	Status
AFM_4.2 – Maximum Certified Weights	AFM42-A-01-00-09-00A-043A-A	001	2023-12-31	
AFM_4.2 – Typical Airplane Weights	AFM42-A-01-00-10-00A-043A-A	001	2023-12-31	
AFM_4.2 – Cabin and Entry Dimensions	AFM42-A-01-00-11-00A-043A-A	001	2023-12-31	
AFM_4.2 – Baggage Space & Entry Dimensions	AFM42-A-01-00-12-00A-043A-A	001	2023-12-31	
AFM_4.2 – Specific Loadings	AFM42-A-01-00-13-00A-043A-A	001	2023-12-31	
AFM_4.2 – General Airspeed Terminology and Symbols	AFM42-A-01-00-14-01A-043A-A	001	2023-12-31	
AFM_4.2 – Meteorological Terminology	AFM42-A-01-00-14-02A-043A-A	001	2023-12-31	
AFM_4.2 – Power Terminology	AFM42-A-01-00-14-03A-043A-A	001	2023-12-31	
AFM_4.2 – Engine Controls and Instruments Terminology	AFM42-A-01-00-14-04A-043A-A	001	2023-12-31	
AFM_4.2 – Airplane Performance and Flight Planning Terminology	AFM42-A-01-00-14-05A-043A-A	001	2023-12-31	
AFM_4.2 – Weight and Balance Terminology	AFM42-A-01-00-14-06A-043A-A	001	2023-12-31	
AFM_4.2 – General Abbreviations and Symbols	AFM42-A-01-00-14-07A-043A-A	001	2023-12-31	
AFM_4.2 – Electrical / Avionic Abbreviations	AFM42-A-01-00-14-08A-043A-A	001	2023-12-31	
AFM_4.2 – Conversion to Metric System	AFM42-A-01-00-15-00A-043A-A	001	2023-12-31	
AFM_4.2 – General	AFM42-A-01-00-15-01A-043A-A	001	2023-12-31	
AFM_4.2 – Standard to Metric	AFM42-A-01-00-15-02A-043A-A	001	2023-12-31	
AFM_4.2 – Metric to Standard	AFM42-A-01-00-15-03A-043A-A	001	2023-12-31	
AFM_4.2 – General	AFM42-A-02-00-01-00A-043A-A	001	2023-12-31	

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Data module title	Data module code	Issue number	Issue date	Status
AFM_4.2 – Airspeed Limitations	AFM42-A-02-00-02-00A-043A-A	001	2023-12-31	
AFM_4.2 – Airspeed Limitations	AFM42-A-02-00-03-00A-043A-A	001	2023-12-31	
AFM_4.2 – Engine	AFM42-A-02-00-04-01A-043A-A	001	2023-12-31	
AFM_4.2 – Engine Operating Limits	AFM42-A-02-00-04-02A-043A-A	001	2023-12-31	
AFM_4.2 – Fuel	AFM42-A-02-00-04-03A-043A-A	001	2023-12-31	
AFM_4.2 – Propeller	AFM42-A-02-00-04-04A-043A-A	001	2023-12-31	
AFM_4.2 – Miscellaneous Instrument Markings	AFM42-A-02-00-05-00A-043A-A	001	2023-12-31	
AFM_4.2 – Weight Limits	AFM42-A-02-00-06-00A-043A-A	001	2023-12-31	
AFM_4.2 – Center of Gravity Limits	AFM42-A-02-00-07-00A-043A-A	001	2023-12-31	
AFM_4.2 – Maneuver Limits	AFM42-A-02-00-08-00A-043A-A	002	2023-12-31	C
AFM_4.2 – Flight Load Factor Limits	AFM42-A-02-00-09-00A-043A-A	001	2023-12-31	
AFM_4.2 – Flight Crew Limits	AFM42-A-02-00-10-00A-043A-A	001	2023-12-31	
AFM_4.2 – Kinds of Operations Limits	AFM42-A-02-00-11-00A-043A-A	001	2023-12-31	
AFM_4.2 – Fuel Limitations	AFM42-A-02-00-12-00A-043A-A	001	2023-12-31	
AFM_4.2 – Climb Condition Limits	AFM42-A-02-00-13-00A-043A-A	001	2023-12-31	
AFM_4.2 – Maximum Operating Altitude Limits	AFM42-A-02-00-14-00A-043A-A	001	2023-12-31	
AFM_4.2 – Outside Air Temperature Limit	AFM42-A-02-00-15-00A-043A-A	001	2023-12-31	
AFM_4.2 – Cabin Pressurization Limit	AFM42-A-02-00-16-00A-043A-A	001	2023-12-31	

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Data module title	Data module code	Issue number	Issue date	Status
AFM_4.2 – Maximum Passenger Seating Limit	AFM42-A-02-00-17-00A-043A-A	001	2023-12-31	
AFM_4.2 – Stall Warning/Stick Pusher System	AFM42-A-02-00-18-01A-043A-A	001	2023-12-31	
AFM_4.2 – Trim Systems	AFM42-A-02-00-18-02A-043A-A	001	2023-12-31	
AFM_4.2 – Heated Windshield	AFM42-A-02-00-18-03A-043A-A	001	2023-12-31	
AFM_4.2 – Fire Detection System	AFM42-A-02-00-18-04A-043A-A	001	2023-12-31	
AFM_4.2 – Engine Ice Protection	AFM42-A-02-00-18-05A-043A-A	001	2023-12-31	
AFM_4.2 – Oxygen System	AFM42-A-02-00-18-06A-043A-A	001	2023-12-31	
AFM_4.2 – Engine Instrument System (EIS)	AFM42-A-02-00-18-07A-043A-A	001	2023-12-31	
AFM_4.2 – Autopilot	AFM42-A-02-00-18-08A-043A-A	001	2023-12-31	
AFM_4.2 – Passenger Seat Lap Belt Extension	AFM42-A-02-00-19-01A-043A-A	001	2023-12-31	
AFM_4.2 – Cargo Limitations	AFM42-A-02-00-19-02A-043A-A	001	2023-12-31	
AFM_4.2 – Luggage Limitations	AFM42-A-02-00-19-03A-043A-A	001	2023-12-31	
AFM_4.2 – Placard - Exterior	AFM42-A-02-00-20-01A-043A-A	001	2023-12-31	
AFM_4.2 – Placard - Cockpit	AFM42-A-02-00-20-02A-043A-A	001	2023-12-31	
AFM_4.2 – Placard - Cabin	AFM42-A-02-00-20-03A-043A-A	001	2023-12-31	
AFM_4.2 – General	AFM42-A-03-00-01-00A-043A-A	001	2023-12-31	
AFM_4.2 – Airspeeds for Emergency Operations	AFM42-A-03-00-02-00A-043A-A	001	2023-12-31	
AFM_4.2 – Engine Failures	AFM42-A-03-00-03-01A-131A-A	001	2023-12-31	

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Data module title	Data module code	Issue number	Issue date	Status
AFM_4.2 – Air Start	AFM42-A-03-00-03-02A-131A-A	001	2023-12-31	
AFM_4.2 – Smoke and Fire	AFM42-A-03-00-03-03A-131A-A	001	2023-12-31	N
AFM_4.2 – Emergency Descent	AFM42-A-03-00-03-04A-043A-A	001	2023-12-31	N
AFM_4.2 – Emergency Descent	AFM42-A-03-00-03-04A-131A-A	001	2023-12-31	N
AFM_4.2 – Gliding	AFM42-A-03-00-03-05A-131A-A	001	2023-12-31	N
AFM_4.2 – Landing Emergencies	AFM42-A-03-00-03-06A-131A-A	001	2023-12-31	N
AFM_4.2 – System Emergencies	AFM42-A-03-00-03-07A-131A-A	001	2023-12-31	N
AFM_4.2 – Spin	AFM42-A-03-00-03-08A-131A-A	001	2023-12-31	N
AFM_4.2 – Spin	AFM42-A-03-00-03-09A-131A-A	001	2023-12-31	N
AFM_4.2 – Airspeed for Abnormal Operations	AFM42-A-03-00-04-00A-131A-A	001	2023-12-31	N
AFM_4.2 – Abnormal Procedures Checklist	AFM42-A-03-00-05-00A-131A-A	001	2023-12-31	N
AFM_4.2 – Amplified Abnormal Procedures	AFM42-A-03-00-06-00A-131A-A	001	2023-12-31	N
AFM_4.2 – Abnomalities	AFM42-A-03-00-07-00A-131A-A	001	2023-12-31	N
AFM_4.2 – General	AFM42-A-04-00-01-00A-043A-A	001	2023-12-31	
AFM_4.2 – Airspeed for Normal Operation	AFM42-A-04-00-02-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Normal Procedures Checklist	AFM42-A-04-00-03-00A-131A-A	001	2023-12-31	N
AFM_4.2 – Amplified Normal Procedures	AFM42-A-04-00-04-00A-131A-A	001	2023-12-31	N
AFM_4.2 – Preflight Inspection	AFM42-A-04-00-05-01A-131A-A	001	2023-12-31	N

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Data module title	Data module code	Issue number	Issue date	Status
AFM_4.2 – Before Engine Starting	AFM42-A-04-00-05-02A-131A-A	001	2023-12-31	N
AFM_4.2 – Use of External Power	AFM42-A-04-00-05-03A-131A-A	001	2023-12-31	N
AFM_4.2 – Engine Starting	AFM42-A-04-00-05-04A-131A-A	001	2023-12-31	N
AFM_4.2 – Before Taxiing	AFM42-A-04-00-05-05A-131A-A	001	2023-12-31	N
AFM_4.2 – Taxiing	AFM42-A-04-00-05-06A-131A-A	001	2023-12-31	N
AFM_4.2 – Before Takeoff	AFM42-A-04-00-05-07A-131A-A	001	2023-12-31	N
AFM_4.2 – Takeoff	AFM42-A-04-00-05-08A-131A-A	001	2023-12-31	N
AFM_4.2 – Climb	AFM42-A-04-00-05-09A-131A-A	001	2023-12-31	N
AFM_4.2 – Cruse	AFM42-A-04-00-05-10A-131A-A	001	2023-12-31	N
AFM_4.2 – Descent	AFM42-A-04-00-05-11A-131A-A	001	2023-12-31	N
AFM_4.2 – Before Landing	AFM42-A-04-00-05-12A-131A-A	001	2023-12-31	N
AFM_4.2 – Balked Landing	AFM42-A-04-00-05-13A-131A-A	001	2023-12-31	N
AFM_4.2 – After Landing	AFM42-A-04-00-05-14A-131A-A	001	2023-12-31	N
AFM_4.2 – Shutdown	AFM42-A-04-00-05-15A-131A-A	001	2023-12-31	N
AFM_4.2 – Postflight ELT	AFM42-A-04-00-05-16A-131A-A	001	2023-12-31	N
AFM_4.2 – Environment Systems	AFM42-A-04-00-06-00A-131A-A	001	2023-12-31	N
AFM_4.2 – Other Normal Procedures	AFM42-A-04-00-07-00A-131A-A	001	2023-12-31	N
AFM_4.2 – Noise Characteristics	AFM42-A-04-00-08-00A-043A-A	001	2023-12-31	N

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Data module title	Data module code	Issue number	Issue date	Status
AFM_4.2 – Procedure for Practice Demonstration of V MCA	AFM42-A-04-00-09-00A-131A-A	001	2023-12-31	N
AFM_4.2 – Fuel Conservation	AFM42-A-04-00-10-00A-131A-A	001	2023-12-31	N
AFM_4.2 – General	AFM42-A-05-00-01-00A-043A-A	001	2023-12-31	
AFM_4.2 – Fuel Conservation Information	AFM42-A-05-00-02-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Identification of Graphs & Tables	AFM42-A-05-00-03-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Limitations	AFM42-A-05-00-04-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Format Options	AFM42-A-05-00-05-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Readability of Graphs	AFM42-A-05-00-06-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Readability of Tables	AFM42-A-05-00-07-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Associated Conditions	AFM42-A-05-00-08-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Technique	AFM42-A-05-00-09-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Examples	AFM42-A-05-00-10-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Location of Examples, Associated Conditions and Technique	AFM42-A-05-00-11-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Weight	AFM42-A-05-00-12-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Airspeed	AFM42-A-05-00-13-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Distance	AFM42-A-05-00-14-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Pressure Altitude & Air Temperature	AFM42-A-05-00-15-00A-043A-A	001	2023-12-31	N

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Data module title	Data module code	Issue number	Issue date	Status
AFM_4.2 – Wind Velocities	AFM42-A-05-00-16-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Fuel Density	AFM42-A-05-00-17-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Performance Formats & Rules	AFM42-A-05-00-18-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Maximum Performance Presentations for Single Engine Aircraft	AFM42-A-05-00-19-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Maximum Performance Presentations for Multi-Engine Aircraft	AFM42-A-05-00-20-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Performance Presentations in Icing Conditions	AFM42-A-05-00-21-00A-043A-A	001	2023-12-31	N
AFM_4.2 – List of Figures	AFM42-A-05-00-22-00A-043A-A	001	2023-12-31	N
AFM_4.2 – General	AFM42-A-06-00-01-00A-043A-A	001	2023-12-31	
AFM_4.2 – Airplane Weighing Procedure	AFM42-A-06-00-02-01A-043A-A	001	2023-12-31	N
AFM_4.2 – Airplane Weighing Procedure	AFM42-A-06-00-02-02A-131A-A	001	2023-12-31	N
AFM_4.2 – Airplane Weighing Procedure	AFM42-A-06-00-02-03A-043A-A	001	2023-12-31	N
AFM_4.2 – Weight and Balance Record	AFM42-A-06-00-03-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Weight and Balance Determination for Flight	AFM42-A-06-00-04-01A-043A-A	001	2023-12-31	N
AFM_4.2 – Weight and Balance Determination for Flight	AFM42-A-06-00-04-02A-131A-A	001	2023-12-31	N
AFM_4.2 – Weight and Balance Determination for Flight	AFM42-A-06-00-04-03A-043A-A	001	2023-12-31	N
AFM_4.2 – Equipment List	AFM42-A-06-00-05-01A-043A-A	001	2023-12-31	N
AFM_4.2 – Equipment List - Air Conditioning	AFM42-A-06-00-05-02A-043A-A	001	2023-12-31	N

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Data module title	Data module code	Issue number	Issue date	Status
AFM_4.2 – Equipment List - Auto Flight	AFM42-A-06-00-05-03A-043A-A	001	2023-12-31	N
AFM_4.2 – General	AFM42-A-07-00-01-00A-043A-A	001	2023-12-31	
AFM_4.2 – Airframe	AFM42-A-07-00-02-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Flight Controls	AFM42-A-07-00-03-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Instrument Panel	AFM42-A-07-00-04-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Flight Instruments	AFM42-A-07-00-05-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Ground Control	AFM42-A-07-00-06-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Ground Control	AFM42-A-07-00-07-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Landing Gear	AFM42-A-07-00-08-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Baggage Compartment	AFM42-A-07-00-09-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Seats, Seat Belts, and Shoulder Harnesses	AFM42-A-07-00-10-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Doors, Windows and Exits	AFM42-A-07-00-11-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Control Locals	AFM42-A-07-00-12-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Engine	AFM42-A-07-00-13-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Propeller	AFM42-A-07-00-14-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Fuel System	AFM42-A-07-00-15-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Hydraulic System	AFM42-A-07-00-16-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Brake System	AFM42-A-07-00-17-00A-043A-A	001	2023-12-31	N

(Continued)

Data module title	Data module code	Issue number	Issue date	Status
AFM_4.2 – Power Steering	AFM42-A-07-00-18-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Electrical System	AFM42-A-07-00-19-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Lighting System	AFM42-A-07-00-20-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Auxiliary Power Unit	AFM42-A-07-00-21-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Heating, Ventilating. Defrosting & Air Conditioning	AFM42-A-07-00-22-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Cabin Pressurization System	AFM42-A-07-00-23-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Oxygen System	AFM42-A-07-00-24-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Pilot Pressure Systems	AFM42-A-07-00-25-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Static Pressure Systems	AFM42-A-07-00-26-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Vacuum or Pneumatic System	AFM42-A-07-00-27-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Automatic Devices in the Control System	AFM42-A-07-00-28-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Stall Warning or Angle of Attack System	AFM42-A-07-00-29-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Icing Equipment	AFM42-A-07-00-30-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Avionics	AFM42-A-07-00-31-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Comfort Features	AFM42-A-07-00-32-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Cabin Features	AFM42-A-07-00-33-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Windshield Wipers	AFM42-A-07-00-34-00A-043A-A	001	2023-12-31	N
AFM_4.2 – General	AFM42-A-08-00-01-00A-043A-A	001	2023-12-31	

(Continued)

Data module title	Data module code	Issue number	Issue date	Status
AFM_4.2 – Airplane Maintenance that may be Accomplished by a Certified Pilot	AFM42-A-08-00-02-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Alterations or Repairs to Airplane	AFM42-A-08-00-03-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Ground Handling	AFM42-A-08-00-04-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Servicing	AFM42-A-08-00-05-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Cleaning and Care	AFM42-A-08-00-06-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Prolonged Out-of-Service Care	AFM42-A-08-00-07-00A-043A-A	001	2023-12-31	N
AFM_4.2 – General	AFM42-A-09-00-01-00A-043A-A	001	2023-12-31	
AFM_4.2 – Supplement Scope	AFM42-A-09-00-02-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Supplement Issuance	AFM42-A-09-00-03-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Supplement Identification	AFM42-A-09-00-04-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Page Numbering	AFM42-A-09-00-05-00A-043A-A	001	2023-12-31	N
AFM_4.2 – Structure of Supplements	AFM42-A-09-00-06-00A-043A-A	001	2023-12-31	N
AFM_4.2 – General	AFM42-A-10-00-01-00A-043A-A	001	2023-12-31	

End of LIST OF EFFECTIVE DATA MODULES

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HIGHLIGHTS

The listed changes are included in issue 002, dated 2024-02-29, of this publication.

Publication/Data module	Reason for update	Page number
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AFM42-A-01-00-01-00A-043A-A	Second reason for update text.	1-3
AFM42-A-02-00-08-00A-043A-A	Aerobatic statement	2-11
AFM42-A-06-00-05-02A-043A-A	Additional Part No. added	6-12
AFM42-A-06-00-05-02A-043A-A	Additional Part No. added	6-12

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SECTION 1

GENERAL

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1.1 General

AFM42-A-01-00-01-00A-043A-A

This is the first Data Module located within a Sub-Section.

When multiple Data Modules are used within the same Sub-Section, the first level of paragraph numbering will continue in sequence with the next Data Module. This numbering sequence does not restart until a new Sub-Section begins.

A. Level 2 text

(1) Level 3 text

(a) Level 4 text

(b) Level 4 text

(2) Level 3 text

B. Level 2 text

(1) Level 3 text

(a) Level 4 text

(b) Level 4 text

(2) Level 3 text

End of AFM42-A-01-00-01-00A-043A-A

AFM42-A-01-00-01-01A-043A-A

This is the second Data Module located within a Sub-Section.

First level paragraph numbering continues in sequence with the previous Data Module and does not restart until a new Sub-Section begins.

C. Level 2 text

(1) Level 3 text

(a) Level 4 text

(b) Level 4 text

(2) Level 3 text

D. Level 2 text

(1) Level 3 text

(a) Level 4 text

(b) Level 4 text

(2) Level 3 text

End of AFM42-A-01-00-01-01A-043A-A

1.2 Introduction

AFM42-A-01-00-02-00A-043A-A

Nam malesuada, tellus non mattis iaculis, augue massa malesuada libero, tristique tincidunt risus ipsum sed quam. Suspendisse maximus, odio id maximus dapibus, elit justo eleifend orci, eu gravida ex ante nec arcu. Integer placerat purus turpis, at ullamcorper turpis vulputate vitae. In et justo vel ex fringilla molestie nec ut elit. Vestibulum accumsan purus vitae blandit gravida. Aenean lobortis erat et malesuada luctus. Vivamus lacus sem, sodales vel egestas sed, hendrerit sit amet odio. Vivamus vitae nisl a mi cursus consectetur.

Donec vulputate arcu ipsum, sit amet porta diam venenatis a. Nunc finibus tincidunt ex. Donec lacinia suscipit turpis quis ornare. Maecenas vulputate, neque id dictum tristique, diam magna rhoncus erat, ac malesuada quam arcu eget nulla. Suspendisse ullamcorper posuere sem, id fringilla ante volutpat et. Maecenas vehicula lectus vitae imperdiet sollicitudin.

Cras dictum nisi varius ultricies gravida. Morbi aliquam dui in orci condimentum, vel aliquet mi semper. Nam viverra eros nec mollis congue. Proin sit amet sollicitudin leo. Mauris auctor eleifend dapibus.

End of AFM42-A-01-00-02-00A-043A-A

1.3 Three View Drawing

AFM42-A-01-00-03-00A-043A-A

Airplane Three View Drawings follow:

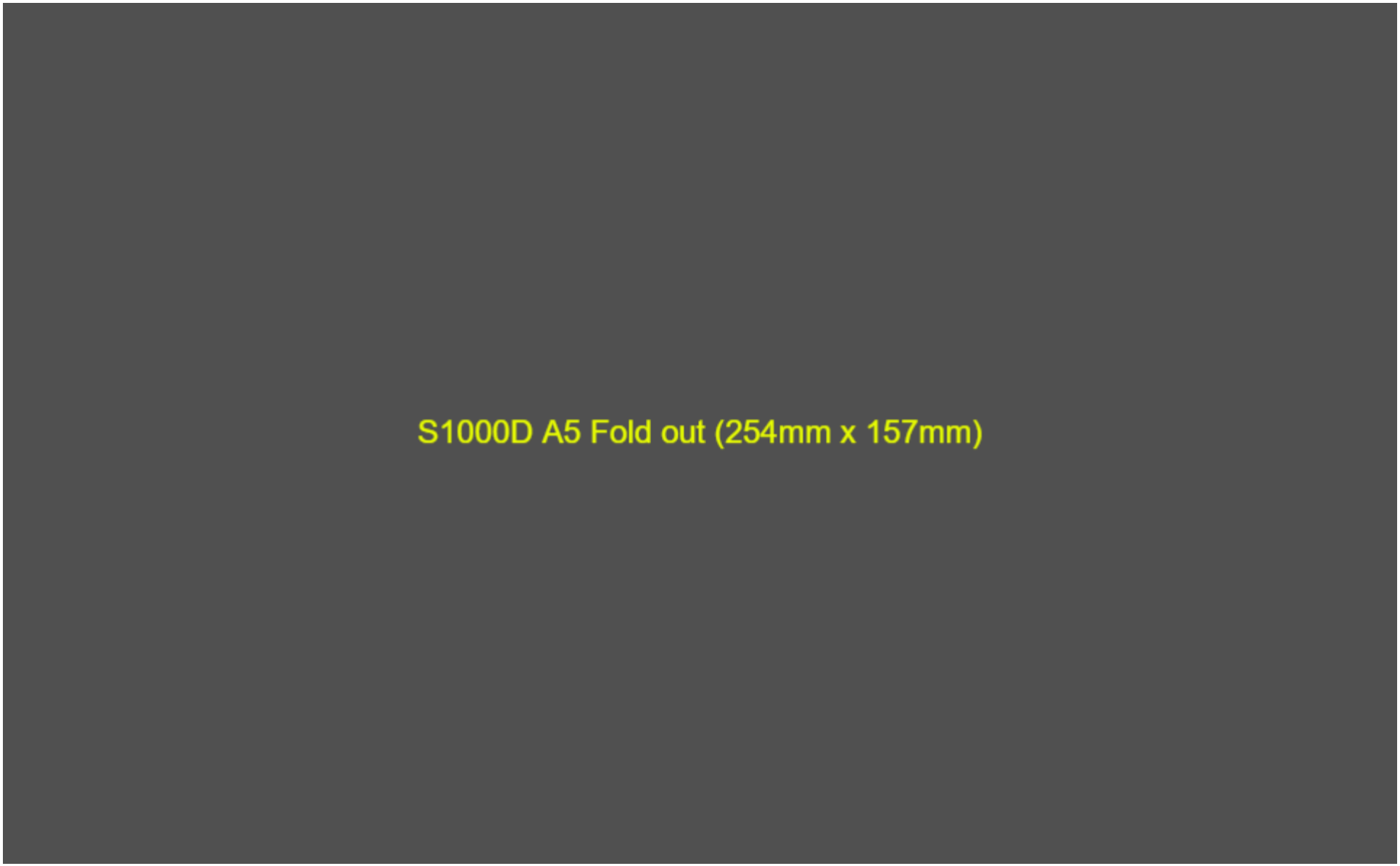

Fig 1-1 Airplane Three View and Dimensions

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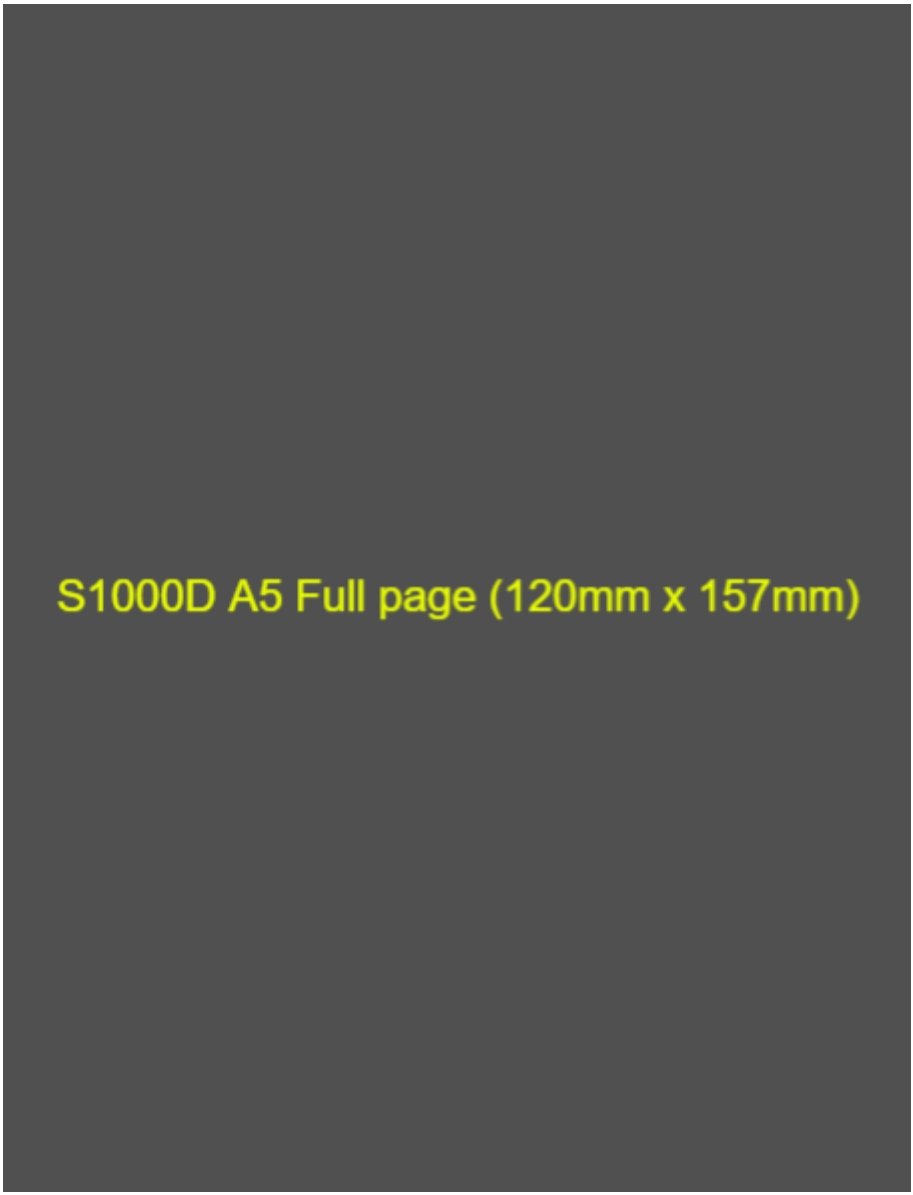

Fig 1-2 Airplane Ground Turning Clearance – NWS and Braking

Fig 1-3 Airplane Ground Turning Clearance – MWS only (No Braking)

End of AFM42-A-01-00-03-00A-043A-A

1.4 Required Descriptive Data

AFM42-A-01-00-04-00A-043A-A

Cras mattis euismod nibh et condimentum. Vestibulum suscipit imperdiet turpis, ut congue diam mattis ut. Duis arcu ipsum, placerat sed mollis ut, mattis nec ligula. Cras cursus mauris auctor, molestie odio eget, auctor dui. Donec tristique dignissim ultricies. Vestibulum pellentesque magna vel metus condimentum, non accumsan tellus egestas. Mauris euismod, dolor ut egestas fringilla, nisl magna gravida risus, a tristique libero enim quis lectus.

End of AFM42-A-01-00-04-00A-043A-A

1.5 Engine(s)

AFM42-A-01-00-05-00A-043A-A

Number of Engines	X
Engine Manufacturer	Made-up ACME Engines Corp.
Engine Model Number	XXXX-XXX

Engine Type

Donec eget pellentesque est, ac aliquet turpis. Praesent vitae suscipit ex. Curabitur gravida a lacus nec malesuada. Phasellus laoreet lacus eu tincidunt volutpat. Aliquam erat volutpat. Fusce justo massa, accumsan at feugiat ac, rhoncus a ex. Quisque egestas orci vitae massa sodales tristique. In luctus nec augue non porttitor.

Horsepower Rating and Engine Speed

Takeoff Power	X,XXX shp
Maximum Climb/Cruise Power	X,XXX shp
Compressor Turbine (N_g)	
Speed (100%)	XX,XXXX rpm
Propeller Speed (N_p)	X,XXX rpm

End of AFM42-A-01-00-05-00A-043A-A

1.6 Propeller(s)

AFM42-A-01-00-06-00A-043A-A

Number of Propellers	X
Propeller Manufacturer	Made-up ACME Propeller Corp.
Propeller Model Number	XX-XXX-XX/XXXX-XX
Number of Blades	X
Propeller Diameter	XXX" (X.XX m)

End of AFM42-A-01-00-06-00A-043A-A

1.7 Fuel

AFM42-A-01-00-07-00A-043A-A

APPROVED FUELS

JET A, JET-A-1, JET B, JP-4

TOTAL CAPACITY

XXX.X US gal, X,XXX.X lb (X,XXX liters, X,XXX.X kg)

USABLE FUEL

XXX US gal, X,XXX.X lb (X,XXX.X liters, X,XXX.X kg)

ANTI-ICING ADDITIVE

Anti-Icing additive conforming to XXX-XXX-XXXXX or XXX-XXX-XXXXX.

End of AFM42-A-01-00-07-00A-043A-A

1.8 Oil

AFM42-A-01-00-08-00A-043A-A

OIL GRADE OR SPECIFICATION

In ac mattis sem. Sed nec libero dictum, pretium mauris auctor, vestibulum lectus. Duis aliquam dolor quis mauris mollis commodo.

OIL QUANTITY

Total Oil Capacity XX.XX US gal (XX.X liters)

Drain and Refill Quantity XX.XX US gal (XX.XX liters)

Oil Quantity Operating Range X.X US gal (X.X liters)

End of AFM42-A-01-00-08-00A-043A-A

1.9 Maximum Certified Weights

AFM42-A-01-00-09-00A-043A-A

Maximum Ramp Weight	XXXX lb (XXXX kg)
Maximum Takeoff Weight	XXXX lb (XXXX kg)
Maximum Landing Weight	XXXX lb (XXXX kg)
Maximum Zero Fuel Weight	XXXX lb (XXXX kg)
Maximum Cargo Weight	
Baggage Area	XXX lb (XXX kg)
Cabin Area	XXXX lb (XXXX kg)

End of AFM42-A-01-00-09-00A-043A-A

1.10 Typical Airplane Weights

AFM42-A-01-00-10-00A-043A-A

Empty Weight	XXXX lb (XXXX kg) *
Useful Load	XXXX lb (XXXX kg)

* Nullam eu ante tristique, pharetra ipsum eget, aliquam leo.

End of AFM42-A-01-00-10-00A-043A-A

1.11 Cabin & Entry Dimensions

AFM42-A-01-00-11-00A-043A-A

Maximum Cabin Width	X' X" (X.XX m)
Cabin Floor Width	X' X" (X.XX m)
Maximum Cabin Length	XX' XX" (X.XX m)
Cabin Floor Length	XX' XX" (X.XX m)
Maximum Cabin Height	X' X" (X.XX m)
Passenger Door	
Width	X' X" (X.XX m)
Height	X' X" (X.XX m)
Overwing Emergency Exit	
Width	X' X" (X.XX m)
Height	X' X" (X.XX m)
Compartment Volume	
Cabin	XXX.X ft^3 (X.XX m^3)

End of AFM42-A-01-00-11-00A-043A-A

1.12 Baggage Space & Entry Dimensions

AFM42-A-01-00-12-00A-043A-A

Cargo Door	
Width	X' X" (X.XX m)
Height	X' X" (X.XX m)
Compartment Volume	
Baggage	XX.X ft^3 (X.XX m^3)

End of AFM42-A-01-00-12-00A-043A-A

1.13 Specific Loadings

AFM42-A-01-00-13-00A-043A-A

Wing Loading	XX.X lb/sq ft (XXX.X kg/sq m)
Power Loading	X.X lb/shp (X.X kg/shp)

End of AFM42-A-01-00-13-00A-043A-A

1.14 Symbols, Abbreviations & Terminology

1.14.1 General Airspeed Terminology and Symbols

AFM42-A-01-00-14-01A-043A-A

CAS	Calibrated airspeed means the indicated airspeed of an aircraft, corrected for position and instrument error. Calibrated airspeed is equal to true airspeed in standard atmosphere at sea level.
GS	Ground speed is the speed of an airplane relative to the ground.
IAS	Indicated airspeed means the speed of an aircraft as shown on its pitot-static airspeed indicator uncorrected for airspeed system error. IAS values in this handbook assume zero instrument error.
KCAS	Calibrated airspeed expressed in knots.
KIAS	Indicated airspeed expressed in knots.
M	Means Mach number. Mach number is the ratio of true airspeed to the speed of sound.
M_{MO}	Maximum operating limit speed is the speed limit that may not be deliberately exceeded in normal flight operations. M is expressed in Mach number.
TAS	True airspeed means the airspeed of an airplane relative to undisturbed air which is the CAS corrected for altitude, temperature, and compressibility.
V_{FE}	Maximum flap extended speed is the highest speed permissible with wing flaps in a prescribed extended position.
V_{LE}	Maximum landing gear extended speed is the maximum speed at which an airplane can be safely flown with the landing gear extended.
V_{LO}	Maximum landing gear operating speed is the maximum speed at which the landing gear can be safely extended or retracted.

V_{MO}	Maximum operating speed is the speed limit that may not be exceed at any time. V is expressed in knots.
V_O	Maximum Operating Maneuvering airspeed is the maximum speed at which application of full available aerodynamic control will not overstress the airplane.
V_R	Rotation speed used for takeoff.
V_S	Stalling speed or the minimum steady flight speed at which the airplane is controllable.
V_{SO}	Stalling speed or the minimum steady flight speed at which the airplane is controllable in the landing configuration at maximum gross weight.
V_{S1}	Stalling speed or the minimum steady flight speed at which the airplane is controllable in the specified configuration at the specified weight.
V_X	Best angle of climb speed is the airspeed which delivers the greatest gain of altitude in the shortest possible horizontal distance.
V_Y	Best rate of climb speed is the airspeed which delivers the greatest gain of altitude in the shortest possible time.

End of AFM42-A-01-00-14-01A-043A-A

1.14.2 Meteorological Terminology

AFM42-A-01-00-14-02A-043A-A

AGL	Above Ground Level.
Indicated Pressure Altitude	Altitude reading with altimeter set to XXXX.XX hPa (XX.XX inHg).
IOAT	Indicated Outside Air Temperature is the temperature obtained from an indicator and not corrected for instrument error and compressibility effects.
ISA	International Standard Atmosphere in which - the air is a dry, perfect gas; - the temperature at sea level is XX° F (XX° C); - the pressure at sea level is XX.XX in hg (XXXX.X mbar); - the temperature gradient from sea level to the altitude at which the temperature is -XX.X° F (-XX.X° C) is -X.XXXXXX° F (-X.XXXXX° C) per foot and zero above that altitude.
OAT	Outside Air Temperature is the free air static temperature, obtained either from inflight temperature indications or ground meteorological sources, adjusted for instrument error and compressibility effects.

Pressure	Pressure Altitude measured from standard sea level pressure.
Altitude	(XX.XX in hg/XXXX.X mbar) by a pressure or barometric altimeter. It is the indicated pressure altitude corrected for position and instrument error. In this AFM, altimeter instrument errors are assumed to be zero.
Station Pressure	Actual atmospheric pressure at field elevation.
Wind	The wind velocities recorded as variables on the charts of this AFM are to be understood as the headwind or tailwind components of the reported winds.
Icing Conditions	Can exist when the outside air temperature (OAT) on the ground and for take-off, or total air temperature (TAT) in flight, is XX°C or colder, and visible moisture in any form is present (such as clouds, fog or mist with visibility of one mile or less, rain, snow, sleet and ice crystals). Can exist when the OAT on the ground and for take-off is XX°C or colder when operating on ramps, taxiways or runways, where surface snow, ice, standing water, or slush may be ingested by the engine, or freeze on the engine, or the engine nacelle. Can exist when there are visible signs of ice accretion on the aircraft.
Severe Icing Conditions	Severe icing may result from environmental conditions during flight in freezing rain, freezing drizzle, or mixed icing conditions (supercooled liquid water and ice crystals) which may result in ice build-up on protected surfaces exceeding the capability of the ice protection system, or may result in ice forming aft of the protected surfaces.

End of AFM42-A-01-00-14-02A-043A-A

1.14.3 Power Terminology

AFM42-A-01-00-14-03A-043A-A

Cruise Climb Power	The power recommended to operate the airplane in a cruise climb (a continuous, gradual climb) profile.
Flight Idle Power	The power required to run an engine, in flight, at the lowest speed that will ensure satisfactory engine and systems operation and airplane handling characteristics. Power setting is achieved with the Power Control Lever at the Idle Detent and the Condition Lever in the Flight Idle position.
Ground Idle Power	The power required to run an engine on the ground, as slowly as possible, yet sufficient to ensure satisfactory engine, engine accessory, and airplane operation with a minimum of thrust. Power setting is achieved with the Power Control Lever at or aft of the Idle Detent and the Condition Lever in the Ground Idle position.

Maximum Climb Power	The maximum power approved for climb.
Maximum Cruise Power	The maximum power approved for cruise.
Reverse Thrust	The thrust of the propeller directed opposite the usual direction, thereby producing a braking action. Power setting is achieved with the Power Control Lever aft of the Idle Detent and the Condition Lever in Flight or Ground Idle.
Zero Thrust	The absence of appreciable thrust, in either direction.

End of AFM42-A-01-00-14-03A-043A-A

1.14.4 Engine Controls and Instruments Terminology

AFM42-A-01-00-14-04A-043A-A

Adjustable Minimum Prop Pitch in flight	The Power Control Lever position selects the minimum pitch in flight (X° to XX°) when forward of the idle detent. This pitch can only be reached when the propeller is underspeeding at low power and low airspeed conditions.
Condition Lever	This lever selects the gas generator idle speed and fuel cutoff, and feathers the propeller when in the CUTOFF/ FEATHER position.
Manual Override (MOR)	The device that controls engine power in case of a pneumatic failure in the engine control systems. It can also control engine power in case of a power control lever failure.
Propeller Feather	This is a propeller pitch condition which produces minimum drag in a flight condition.
Propeller Governor	The device that keeps propeller rpm constant by increasing or decreasing propeller pitch through a pitch change mechanism in the propeller hub.
Py Pressure	P3 pressure (after engine compressor) to limit fuel flow during engine acceleration in order to not cause compressor surges. The torque limiter and the N_f governor reduce P3 pressure (which is called Py pressure) to limit fuel flow so that the torque and N_f limits are not exceeded.
Tachometer	An instrument that indicates rotational speed. Gas generator tachometers measure speed as a percentage of the nominal maximum speed of the turbine(s), while propeller tachometers measure actual propeller rpm.
Torquemeter	An indicating system that displays the output torque available on the propeller shaft. Torque is shown in reference terms, such as the oil pressure generated by the engine torquemeter piston.

Torque Limiter	A device which monitors torque pressure and adjusts the Py air pressure to the Fuel Control Unit to prevent an overtorque condition by limiting engine power.

End of AFM42-A-01-00-14-04A-043A-A

1.14.5 Airplane Performance and Flight Planning Terminology

AFM42-A-01-00-14-05A-043A-A

Climb Gradient	The demonstrated ratio of the change in height during a portion of a climb, to the horizontal distance traversed in the same time interval.
Demonstrated Crosswind Velocity	The demonstrated crosswind velocity is the velocity of the crosswind component for which adequate control of the airplane during takeoff and landing was actually demonstrated during certification tests. The value shown may or may not be limiting. Whether or not the value shown is limiting will be stated.
MEA	Minimum Enroute IFR Altitude.
Route Segment	A part of a route. Each end of that part is identified by: (1) a geographical location; or (2) a point at which a definite radio fix can be established.

End of AFM42-A-01-00-14-05A-043A-A

1.14.6 Weight and Balance Terminology

AFM42-A-01-00-14-06A-043A-A

A.O.D.	Aft of Datum.
Arm	The horizontal distance from the reference datum to the center of gravity (C.G.) of an item.
Basic Empty Weight	Standard empty weight plus optional equipment.
Center of Gravity (C.G.)	The point at which an airplane would balance if suspended. Its distance from the reference datum is found by dividing the total moment by the total weight of the airplane.
C.G. Arm	The arm obtained by adding the airplane's individual moments and dividing the sum by the total weight.
C.G. Limits	The extreme center of gravity locations within which the airplane must be operated at a given weight.
Datum	An imaginary vertical plane from which all horizontal distances are measured for balance purposes.
Maximum Landing Weight	Maximum weight approved for the landing touchdown.

Maximum Ramp Weight	Maximum weight approved for ground maneuver. It includes weight of start, taxi, and run-up fuel.
Maximum Takeoff Weight	Maximum weight approved for the start of the takeoff run.
Maximum Zero Fuel Weight	Maximum weight exclusive of usable fuel.
Moment	The product of the weight of an item multiplied by its arm. Moment divided by a constant is used to simplify balance calculations by reducing the number of digits.
Payload	Weight of occupants, cargo, and baggage.
Standard Empty Weigh	Weight of a standard airplane including unusable fuel, full operating fluids, and full oil.
Station	A location along the airplane fuselage usually given in terms of distance from the reference datum.
Tare Weight	The weight indicated by a scale before it is loaded.
Unusable Fuel	Fuel which may not be considered usable for flight planning.
Usable Fuel	Fuel available for flight planning.
Useful Load	Difference between takeoff weight, or ramp weight if applicable, and basic empty weight.

End of AFM42-A-01-00-14-06A-043A-A

1.14.7 General Abbreviations and Symbols

AFM42-A-01-00-14-07A-043A-A

C	Celsius	max	Maximum
cu	Cubic	mbar	Millibar
F	Fahrenheit	mkg	Moment in meters/kilograms
FAA	Federal Aviation Administration (U.S.A.)	min	Minimum
FOCA	Federal Office for Civil Aviation (Switzerland)	mm	Millimeters
fpm	Feet per Minute	nm	Nautical Mile
ft	Feet	N/A	Not Applicable
g	Unit of acceleration measured against the force of gravity	psi	Pounds per Square Inch

gal	Gallon (US)	sec	Second
hg	Mercury	shp	Shaft Horsepower
IFR	Instrument Flight Rules	sm	Statute Mile
in	Inches	TBD	To Be Determined
kg	Kilogram	TBO	Time Between Overhauls
KTAS	Knots True Airspeed	VFR	Visual Flight Rules
lb	Pound (mass)	°	Degrees
m	Meter	'	Feet
MAC	Mean Aerodynamic Chord	"	Inches

End of AFM42-A-01-00-14-07A-043A-A

1.14.8 Electrical / Avionic Abbreviations

AFM42-A-01-00-14-08A-043A-A

A/P	Autopilot	ELT	Emergency Locator Transmitter
ADF	Automatic Direction Finder	FD	Flight Director
ALT	Autopilot Altitude hold mode	FDWU	Flap Drive Warning Unit
APR	Autopilot Approach mode	HDG	Heading
ARC	EFIS sectored display	HF COM	High Frequency Band Communication
ASI	Airspeed Indicator	IAS	Autopilot Airspeed hold mode
ATC XPNDR	Transponder with altitude reporting capability	MFD	Multi Function Display
ATT	Autopilot Attitude hold mode	MKR	Marker Beacon
BC	Back Course mode	NAV	Autopilot Navigation mode
CAT	Cabin Air Temperature or Computer Aided Testing	OBS	Ommi Bearing Selector
CAWS	Central Advisory and Warning System	RMI	Radio Magnetic Indicator
CDI	Course Deviation Indicator	R/A	Radar Altimeter

CRS	Course	SPWU	Stick Pusher Warning Unit
CWS	Control Wheel Steering	SR	Soft ride mode
DU	Display Unit	V/S	Vertical Speed
EADI	Electronic Attitude Director Indicator	VSI	Vertical Speed Indicator
EFIS	Electronic Flight Instrumentation System	VHF COM	VHF band communication radio
EHSI	Electronic Horizontal Situation Indicator	VHF NAV	VHF Navigation radio
EIS	Engine Instrument System	WX	Weather

End of AFM42-A-01-00-14-08A-043A-A

1.15 Conversion to Metric System

AFM42-A-01-00-15-00A-043A-A

All numerical data contained in this AFM is shown in standard format with the metric equivalent immediately following in parenthesis, eg. X' X" (X.X m). The following formulas can be used to make required conversions:

End of AFM42-A-01-00-15-00A-043A-A

1.15.1 General

AFM42-A-01-00-15-01A-043A-A

Fahrenheit (°F)	=	(°C x X.X) + XX
Celsius (°C)	=	(°C x X.X) + XX
Statute Mile (sm)	=	Nautical Mile (nm) x X.XXX
Nautical Mile (nm)	=	Statute Mile (sm) x X.XXX
Jet Fuel (JET A) Standard Weights at XX° C (Relative Density X.XXX)		
One (1) Liter	=	X.XXX lb
One (1) U.S. Gallon (US gal)	=	X.XX lb
One (1) Imperial Gallon (IMP gal)	=	X.XXX lb

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1.15.2 Standard to Metric

AFM42-A-01-00-15-02A-043A-A

Millimeters (mm)	=	Inches (in) x XX.X
Centimeters (cm)	=	Inches (in) x X.XX
Meters (m)	=	Feet (ft) x X.XXX
Meters (m)	=	Yards (yd) x X.XXX
Kilometers (km)	=	Statute Miles (sm) x X.XX
Kilometers (km)	=	Nautical Miles (nm) x X.XXX
Liters	=	US Gallons (US gal) x X.XXX
Liters	=	Imperial Gallons (IMP gal) x X.XXX
Kilograms (kg)	=	Pounds (lb) x X.XXX
Bar	=	psi x X.XXX

End of AFM42-A-01-00-15-02A-043A-A

1.15.3 Metric to Standard

AFM42-A-01-00-15-03A-043A-A

Inches (in)	=	Millimeters (mm) x X.XXX
Inches (in)	=	Centimeters (cm) x X.XXX
Feet (ft)	=	Meters (m) x X.XXX
Yards (yd)	=	Meters (m) x X.XXX
Statute Miles (sm)	=	Kilometers (km) x X.XXX
Nautical Miles (nm)	=	Kilometers (km) x X.XX
US Gallons (US gal)	=	Liters x X.XXX
Imperial Gallons (IMP gal)	=	Liters x X.XX
Pounds (lb)	=	Kilograms (kg) x X.XXX
psi	=	Bar x XX.XXX

End of AFM42-A-01-00-15-03A-043A-A

SECTION 2

LIMITATIONS

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2.1 General

AFM42-A-02-00-01-00A-043A-A

Proin tristique vitae quam at pharetra. Fusce a turpis molestie, rhoncus risus nec, maximus ante. Vivamus malesuada nisl vitae turpis blandit, vel ullamcorper libero aliquet. Pellentesque vitae dolor diam. Aenean vel ligula fringilla, vulputate metus ut, posuere lacus.

Mauris eu vestibulum est. Nulla velit lorem, fermentum vitae elementum sed, porttitor ut ex. Phasellus nec risus urna. Integer nec justo eget velit molestie vestibulum. Pellentesque et dui mattis, ultrices urna sed, condimentum metus. Vivamus sagittis purus purus, vel aliquet felis sodales quis. Integer vitae dui sit amet est interdum interdum. Praesent tempus, magna nec tristique finibus, orci est dignissim turpis, ut dignissim nisi arcu ut quam:

- Aenean hendrerit lectus sed sollicitudin tristique.
- Nullam sit amet sem faucibus felis rhoncus gravida. Quisque luctus augue vel arcu vulputate elementum.

Vestibulum in consectetur diam. Interdum et malesuada fames ac ante ipsum primis in faucibus. Proin mi enim, maximus sed ultricies sed, finibus et ligula.

End of AFM42-A-02-00-01-00A-043A-A

2.2 Airspeed Limitations

AFM42-A-02-00-02-00A-043A-A

AIRSPEED	KCAS	KIAS	SIGNIFICANCE
Maximum operating speed			Do not exceed this speed in any operations. Refer to V_{MO} schedule
-V_{MO}	XXX	XXX	for maximum speed above XX,XXX ft
-M_{MO}	X.XX		(See Fig 2-1 , V_{MO} Schedule)
Maximum Operating Maneuvering Speed - V_O			Do not make full or abrupt control movements above this speed.
9921 lb (4500 kg)	XXX	XXX	
9480 lb (4300 kg)	XXX	XXX	
9039 lb (4100 kg)	XXX	XXX	
8380 lb (3800 kg)	XXX	XXX	
7940 lb (3600 kg)	XXX	XXX	
7500 lb (3400 kg)	XXX	XXX	
7060 lb (3200 kg)	XXX	XXX	
6610 lb (3000 kg)	XXX	XXX	
6170 lb (2800 kg)	XXX	XXX	
5730 lb (2600 kg)	XXX	XXX	
Maximum flap extended speed - V_{FE}			Do not exceed this speed with flaps extended.
≤ 15°	XXX	XXX	
> 15°	XXX	XXX	
Maximum landing gear operating speed - V_{LO}	XXX	XXX	Do not retract or extend landing gear above this speed.
Maximum landing gear extended speed - V_{LE}	XXX	XXX	Do not exceed this speed with landing gear extended.

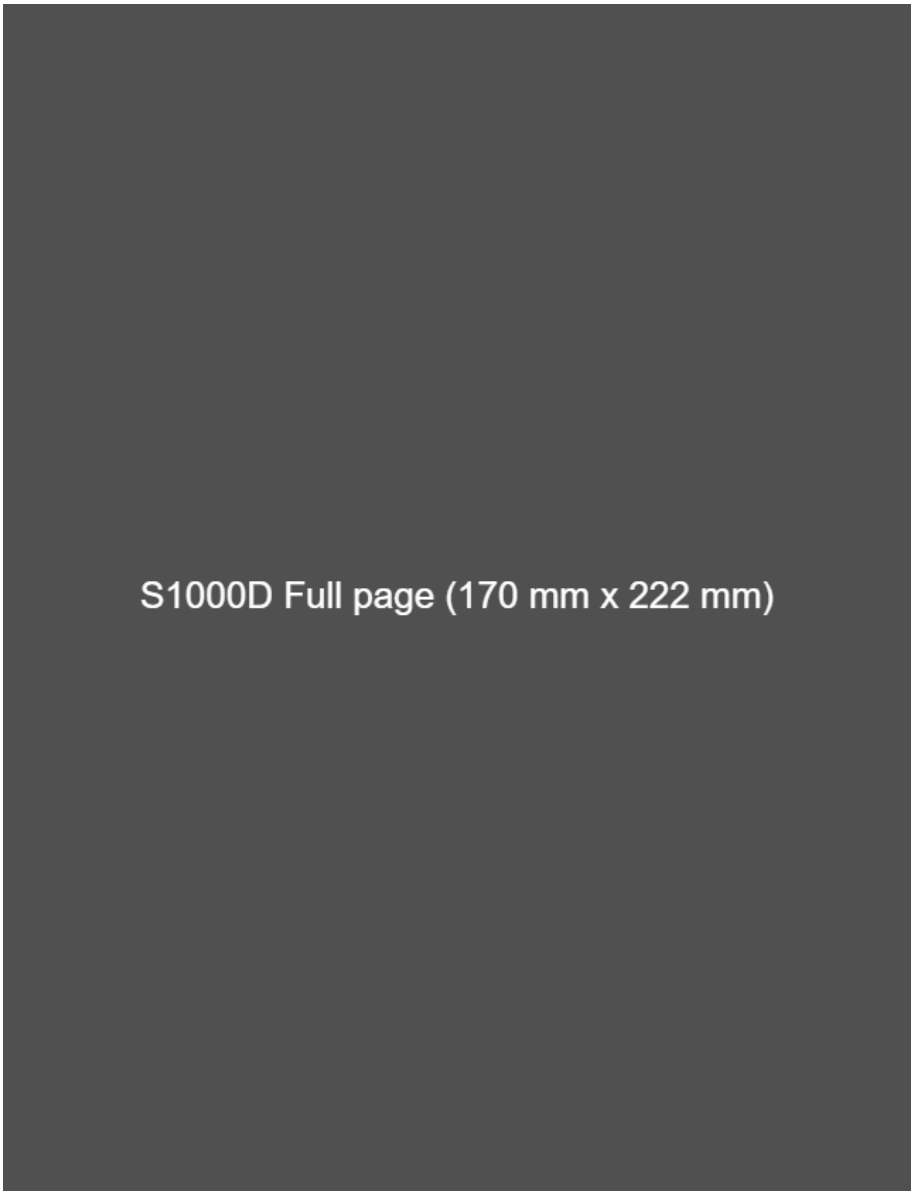

Fig 2-1 VMO Schedule

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2.3 Airspeed Indicator Marking

AFM42-A-02-00-03-00A-043A-A

MARKING	KIAS VALUE OR RANGE	REMARKS
Red Line or Red/White Needle	XXX or X.XX M whichever is lower	Maximum operating limit (V_{MO}/M_{MO})
Green Arc	XX to XXX	Normal operating range. Lower limit is maximum weight stall speed in the clean configuration (V_S). Upper limit is the maximum operating speed (V_{MO}/M_{MO}).
White Arc	XX to XXX	Full flap operating range. Lower limit is maximum weight stall speed in landing configuration (V_{SO}). Upper limit is maximum speed with full flaps extended (V_{FE}).

End of AFM42-A-02-00-03-00A-043A-A

2.4 Power Plant Limitation

2.4.1 Engine

AFM42-A-02-00-04-01A-043A-A

Number of Engines	X
Engine Manufacturer	Made-up ACME Engines Corp.
Engine Model Number	XXXX-XXX
Engine Operating Limitations	
Max. T/O Power (X min.)	XXX BHP / XX.X kW
Max. Permissible T/O RPM	XXXX RPM
Max. Continuous Power	XXX BHP / XX.X kW
Max. Permissible Continuous RPM	XXXX RPM
Oil pressure	
Minimum	XX psi (X.XX bar)
Maximum	XXX psi (X.X bar) Ambient temperature below XX °F (X°C), Full power operation oil pressure XX psi max
Normal Operating	XXX psi (X.X bar)

	XX psi (X.X bar) to XX psi (X.X bar)
Oil temperature	
Minimum	XX°F (XX°C) Full power operation, oil temperature normal XXX°F (XX °C)
Maximum	XXX°F (XXX°C)
Cylinder head temperature	
Minimum	XXX°F (XXX°C) takeoff
Maximum	XXX°F (XXX°C)
Fuel Specifications	
Approved Fuel Grades	XAXAXA 000XX or XXX

End of AFM42-A-02-00-04-01A-043A-A

2.4.2 Engine Operating Limits

AFM42-A-02-00-04-02A-043A-A

Etiam id euismod mauris. Nunc ac erat nec arcu ultrices pharetra a a magna. Aliquam faucibus posuere mi, nec mattis purus pretium in. Pellentesque vulputate diam tellus, eget vestibulum lectus accumsan et. Ut a mauris non dolor lacinia placerat eu at lectus.

OPERATING CONDITION	SHP	TORQUE PSI (1)	MAX ITT °C	Ng % (8)	Np RPM (8)	OIL PRESS PSI (2)	OIL TEMP °C (6) (7)
TAKEOFF (9)	XXXX	XX.XX	XXX	XXX	XXXX (10)	XX TO XXX	XX TO XXX
MAX. CONT. MAX. CLIMB/ CRUISE	XXXX	XX.XX	XXX	XXX	XXXX (10)	XX TO XXX	XX TO XXX
MIN. IDLE			XXX (5)	XX.X (G.I.) XX (F.I.)		XX MIN.	-XX TO XXX
STARTING			XXXX (3)			XXX MAX.	-XX MIN.

TRANSIENT		XX.XX (4)	XXX (4)	XXX	XXXX (4)	XX TO XXX (4)	-XX TO XXX
MAX. REVERSE	XXX	XX.XX	XXX		XXXX	XX TO XXX	XX TO XXX

(1) Torque limit applies within a range of XXXX to XXXX propeller rpm. Torque is limited to XX.X psi below XXXX propeller rpm.

(2) Normal oil pressure is XX to XXX psi at gas generator speeds above XX%. With engine torque below XX.XX psi, minimum oil pressure is XX psi at normal oil temperature (XX to XX° C). Oil pressures under XX psi are undesirable. Under emergency conditions, to complete a flight, a lower oil pressure of XX psi is permissible at reduced power level not exceeding XX.X psi torque. Oil pressures below XX psi are unsafe and require that either the engine be shut down or a landing be made as soon as possible using the minimum power required to sustain flight.

(3) These values are time limited to X seconds maximum.

(4) These values are time limited to XX seconds maximum.

(5) Applies over a speed range of XX.X% to XX.X% Ng rpm.

(6) For increased service life of the engine oil, an oil temperature of between XX to XX° is recommended.

(7) Oil temperature limits are -XX° C to XXX° C with limited periods of XX minutes at XXX to XXX° C

(8) XXX% gas generator speed corresponds to XXXXX rpm. XXX% power turbine speed (N_1) corresponds to XXXXX rpm which also corresponds to XXXX rpm propeller speed.

(9) Takeoff power is time limited to X minutes.

(10) During steady state operation, operation from XXXX rpm up to XXXX rpm is permitted to allow for governing accuracy.

End of AFM42-A-02-00-04-02A-043A-A

2.4.3 Fuel

AFM42-A-02-00-04-03A-043A-A

APPROVED FUEL GRADES

JET A, JET-A-1, JET B, JP-4

Any other fuel which complies with the latest revision of XXXXXX Service Bulletin XXXXX.

ANTI-ICING ADDITIVE

Anti-icing additive must be used for all flight operations in ambient temperatures below X° C.

WARNING

OPERATING IN AMBIENT TEMPERATURES LESS THAN X°C WITHOUT FOLLOWING THE PROCEDURE TO ADD ANTI-ICING ADDITIVES MAY LEAD TO ICE IN THE FUEL SYSTEM WHICH MAY EVENTUALLY BLOCK THE DELIVERY LINES AND COMPONENTS OF THE FUEL SYSTEM, INCLUDING THE FUEL FILTER, SUBSEQUENTLY RESTRICTING OR STOPPING THE FLOW OF FUEL TO THE ENGINE

Use anti-icing additive conforming to XXX-XXX-XXXXX or XXX-XXX-XXXXX.

Additive concentration must be between a minimum of X.XX % and a maximum of X.XX % by volume.

CAUTION

THE CORRECT MIX OF ANTI-ICING ADDITIVE WITH THE FUEL IS IMPORTANT. CONCENTRATIONS OF MORE THAN THE MAXIMUM (X.XX% BY VOLUME) WILL CAUSE DAMAGE TO THE PROTECTIVE PRIMER AND SEALANTS OF THE FUEL TANKS. DAMAGE WILL OCCUR IN THE FUEL SYSTEM AND ENGINE COMPONENTS.

Refer to Section 8, Handling, Servicing, and Maintenance for blending instructions.

End of AFM42-A-02-00-04-03A-043A-A

2.4.4 Propeller

AFM42-A-02-00-04-04A-043A-A

Number of Propellers	X
Propeller Manufacturer	Made-up ACME Propeller Corp.
Propeller Type	Fixed Pitch XXXX-XX or XXXX-XX
Engine Model Number	XXXX-XXX
Propeller Diameter	XXX" (X.XX m)

End of AFM42-A-02-00-04-04A-043A-A

2.5 Miscellaneous Instrument Markings

AFM42-A-02-00-05-00A-043A-A

Instrument	RED RADIAL Min. Limit	YELLOW ARC Caution	GREEN ARC Norm Ops.	YELLOW ARC Caution	RED RAD/DIA Max. Limit
Oxygen Pressure (psi)	N/A	N/A	N/A	N/A	XXXX to XXXX
Cabin Differential (psi)	N/A	N/A	X to X.XX	X.XX to X.XX*	X.XX

*Cabin Differential Pressure Caution Range is Amber.

End of AFM42-A-02-00-05-00A-043A-A

2.6 Weight Limits

AFM42-A-02-00-06-00A-043A-A

Maximum Takeoff Weight	XXXX lb (XXXX kg)
Maximum Landing Weight	XXXX lb (XXXX kg)
Maximum Baggage Weight	XXX lb (XXX kg)
Maximum Floor Loading:	
On Seat Rails	XXX lb/ft^2 (XXXX kg/m^2))
On Cabin Floor	XXX lb/ft^2 (XXX kg/m^2)

End of AFM42-A-02-00-06-00A-043A-A

2.7 Center of Gravity Limits

AFM42-A-02-00-07-00A-043A-A

Weight Pounds (kilograms)	Forward Limit A.O.D.: In. / M	Aft Limit A.O.D.: In. / M
XXXX (XXXX)	XXX.XX / X.XXX	XXX.XX / X.XXX
XXXX (XXXX)	XXX.XX / X.XXX	-
XXXX (XXXX)	-	XXX.XX / X.XXX
XXXX (XXXX)	XXX.XX / X.XXX	XXX.XX / X.XXX

Note 1

Straight line variation between points given.

Note 2

The datum is XXX in (X.X m) forward of firewall.

Note 3

It is the responsibility of the pilot to ensure that airplane is loaded properly.

Note 4

See Section 6, Weight and Balance for proper loading instructions.

End of AFM42-A-02-00-07-00A-043A-A

2.8 Maneuver Limits

AFM42-A-02-00-08-00A-043A-A

This airplane is certificated in the Normal Category. The normal category is applicable to aircraft intended for non-aerobatic operations. These include any maneuvers incidental to normal flying, stalls, lazy eights, chandelles, and turns in which the bank angle does not exceed XX°.

Aerobatic maneuvers, including spins, are not approved.

End of AFM42-A-02-00-08-00A-043A-A

2.9 Flight Load Factor Limits

AFM42-A-02-00-09-00A-043A-A

Flight load limits with flaps up	+X.X g, -X.XX g
Flight load limits with flaps down	+X.X g, -X.X g

End of AFM42-A-02-00-09-00A-043A-A

2.10 Flight Crew Limits

AFM42-A-02-00-10-00A-043A-A

Minimum required flight crew is one pilot in the left hand seat.

End of AFM42-A-02-00-10-00A-043A-A

2.11 Kinds of Operations Limits

AFM42-A-02-00-11-00A-043A-A

This airplace is approved for the following types of operation when the required equipment is installed and operational as defined within the Kinds of Operation Equipment List:

1 VFR Day.
2 VFR Night.
3 IFR Day incl. CAT 1 approaches, single pilot.
4 IFR Night incl. CAT 1 approaches, single pilot.
5 Flight into Known Icing Conditions.

End of AFM42-A-02-00-11-00A-043A-A

2.12 Fuel Limitations

AFM42-A-02-00-12-00A-043A-A

Fuel Capacity

Total Fuel Quantity	XX.X US gal. (XX.X liters)
Useable Fuel	XX.X US gal. (XX.X liters)
Unusable Fuel	X.X US gal. (X.X liters)

End of AFM42-A-02-00-12-00A-043A-A

2.13 Climb Condition Limits

AFM42-A-02-00-13-00A-043A-A

For turbopropeller powered airplanes only, the established temperatures and corresponding altitude limits of powerplant components and engine fluids shall be stated.

End of AFM42-A-02-00-13-00A-043A-A

2.14 Maximum Operating Altitude Limit

AFM42-A-02-00-14-00A-043A-A

Maximum Operating Altitude	XX,XXX ft (X,XXX m)

End of AFM42-A-02-00-14-00A-043A-A

2.15 Outside Air Temperature Limit

AFM42-A-02-00-15-00A-043A-A

Minimum Outside Air Temperature	-XX° C (-XX° F)
Maximum Outside Air Temperature	+XX° C (XX° F)

End of AFM42-A-02-00-15-00A-043A-A

2.16 Cabin Pressurization Limit

AFM42-A-02-00-16-00A-043A-A

Maximum cabin pressure differential is X.XX psi (XXX mbar).

Pressurized landing is not approved.

End of AFM42-A-02-00-16-00A-043A-A

2.17 Maximum Passenger Seating Limit

AFM42-A-02-00-17-00A-043A-A

Maximum number of occupants is X passengers

Refer to Section 6, Weight and Balance, for seat locations.

During single pilot operation, the pilot occupies the left hand cockpit seat and an additional passenger may occupy the right hand cockpit seat.

End of AFM42-A-02-00-17-00A-043A-A

2.18 Systems & Equipment Limi

2.18.1 Stall Warning/Stick Pusher System

AFM42-A-02-00-18-01A-043A-A

Preflight function test required before takeoff.

System is required to function properly in normal mode for all flights and in ice mode for flight into known icing conditions.

End of AFM42-A-02-00-18-01A-043A-A

2.18.2 Trim Systems

AFM42-A-02-00-18-02A-043A-A

Stabilizer normal and alternate, and rudder trim systems must function properly for all flights.

End of AFM42-A-02-00-18-02A-043A-A

2.18.3 Heated Windshield

AFM42-A-02-00-18-03A-043A-A

Left Hand and Right Hand Heated Windshields must function properly for all flights. Exception, for IFR flights conducted into no known or forecast icing conditions at least one heating zone of the windshield on the side of the pilot in command must function properly.

End of AFM42-A-02-00-18-03A-043A-A

2.18.4 Fire Detection System

AFM42-A-02-00-18-04A-043A-A

Preflight Function Test is required for takeoff.

System must function properly for all flights.

End of AFM42-A-02-00-18-04A-043A-A

2.18.5 Engine Ice Protection

AFM42-A-02-00-18-05A-043A-A

Preflight Function Test is required for takeoff.

End of AFM42-A-02-00-18-05A-043A-A

2.18.6 Oxygen System

AFM42-A-02-00-18-06A-043A-A

A minimum oxygen supply of XX minutes duration for each occupant is required for dispatch for pressurized flight above XXXXX.

Note 1

Some National Operating Requirements may require that a larger quantity of oxygen be carried on the aircraft.

The oxygen system shut-off valve handle in the cockpit must be selected to on prior to engine start and throughout the duration of flight.

The oxygen masks for the crew must be connected for all flights.

End of AFM42-A-02-00-18-06A-043A-A

2.18.7 Engine Instrument System (EIS)

AFM42-A-02-00-18-07A-043A-A

EIS must function properly for all flights.

The oxygen system shut-off valve handle in the cockpit must be selected to on prior to engine start and throughout the duration of flight.

Takeoff is not approved with the red EIS warning light illuminated after a system test.

End of AFM42-A-02-00-18-07A-043A-A

2.18.8 Autopilot

AFM42-A-02-00-18-08A-043A-A

CAUTION

Nunc rhoncus mi a magna gravida, quis pulvinar eros egestas. Proin finibus ultrices mollis. Aliquam ultricies mattis elit et tincidunt. Aenean non posuere lectus. Aliquam ultrices euismod enim, et aliquam justo lobortis ac.

If the autopilot is to be used in flight, the entire preflight test must be successfully completed prior to each flight.

During autopilot operation, a pilot must be seated in a pilot position with seat belt fastened.

In normal operation do not override the autopilot to change pitch or roll attitude.

Continued autopilot operation is prohibited following abnormal operation or malfunctioning prior to corrective maintenance.

End of AFM42-A-02-00-18-08A-043A-A

2.19 Other Limitations

2.19.1 Passenger Seat Lap Belt Extension

AFM42-A-02-00-19-01A-043A-A

Curabitur tincidunt est vel lectus viverra, vel tincidunt sapien feugiat.

Nullam consectetur ullamcorper turpis, eu ornare metus convallis et. Aliquam egestas sem elit, sit amet faucibus libero rhoncus a. Proin euismod venenatis erat, at imperdiet odio euismod nec. Phasellus sed turpis velit. Sed sit amet erat lorem. Nam ipsum dolor, ultrices eu ligula vel, rhoncus dapibus nisi.

Aenean imperdiet magna at libero ultrices, vel interdum libero ullamcorper. Cras mattis, massa in dapibus egestas, risus nulla bibendum nisi, eu sodales felis libero eget risus.

End of AFM42-A-02-00-19-01A-043A-A

2.19.2 Cargo Limitations

AFM42-A-02-00-19-02A-043A-A

Maximum Freight Load	XXXX lbs (XXXX kg)

Cargo must be arranged to permit free access to the passenger door and the right hand emergency overwing exit. No cargo must be placed on the seats.

All cargo must be secured by approved Cargo Restraints as described in Section 6.

tems up to a total weight of XX lb (XX kg) can be stowed in the cabin area without being strapped down providing a Cargo Net is installed in front of the items.

End of AFM42-A-02-00-19-02A-043A-A

2.19.3 Luggage Limitations

AFM42-A-02-00-19-03A-043A-A

The luggage area maximum load is given in the following table. The load is dependent on the aircraft interior configuration and the Part No. of the luggage net installed.

Interior Configuration	XXX-XX-XX-XXX or XXX-XX-XX-XXX	XXX-XX-XX-XXX	XXX-XX-XX-XXX	XXX-XX-XX-XXX
XXX-0X	XXX lb (XX kg)	XXX lb (XX kg)	XXX lb (XX kg)	XXX lb (XXX kg)
XX-0X-XXX-X0	XXX lb (XX kg)	XXX lb (XX kg)	XXX lb (XX kg)	XXX lb (XXX kg)
XX-0X-XXX-0X	XXX lb (XX kg)	XXX lb (XX kg)	XXX lb (XX kg)	XXX lb (XXX kg)
XX-0X-X	XXX lb (XXX kg)	XXX lb (XXX kg)	XXX lb (XXX kg)	XXX lb (XXX kg)
XX-X0-X	XXX lb (XXX kg)	XXX lb (XXX kg)	XXX lb (XXX kg)	XXX lb (XXX kg)
XX-X0	XXX lb (XXX kg)	XXX lb (XXX kg)	XXX lb (XXX kg)	XXX lb (XXX kg)

A Luggage Net must be installed at Xxxxx XX when luggage is stowed.

The luggage area maximum load is XXX lb (XXX kg) with an extendable luggage net installed. The extendable luggage net and/or any luggage may not extend in front of xxxxx XX. If the extendable luggage net is used, there must be a clear area in front of the net as follows:

- at least XXX mm forward of xxxxx XX, when the net floor attachments are placed at xxxxx XX (the most forward position of the net)
- at least XXX mm forward of xxxx XXX, when the net floor attachments are placed at xxxxx XX

Fusce id urna volutpat, semper sem nec, faucibus ipsum. Suspendisse in tellus in diam convallis scelerisque vel sed neque.

End of AFM42-A-02-00-19-03A-043A-A

2.20 Placard

2.20.1 Exterior

AFM42-A-02-00-20-01A-043A-A

The following placards must be installed on the exterior of the airplane:

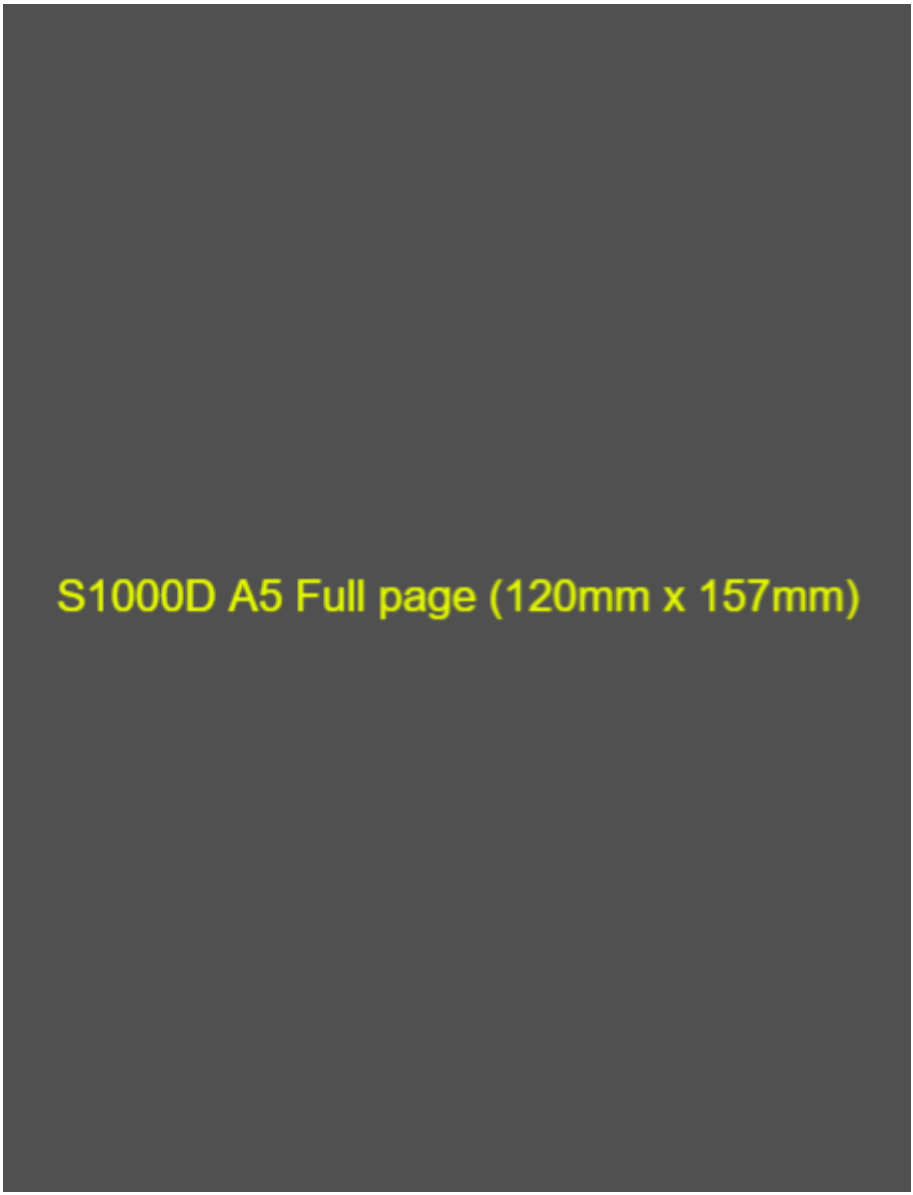

Fig 2-2 On Exterior Cargo Door

Fig 2-3 On Exterior Passenger Door

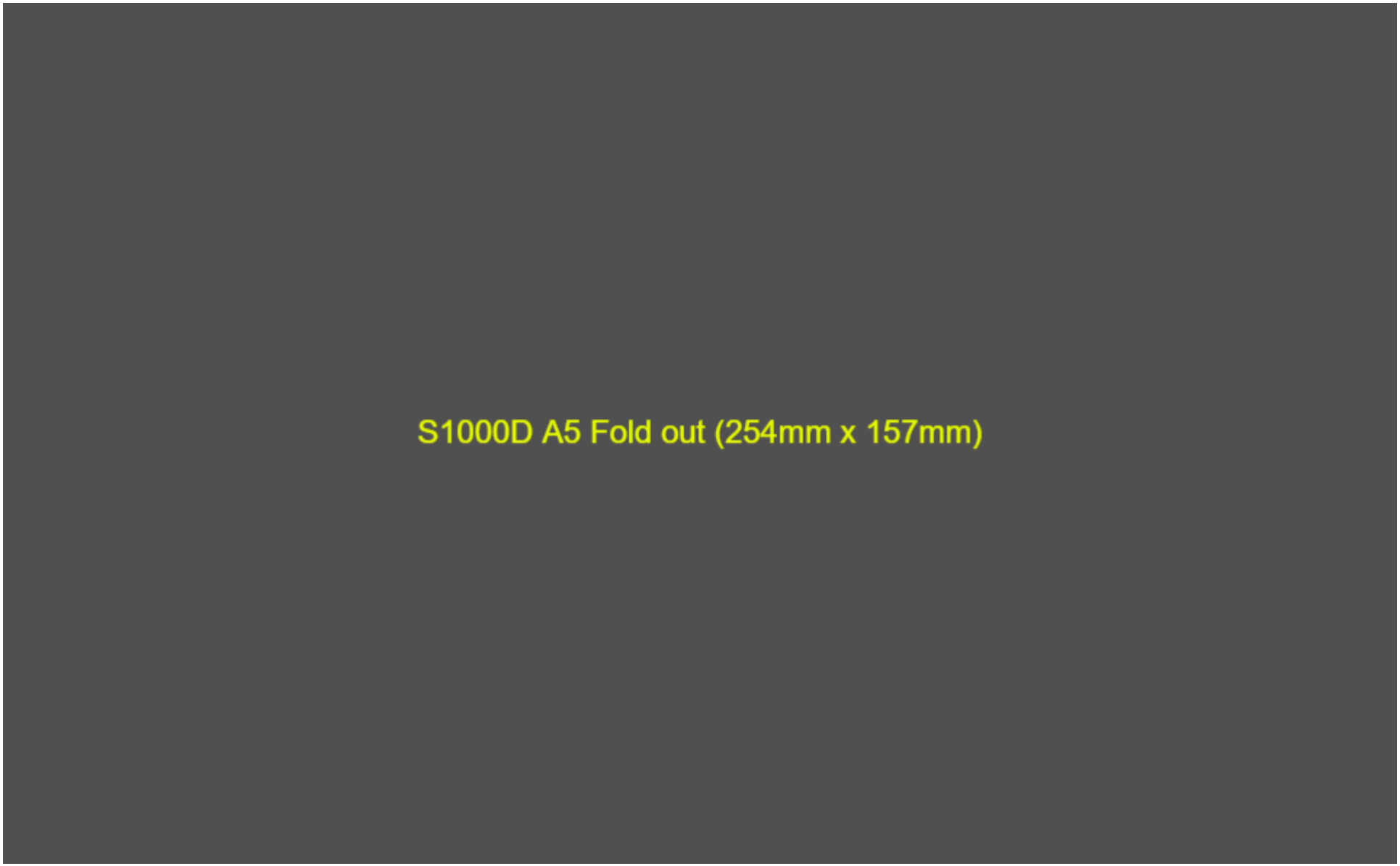

Fig 2-4 Foldout Page

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Fig 2-5 Near Static Ports

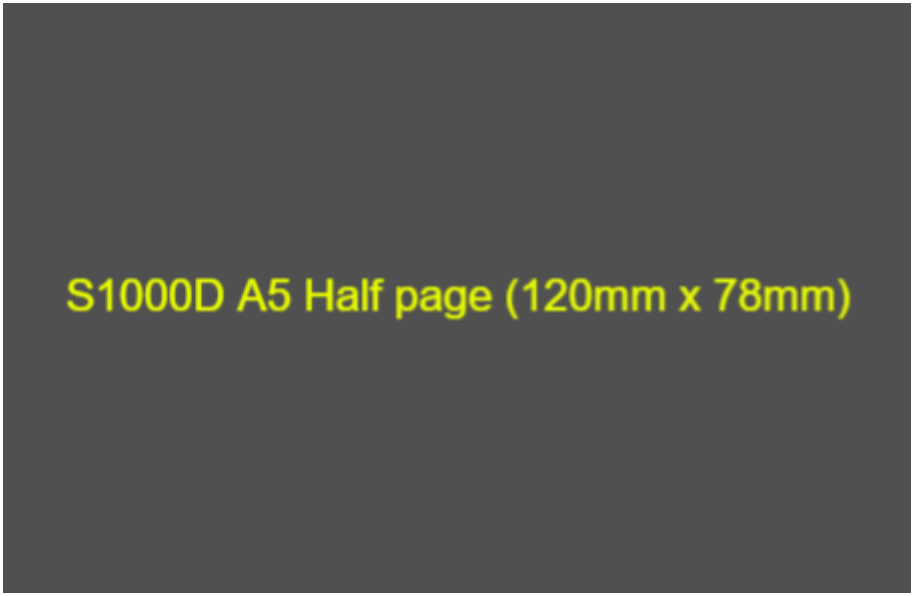

Fig 2-6 On left side Vertical Tail

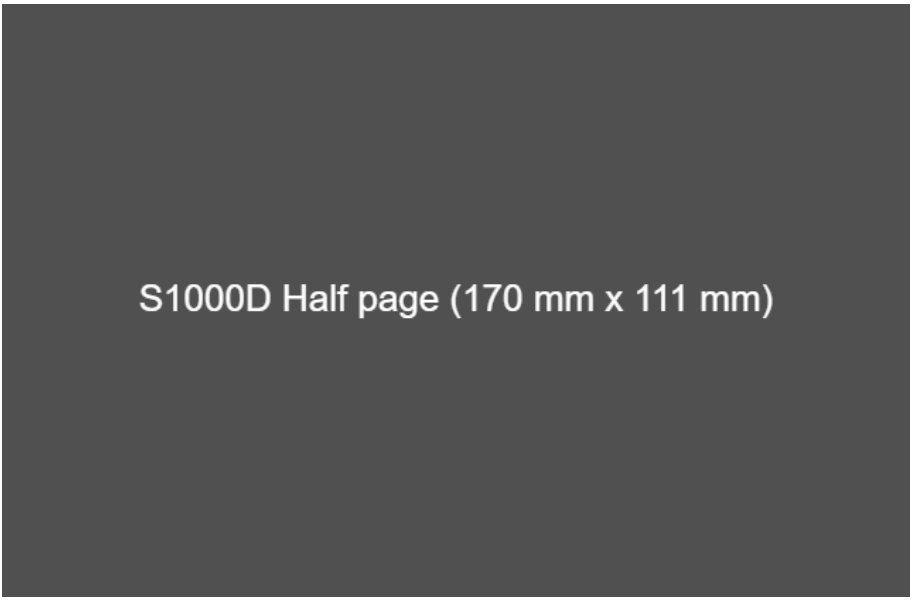

Fig 2-7 On right side Vertical Tail

Fig 2-8 On Rudder (each side)

Fig 2-9 On Exterior Emergency Exit

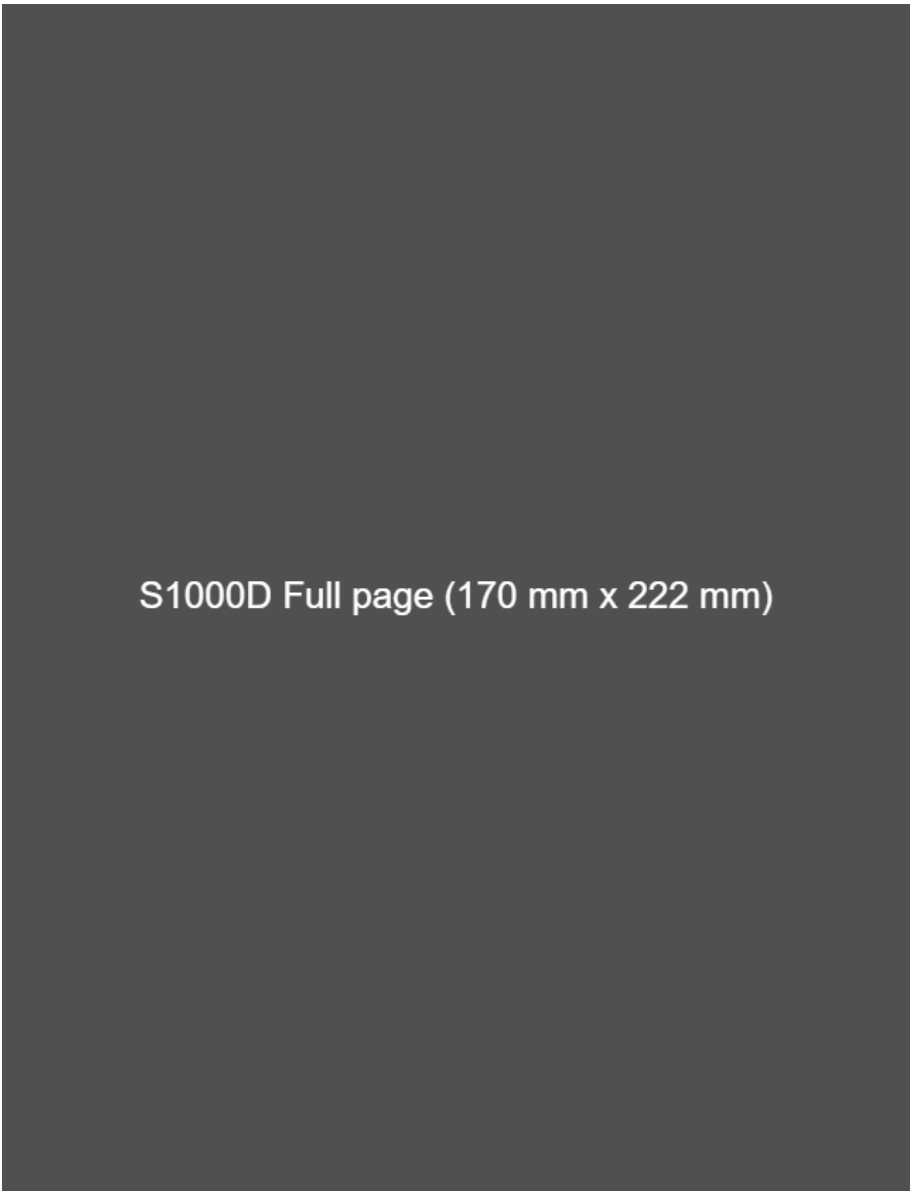

Fig 2-10 On Wing by Emergency Exit

End of AFM42-A-02-00-20-01A-043A-A

2.20.2 Cockpit

AFM42-A-02-00-20-02A-043A-A

Fig 2-11 On the Instrument Panel

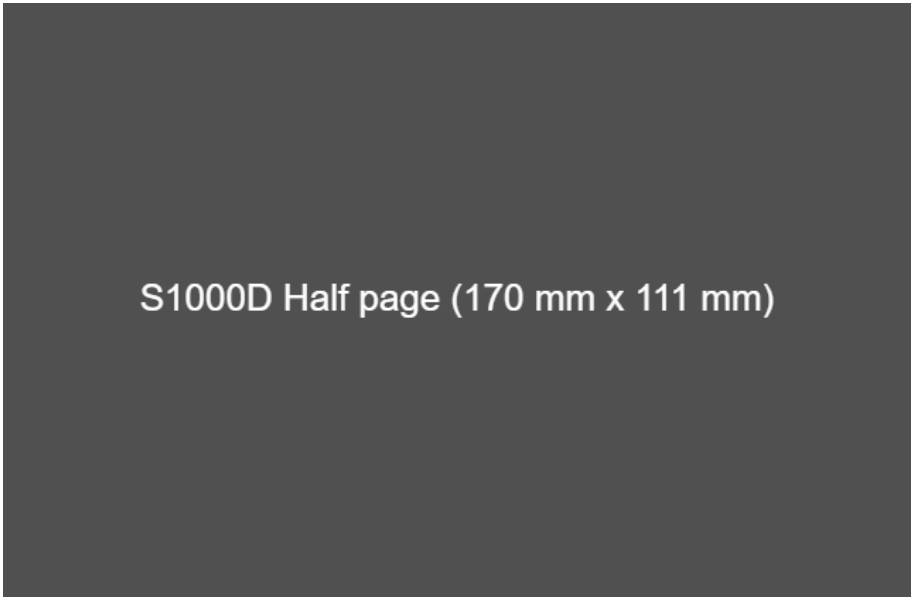

Fig 2-12 On the center panel above Display Unit

Fig 2-13 On the center panel below Display Unit

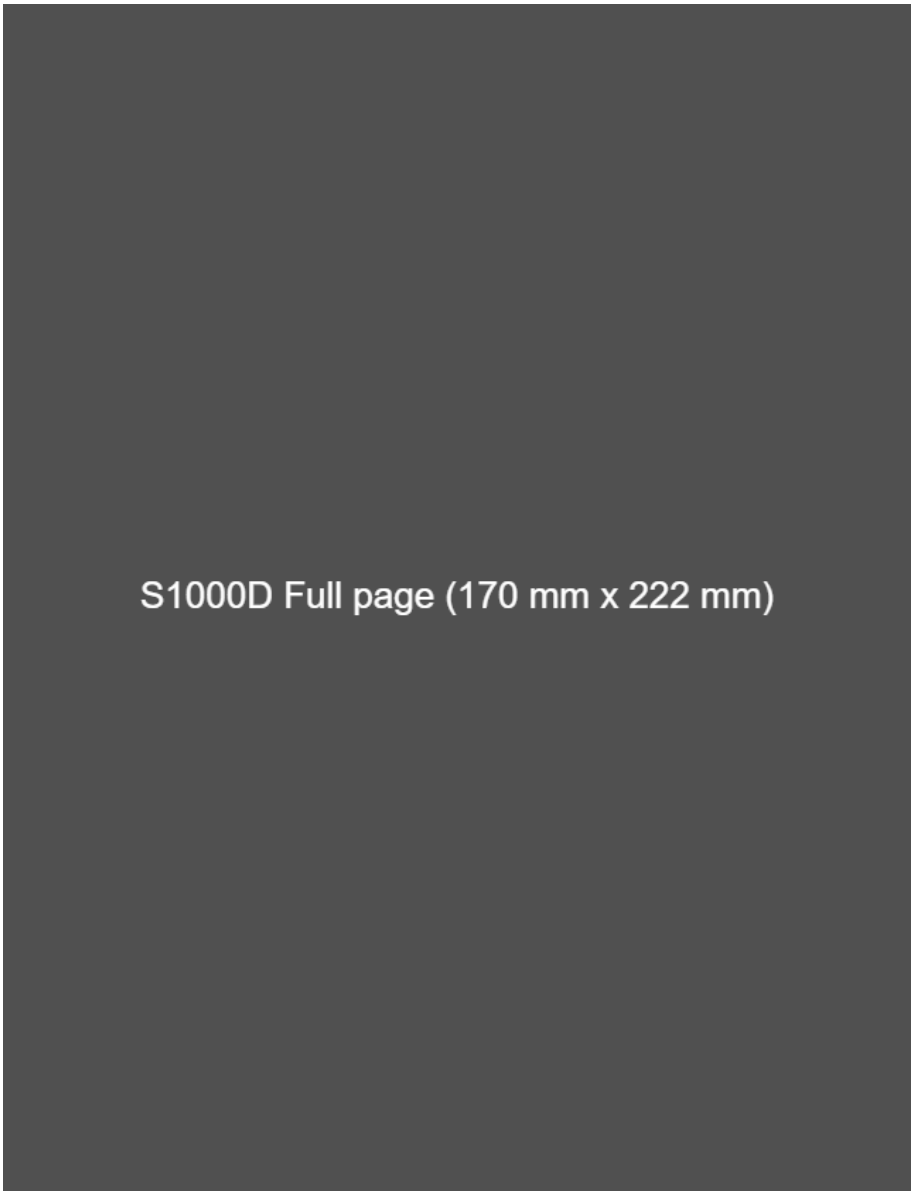

Fig 2-14 On Interior Passanger Door

End of AFM42-A-02-00-20-02A-043A-A

2.20.3 Cabin

AFM42-A-02-00-20-03A-043A-A

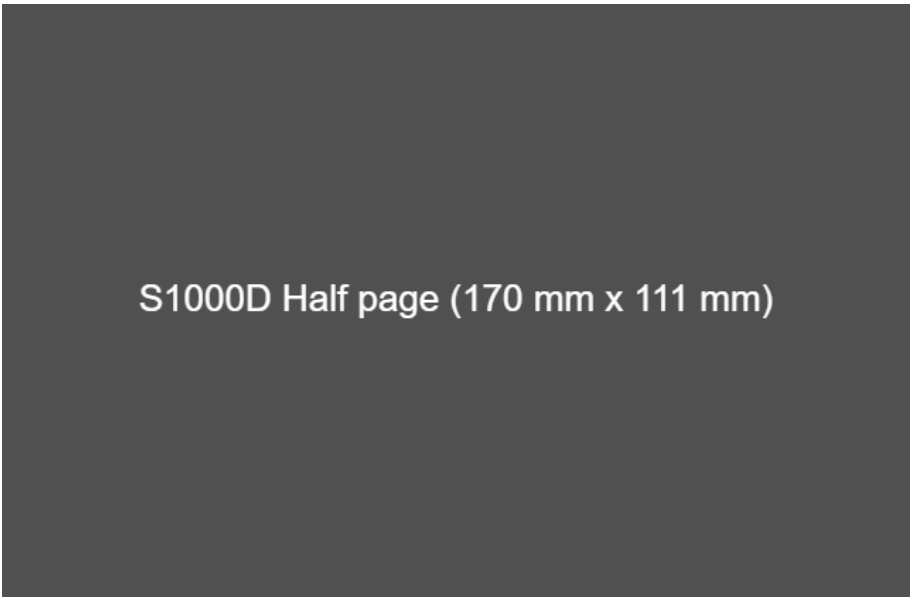

Fig 2-15 On Interior Passanger Door

Fig 2-16 Above Baggage Area

Fig 2-17 On lower Cargo Door Frame

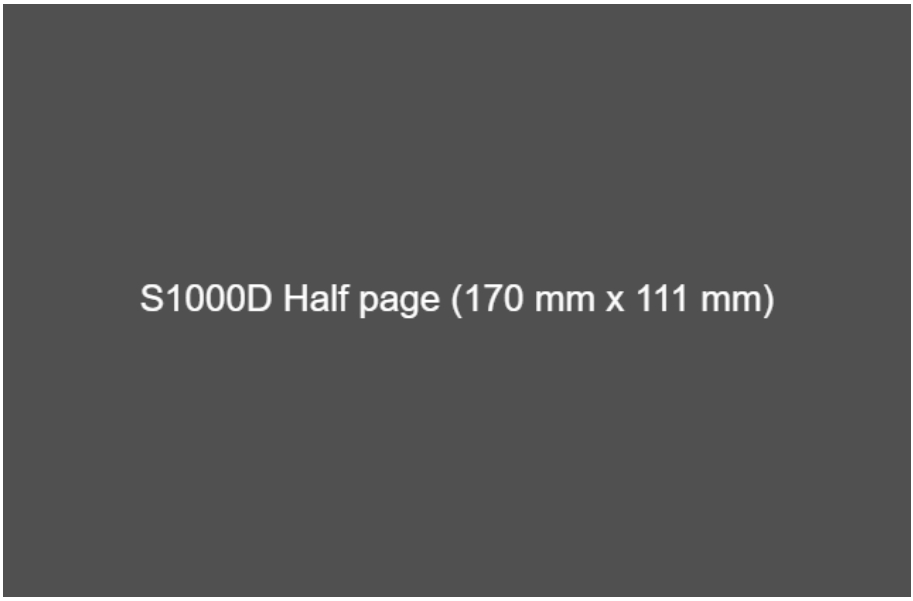

Fig 2-18 On Interior Emergency Exit

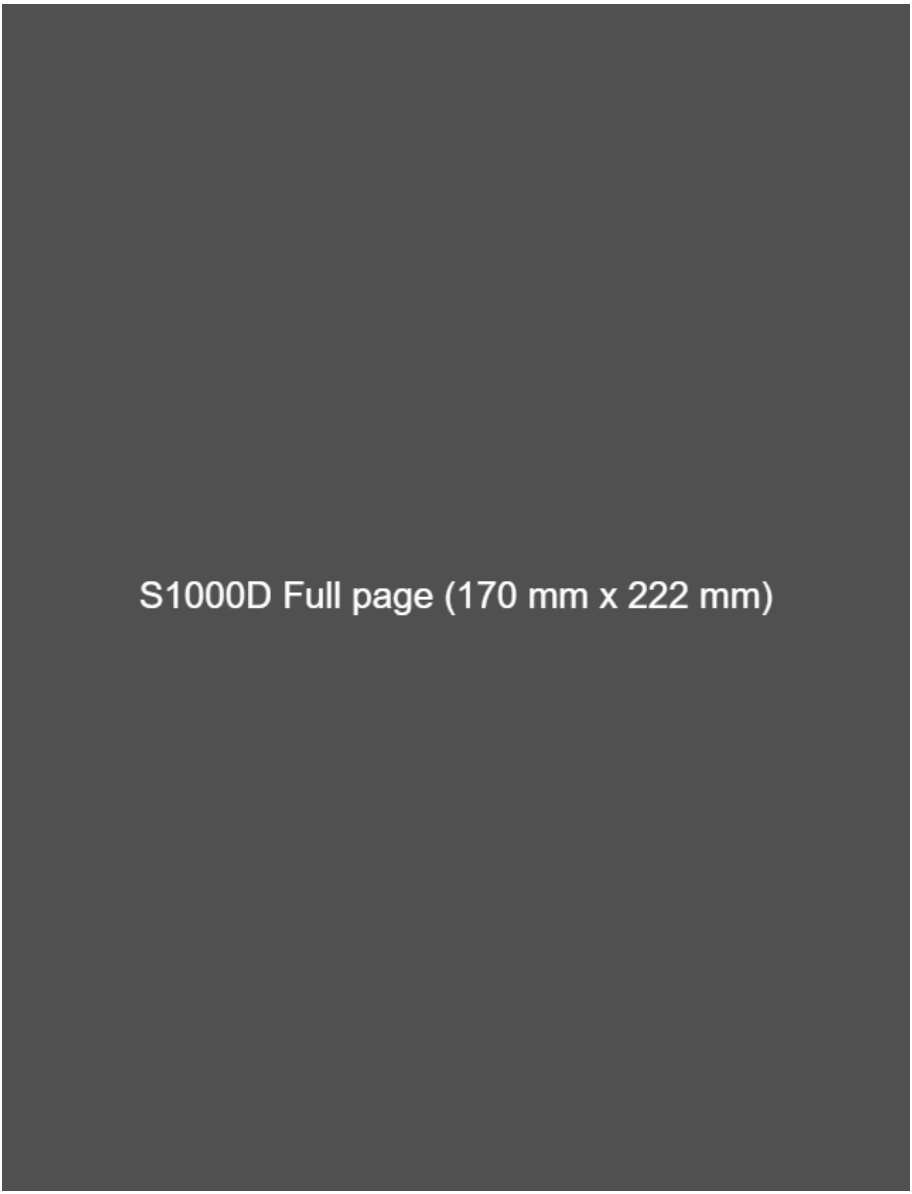

Fig 2-19 On forward Cargo Door Frame

End of AFM42-A-02-00-20-03A-043A-A

SECTION 3

EMERGENCY AND ABNORMAL PROCEDURES

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3.1 General

AFM42-A-03-00-01-00A-043A-A

The recommended action to be taken in case of failure or in emergency situations are contained in this section.

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End of AFM42-A-03-00-01-00A-043A-A

3.2 Airspeeds for Emergency Operations

AFM42-A-03-00-02-00A-043A-A

EMERGENCY OPERATION	KIAS
Engine failure after take-off with flaps in T/O position	XX
Maneuvering Speed	XXX
Airspeed for best glide angle Maximum Gross Weight – XXXX lbs (XXX kg) Wing Flaps in CRUISE position	XX
Precautionary Landing (with power and Wing Flaps in landing position)	XX
Emergency landing with engine off (Wing Flaps in T/O position)	XX
Emergency landing with engine off (Wing Flaps in LDG position)	XX
Emergency landing with engine off (Wing Flaps CRUISE)	XX

End of AFM42-A-03-00-02-00A-043A-A

3.3 Emergencies

3.3.1 Engine Failures

AFM42-A-03-00-03-01A-131A-A

A. Engine Failure Before Rotation

(1) PCL ..... Idle

(2) Braking ..... as required

If: runway overrun or collision is likely, then:

(3) CONDITION LEVER ..... CUT-OFF/FEATHER

(4) FUEL EMERG SHUT OFF ..... Press xxxxxx down and pull xxxxxx up

(5) MASTER POWER switch ..... EMERGENCY OFF

(6) After the aircraft has stopped ..... Evacuate.

- **End** -

B. Engine Failure after Rotation - Landing Gear Down

If partial power loss refer to 3.3.1.(d) .

If: total power loss:

(1) If altitude is not sufficient to select a runway or field. ..... Land straight ahead, turning only to avoid obstructions

(2) Flaps ..... XX°

(3) Final Approach Speed ..... XX KIAS

(4) PCL ..... Idle

(5) CONDITION LEVER ..... CUT-OFF/FEATHER

(6) FUEL EMERG SHUT OFF ..... Press xxxxxx down and pull xxxxx up

Case: After touch down:

(7) MASTER POWER switch ..... EMERGENCY OFF

(8) After the aircraft has stopped ..... Evacuate.

- **End** -

C. Engine Failure after Rotation - Landing Gear Up

If partial power loss refer to 3.3.1.(d) .

If: total power loss:

(1)	Landing Gear	DOWN	
(2)	NON ESS OVRD switch (Overhead Panel)	NON ESS OVRD	
(3)	Flaps	XX°	
(4)	Final Approach Speed	XX KIAS	Flaps XX°
		XX KIAS	Flaps XX°
(5)	Final Approach Speed TEST2	XX KIAS	Flaps XX°
		XX KIAS	Flaps XX°
(6)	PCL	Idle	
(7)	CONDITION LEVER	CUT-OFF/FEATHER	
(8)	FUEL EMERG SHUT OFF	Press xxxxxx down and lock	

Case: After touch down:

(9)	MASTER POWER switch	EMERGENCY OFF

- **End** -

D. Engine Failure In Flight - Partial Power Loss

Indications: Uncommanded engine power reduction.
No response to PCL movement.

(1)	PCL	Idle
(2)	Manual Xxxxx Lever	Move slowly until engine responds, wait and let engine stabilize

If: engine compressor stalls and/or ITT exceeded:

(3)	Manual Xxxxx Lever	Xxx and move very xxxx forward

If: engine falls below XX% Ng:

(4)	XXXXX switch	Push for X seconds

CAUTION

When the XXXXX is pushed on aircraft with XXXXX installed, the XXXXX may disengage and the XXXXX may go off-line.

(5) Manual Xxxxx Lever ..... Move xxxx to required power (Ng > XX%)

(6) Land as soon as practical.

CAUTION

When the XXXX is in operation, do not permit NG to xx xxxxx XX% and observe xxx limitations.

(7) In descent and until touch down maintain at least XX% Ng.

WARNING

Depending on xxxx conditions and xxx weight and configuration, the available power might not be sufficient to ensure a go around.

(8) Touch down, CONDITION LEVER ..... CUT-OFF/FEATHER

WARNING

Do not XXXX PCL aft of xxxx detent.

Total landing distance is increased by a factor of X.

CAUTION

Do not use XXXXX on xxxx for taxiing.

(9) **Note 1**

For complete XXXXX description and operation refer to Section 7 Xxxxxxx – Xxx - Manual Xxxxxx Lever.

- **End** -

E. Engine Failure In Flight - Total Power Loss

(1)	PCL	Idle
(2)	CONDITION LEVER	CUT-OFF/FEATHER
(3)	Remaining fuel	Check
(4)	Air start	(refer to Section 3.X)
(5)	If above XX,XXX ft, make an emergency descent	(refer to Section 3.X)
(6)	If engine xxx start is not successful, make a xxxx landing	(refer to Section 3.X)

- **End** -

End of AFM42-A-03-00-03-01A-131A-A

3.3.2 Air Start

AFM42-A-03-00-03-02A-131A-A

A. Air Start Envelope

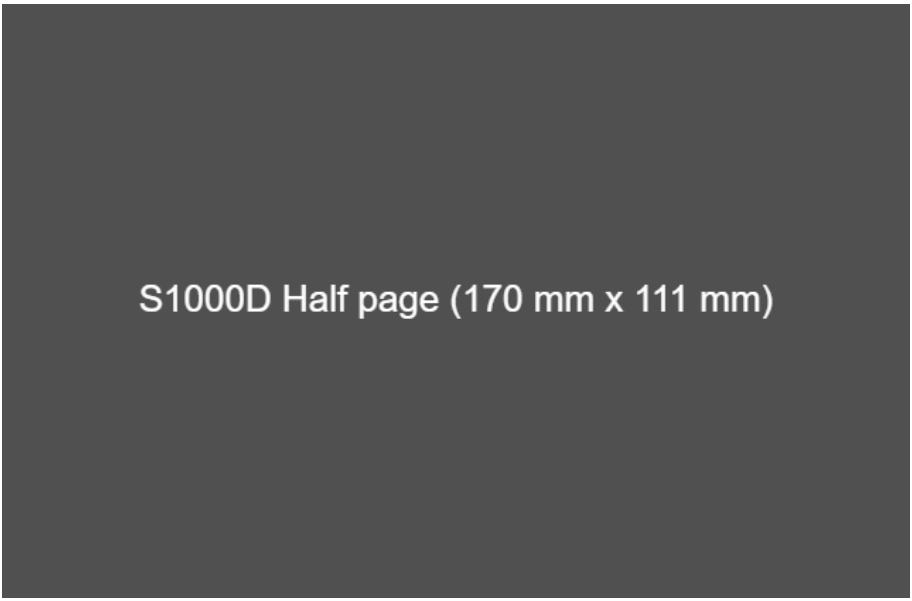

Fig 3-1 Air Start Envelope

- End -

B. Air Start - With Starter

WARNING

Do not attempt more then xxxxx air starts. Repeated air start attempts could xxxx the xxxxxx to a level that would not be able to support Xxxxx.

(1) PCL ..... Idle

(2) CONDITION LEVER ..... CUT-OFF/FEATHER

(3) FUEL EMERG SHUT OFF ..... Full in

(4) ♦ Electrical loads ..... Reduce

(5) ♦ ECS ..... OFF

(6) GEN X then XXXXX X switches ..... OFF

(7) XXXXX 1 switch ..... ON
XXXXX 2 switch ON (if installed)

(8) Air start envelope ..... Check

CAUTION

Etiam porttitor nulla id laoreet congue. Suspendisse feugiat sapien sit amet pellentesque suscipit. Suspendisse sed eros felis. Mauris faucibus quam egestas ultrices fringilla. Nunc at tincidunt ex, vel finibus odio.

(9) STARTER switch ..... Push for XX seconds

(10) IGNITION switch ..... ON

(11) CONDITION LEVER (NG >XX%) ..... GROUND IDLE

(12) ITT and Ng ..... Monitor

Case: When engine has relit Ng >XX%:

(13) IGNITION switch ..... AUTO

(14) CONDITION LEVER ..... FLIGHT IDLE

(15) XXXX 2 then XXX 1 switches ..... ON

(16) Electrical Equipment ..... As required

(17) ECS ..... AUTO

Note 1

Items marked with: ♦ may be omitted if time is short.

- **End** -

End of AFM42-A-03-00-03-02A-131A-A

3.3.3 Smoke and Fire

AFM42-A-03-00-03-03A-131A-A

A. Engine Fire - On Ground

Indications: XXXX warning XXX FIRE and voice callout "Fire, Fire, Fire". Possible smoke and/or fumes.

(1) PCL ..... Idle

(2) CONDITION LEVER ..... CUT-OFF/FEATHER

(3) XXX XXXX shut off ..... Pull

(4) Fuel XXXX shut off ..... Press xxxxxx down and pull lever up

(5) Radio ..... Emergency call

(6) Electrical Power ..... EMERGENCY OFF (use MASTER POWER switch)

(7) Parking brake ..... OFF (if possible)

(8) Aircraft ..... Evacuate

(9) Fire ..... Extinguish

- **End** -

B. Engine Fire - In Flight

Indications: XXXX warning XXX FIRE and voice callout "Fire, Fire, Fire". Possible smoke and/or fumes.

(1) Engine Power ..... Reduce to minimum acceptable according to flight situation.

(2) XXX XXXX shut off ..... Pull

(3) Oxygen masks ..... ON (all aircraft occupants)

Procedure to put on the crew oxygen masks:

1 sequentialList should be alpha char
2 Remove the normal headset.
3 Put the oxygen mask on.
4 Put the normal headset back on.
5 MSN XXX and XXX-XXX (Pre SB XX-XXX):

- Disconnect the normal headset boom microphone connector from the MIC connector on the sidewall.

- Connect the oxygen mask microphone connector to the MIC connector on the sidewall.

6 Post SB XX-XXX and MSN XXX & UP:

- Set MASK/MIC switch on the sidewall to MASK.

(4) Passenger Oxygen selector ..... ON

(5) Confirm that fire exists .....

(6) Fuel XXXX shut off ..... Press xxxxxx down and pull lever up

(7) CONDITION LEVER ..... CUT-OFF/FEATHER

(8) Carry out emergency descent (Sect. X.X) and/or emergency landing (Sect. X.X) procedures.

- **End** -

C. Cockpit/Cabin Fire, Smoke or Fumes and Smoke Evacuation

(1) Oxygen masks ..... ON (all occupants)

Procedure to put on the crew oxygen masks:

1 sequentialList should be alpha char
2 Remove the normal headset.
3 Put the oxygen mask on.
4 Put the normal headset back on.
5 MSN XXX and XXX-XXX (Pre SB XX-XXX):

- Disconnect the normal headset boom microphone connector from the MIC connector on the sidewall.
- Connect the oxygen mask microphone connector to the MIC connector on the sidewall.

6 Post SB XX-XXX and MSN XXX & UP:

- Set MASK/MIC switch on the sidewall to MASK.

(2) Crew Oxygen ..... XX%

(3) PASSENGER OXYGEN selector ..... ON

(4) Passengers ..... Instruct to don masks

(5) Aircraft ..... Initiate descent to below XX,XXX ft or to minimum safe altitude if higher

(6) Aircraft ..... Proceed to nearest Airfield

If: Smoke evacuation is required:

(7) XXX XXXXX shut off ..... PULL

(8) CABIN PRESS switch ..... DUMP

Case: When cabin differential pressure is zero:

(9) XX window ..... Open

(10) FANS ..... ON

(11) Fire Extinguisher ..... Use if required

(12) As soon as time permits and source is known electrical:

Associated electrical equipment ..... Off (pull circuit breakers)

If: Smoke/fumes still persist and source is suspected electrical:

WARNING

DO NOT PULL THE FOLLOWING CIRCUIT BREAKERS ASSOCIATED WITH THE AUXILIARY HEATING SYSTEM:

- **XXXX XXX (Non Essential xx/ Panel XX front-XX**
- **XXXXX XXX (Generator X xx/ Panel XX front-XX**

(13) XX XXX XX (overhead panel) ..... Pull

(14) XXX X XXX XX (overhead panel) ..... Pull

(15) XXX X / XXXX X (if installed) ..... Pull

If: Smoke/fumes persists and source is suspected electrical:

(16) XXX X ..... ON

(17) XXX X ..... OFF

If: Smoke/fumes persists and source is suspected electrical:

(18) XXX X ..... ON

(19) XXXX X ..... OFF

If: Smoke/fumes persists and In VMC conditions:

(20) All electrical power ..... OFF

- End -

End of AFM42-A-03-00-03-03A-131A-A

3.3.4 Emergency Descent

AFM42-A-03-00-03-04A-043A-A

A. General

The type of emergency descent will depend on the kind of failure and the aircraft situation.

Two types of descent are considered:

1 Engine failure, aircraft flown for maximum range.
2 Engine running, maximum descent rate.
The factors to be considered are:

2.1 Cabin altitude and oxygen duration.
2.2 Electrical power endurance.
2.3 Distance to suitable landing area.
2.4 Flight conditions IMC, VMC, ICING.
2.5 Minimum safe altitude.
2.6 Fuel reserves.

The pilot must consider the situation and priorities and adjust his actions accordingly.

End of AFM42-A-03-00-03-04A-043A-A

AFM42-A-03-00-03-04A-131A-A

B. Maximum Range Descent - After Engine Fail - Single Battery

(1) PCL ..... Idle

(2) CONDITION LEVER ..... CUT-OFF/FEATHER (to feather propeller)

(3) Aircraft configuration ..... Landing gear UP and flaps to XX°.

CAUTION

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Aenean nec metus ultricies, luctus erat a, varius eros. Class aptent taciti sociosqu ad litora torquent per conubia nostra, per inceptos himenaeos.

(4) Speed ..... XXX KIAS for XXXX lb (XXXX kg) (for best glide speed see para X.X.X) (In xxx conditions XXX KIAS)

(5) All occupants ..... Check seat lap and shoulder belts are fastened and the lap belt tightened.

(6) Oxygen masks ..... Prepare. Put on before cabin altitude exceeds XX,XXX ft.

Procedure to put on the crew oxygen masks:

1 sequentialList should be alpha char
2 Remove the normal headset.
3 Put the oxygen mask on.
4 Put the normal headset back on.
5 MSN XXX and XXX-XXX (Pre SB XX-XXX):

- Disconnect the normal headset boom microphone connector from the MIC connector on the sidewall.
- Connect the oxygen mask microphone connector to the MIC connector on the sidewall.

6 Post SB XX-XXX and MSN XXX & UP:

- Set MASK/MIC switch on the sidewall to MASK.

(7) Passenger Oxygen ..... AUTO. Check contents. Calculate Xxxxx duration and check xxxx to XXX.

(8) Electrical load ..... Monitor battery amps and reduce load as follows:

(a) External lights ..... All OFF or as required

(b) De-ice systems ..... In icing conditions, all OFF – except probes

(c) Internal lights ..... All OFF, if flying at night – instrument panel and cockpit flood lights as required

(d) Nav/Com X ..... Off

(e) AXX ..... Off

(f) Transponder ..... Off if radar communication is not required

(g) Xx Radar ..... Off, if in XXXX – as required

If time permits, pulling the following CB's will assist to reduce electrical load:

XMX X	Avionics X xxxx / Panel XX rear-XX
XHRX X (if installed)	Avionics X xxxx / Panel XX rear-XX and Avionics X xxxx / Panel XX rear-XX
XFIX X XHSX (if installed)	Avionics X xxxx / Panel XX rear-XX
XMX X	Avionics X xxxx / Panel XX rear-XX

(9) **Note 1**

During extended glide period engine low oil quantity warning may appear - disregard for air start.

Engine ..... restart soon as possible (if applicable) refer to Sect X.X – perform only xxxx start attempt.

If: Engine restart was not successful or not applicable:

(10) Rate of descent ..... Adjust to achieve xxxx altitude of XX,XXX ft before xxxxxx supply exhausted.

Case: Below XX,XXX ft:

(11) Windshield xxxxx ..... When required, to XXXXX (uses less current than XXXXX)

(12) XCX XMEX shut off ..... Pull (xxxxx ventilation)

For forced landing (Sect. X.X.X).

- **End** -

End of AFM42-A-03-00-03-04A-131A-A

3.3.5 Glide

AFM42-A-03-00-03-05A-131A-A

(1) Wing Flaps ..... CRUISE

(2) Airspeed at XXXX lbs (XXX kg) ..... XX KIAS

(3) Glide Ratio XX:1

Example: For every XXXX feet of altitude the aircraft can move forward XX,XXX feet or X.X NM (X.X km).

- End -

End of AFM42-A-03-00-03-05A-131A-A

3.3.6 Landing Emergencies

AFM42-A-03-00-03-06A-131A-A

A. Emergency Landing with Engine off

(1) Airspeed (Flaps in X/X position) ..... XX KIAS

(2) Airspeed (Flaps in XDX position) ..... XX KIAS

(3) Airspeed (Flaps CRUISE) ..... XX KIAS

(4) Fuel Shut-off Valve ..... CLOSED

(5) Mixture ..... IDLE CUTOFF

(6) Ignition Switch ..... OFF

(7) Safety Belts ..... secured

(8) Radio ..... Transmit, XXX.X Mhz, giving location and intentions

(9) Flaps ..... as required

(10) XEN/XAT Master Switch ..... OFF

(11) After Touch Down ..... Apply brakes

(12) Evacuate aircraft after stop

- End -

B. Precautionary Landing with Engine Power Available

(1) **Note 1**

A precautionary landing would be required if continuing the flight would endanger the aircraft or its occupants. Circumstances, including mechanical

defects, low fuel quantity or deteriorating weather conditions could require a precautionary landing.

Search for a suitable place to land. Special attention must be given to wind direction and obstacles in the approach path.

(2) Safety Belts ..... secured

(3) Initiate Descent

(4) Mixture ..... FULL RICH

(5) Throttle ..... as required

(6) Trim ..... as required

(7) Wing Flaps ..... as required

(observe permissible speed)

(8) Over fly selected landing area (not below XXX ft / XXX m above ground) to confirm suitability and that approach route is free of obstacles.

(9) Climb up to pattern altitude.

(10) Low pass over flight at a safe altitude to observe any possible obstacles, such as cables, fences, ditches.

(11) Climb up to pattern altitude.

(12) Radio ..... Transmit, giving location and intentions.

(13) Final Approach:

(a) Mixture ..... FULL RICH

(b) Throttle ..... as required

(c) Fuel Pump ..... ON

(d) Wing Flaps ..... XDG

(e) Airspeed ..... XX KIAS

(14) Touch-down is to be made with minimum airspeed, nose wheel should be kept above ground as long as possible.

(15) After Touch-down:

(a) Brake ..... as required

(b) Fuel Shut-off Valve ..... CLOSED

(c) Mixture ..... IDLE CUT-OFF

(d) Ignition Switch ..... OFF

(e) XEN/XAT Master Switch ..... OFF

Note 2

If no suitable level landing area can be found, an up-hill landing should be performed, if possible.

- **End** -

End of AFM42-A-03-00-03-06A-131A-A

3.3.7 System Emergencies

AFM42-A-03-00-03-07A-131A-A

A. Landing Gear Fails to Retract

Indications: All Landing Gear Indicator Lights do not extinguish.

If: XAWX X XSNTX XUS caution is ON

(1) Refer to electrical failure (Sect. X.XX)

If: XAWX HYDR Caution is ON

(2) Refer to emergency gear lowering (Sect. X.XX)

- **End** -

B. Hydraulic System Failure

If: ON GROUND:

(1) XAWX HYDR caution continuously illuminated:

Aircraft ..... Requires maintenance.

Note 1

If no maintenance facility is available:
The pilot shall visually check the areas around the nose and the xxxx main landing gear actuators for signs of hydraulic fluid leakage. A visual check shall also be done along the belly of the aircraft and in the area of the wing to fuselage fairing. The preflight inspection of the hydraulic system per section X of the POH has to be carried out as well. If no irregularities are found and the hydraulic caution is not illuminated anymore after an electrical power cycle, further flight is possible without limitations.

ElseIf: IN FLIGHT:

(1) XAWX HYDR caution continuously illuminated:

HYDR CTL circuit breaker ..... Pull

(Non Essential bus / Panel RH front-A3)

(2) Airspeed ..... < XXX KIAS

Note 2

After XXX minutes, landing gear may start to extend.

(3) Before landing refer to emergency extension (Sect X.XX.X)

- **End** -

C. Emergency Extension

Indications: Incorrect Indication on landing gear indicator lights. Xxxx unlocked lights on and/or xxxx lights not illuminated.

(1) Airspeed ..... XXX KIAS

(2) Landing gear selector ..... DOWN

If: X xxxx lights not illuminated within XX sec:

(3) Hand pump ..... Activate. Use xxxxx strokes, pump until X xxxx lights are illuminated.

Note 3

Complete lowering takes about XX strokes.

If: X xxxx lights still not illuminated:

(4) Yaw the aircraft left and right to lock the main landing gear.

(5) Airspeed reduce to minimum safe to improve nose gear locking.

If: X xxxx lights illuminated:

(6) Hand pump ..... Activate. Use xxxxx strokes, pump until X xxxx lights are illuminated.

- **End** -

End of AFM42-A-03-00-03-07A-131A-A

3.3.8 Spin

AFM42-A-03-00-03-08A-131A-A

A. Recovery from Spinning

(1)	Throttle	IDLE
(2)	Rudder	fully applied in opposite to direction of spin
(3)	Control Stick	ease stick forward until spinning stops
(4)	Rudder	neutral, immediately after rotation has stopped
(5)	Wing Flaps	check CRUISE
(6)	Control Stick	ease stick backward cautiously. Bring airplane from descent into level flight position. Do not exceed maximum permissible speed (V_{NE}).

- End -

End of AFM42-A-03-00-03-08A-131A-A

3.3.9 Other

AFM42-A-03-00-03-09A-131A-A

A. Cracked Window In Flight

(1)	All occupants	Check seat lap and shoulder belts are fastened and the lap belt tightened
(2)	Airspeed	Reduce XAS to practical minimum
(3)	Aircraft	Start a slow descent to XX,XXX ft, or to minimum safe altitude if higher
(4)	Cabin Pressure	Set to landing field elevation +XXX feet
(5)	Aircraft	Land as soon as practical

- End -

End of AFM42-A-03-00-03-09A-131A-A

3.4 Airspeed for Abnormal Operations

AFM42-A-03-00-04-00A-131A-A

If: caseCond:

(1) challenge-para-1 ..... response-para-1

(2) challenge-para-2 ..... response-para-2

- **End** -

B. crewDrill-Title

(1) challenge-para-3 ..... response-para-3

(2) challenge-para-4 ..... response-para-4

(3) challenge-para-5 ..... response-para-5

(4) challenge-para-6 ..... response-para-6

Case: caseCond:

(5) challenge-para-7 ..... response-para-7

(6) challenge-para-8 ..... response-para-8

(7) challenge-para-9 ..... response-para-9

Note 1
notePara

- **End** -

End of AFM42-A-03-00-04-00A-131A-A

3.5 Abnormal Procedures Checklist

AFM42-A-03-00-05-00A-131A-A

If: caseCond:

(1) challenge-para-1 ..... response-para-1

(2) challenge-para-2 ..... response-para-2

- **End** -

B. crewDrill-Title

(1) challenge-para-3 ..... response-para-3

(2) challenge-para-4 ..... response-para-4

(3) challenge-para-5 ..... response-para-5

(4) challenge-para-6 ..... response-para-6

Case: caseCond:

(5) challenge-para-7 ..... response-para-7

(6) challenge-para-8 ..... response-para-8

(7) challenge-para-9 ..... response-para-9

Note 1
notePara

- **End** -

End of AFM42-A-03-00-05-00A-131A-A

3.6 Amplified Abnormal Procedures

AFM42-A-03-00-06-00A-131A-A

If: caseCond:

(1) challenge-para-1 ..... response-para-1

(2) challenge-para-2 ..... response-para-2

- **End** -

B. crewDrill-Title

(1) challenge-para-3 ..... response-para-3

(2) challenge-para-4 ..... response-para-4

(3) challenge-para-5 ..... response-para-5

(4) challenge-para-6 ..... response-para-6

Case: caseCond:

(5) challenge-para-7 ..... response-para-7

(6) challenge-para-8 ..... response-para-8

(7) challenge-para-9 ..... response-para-9

Note 1
notePara

- **End** -

End of AFM42-A-03-00-06-00A-131A-A

3.7 Abnomalities

AFM42-A-03-00-07-00A-131A-A

If: caseCond:

(1) challenge-para-1 ..... response-para-1

(2) challenge-para-2 ..... response-para-2

- **End** -

B. crewDrill-Title

(1) challenge-para-3 ..... response-para-3

(2) challenge-para-4 ..... response-para-4

(3) challenge-para-5 ..... response-para-5

(4) challenge-para-6 ..... response-para-6

Case: caseCond:

(5) challenge-para-7 ..... response-para-7

(6) challenge-para-8 ..... response-para-8

(7) challenge-para-9 ..... response-para-9

Note 1
notePara

- **End** -

End of AFM42-A-03-00-07-00A-131A-A

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SECTION 4

NORMAL PROCEDURES

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4.1 General

AFM42-A-04-00-01-00A-043A-A

General data goes here...

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End of AFM42-A-04-00-01-00A-043A-A

4.2 Airspeed for Normal Operation

AFM42-A-04-00-02-00A-043A-A

Airspeeds for normal operations are listed below. Unless otherwise noted, all airspeeds are based on a maximum takeoff weight of X,XXX lb (X,XXX kg) at sea level under ISA standard day conditions.

Takeoff	KIAS
Climb Speed during normal take-off for XX ft (XX m) obstacle	XX
Best Rate-of-Climb speed at sea level V_Y. Wing Flaps CRUISE	XX
Best Angle-of-Climb speed at sea level V_X. Wing Flaps CRUISE	XX
Best Rate-of-Climb speed at sea level V_Y. Wing Flaps T/O	XX
Best Angle-of-Climb speed at sea level V_X. Wing Flaps T/O	XX

Landing	KIAS
Approach speed for normal landing. Wing Flaps LDG	XX
Balked landing climb speed. Wing Flaps LDG	XX
Maximum demonstrated crosswind speed during take-off and landing	XX

Cruise	KIAS
Maximum permissible speed in rough air V_{NO}	XXX
Maximum permissible speed with full control surface deflections V_A	XXX
Maximum permissible speed with Wing Flaps in T/O Position (V_{FE} T/O)	XXX
Maximum permissible speed with Wing Flaps in LDG Position (V_{FE} LDG)	XX

End of AFM42-A-04-00-02-00A-043A-A

4.3 Normal Procedures Checklist

AFM42-A-04-00-03-00A-131A-A

A. Main procedure title

(1) challenge ..... response

(2) challenge ..... response

If: Condition for If

(3) challenge ..... response

ElseIf: Condition for ElseIf

(3) challenge ..... response

(4) challenge ..... response

Case: Condition for Case

(5) challenge ..... response

(6) challenge ..... response

(7) challenge ..... response

- **End** -

End of AFM42-A-04-00-03-00A-131A-A

4.4 Amplified Normal Procedures

AFM42-A-04-00-04-00A-131A-A

A. Main procedure title

(1) challenge ..... response

If: Condition for If

(2) challenge ..... response

(3) challenge ..... response

Case: Condition for Case

(4) challenge ..... response

(5) challenge ..... response

- **End** -

End of AFM42-A-04-00-04-00A-131A-A

4.5 Normal Procedures

4.5.1 Preflight Inspection

AFM42-A-04-00-05-01A-131A-A

A. In-Cabin Check

(1)	Airplane Documents	CHECK
(2)	Flight Control Lock	REMOVED
(3)	Flight Controls	check for proper direction of movement
(4)	Ignition Key	pulled out
(5)	Cabin Heat	FREE
(6)	Parking Brake	FREE
(7)	Throttle	FREE, IDLE
(8)	Mixture	free, IDLE CUTOFF
(9)	XEN/XAT Master Switch	ON
(10)	Warning Lights (Gen. and Canopy)	illuminated
(11)	Fuel Quantity	sufficient
(12)	Engine Gauges, Ammeter and Voltmeter	CHECK
(13)	Circuit Breakers	xxxx in
(14)	Map Light	OPERATIONAL
(15)	Trim	NEUTRAL
(16)	Wing Flaps (Indicator and flap Actuation)	CHECK, extend and retract fully
(17)	Trim and Flap Indicator Lights	OPERATIONAL and dimmable
(18)	Exterior Lights	OPERATIONAL as required
(19)	XEN/XAT Master Switch	OFF
(20)	Foreign Object Inspection	CHECK
(21)	Emergency Locator Transmitter (ELT):	
	(a) XRTEX XLT-XXX	ARM

(b) XBC Xxxx XXX ..... ARM

(c) XBC Xxxx XXX-A ..... OFF

(d) XRTEX XE XXX ..... ARM

(22) Fire Extinguisher ..... CHECK

(23) Rescue Hammer ..... CHECK

(24) Baggage ..... CHECKED and SECURED

(25) Canopy ..... CLEAN, undamaged

---------- **End** ----------

B. Right Wing Trailing Edge

(1) Flaps ..... CHECK CONDITION

(2) Aileron ..... CHECK CONDITION

(3) Static discharge wicks ..... CHECK

(4) General condition ..... CHECK

---------- **End** ----------

C. Right Wing Leading Edge

(1) Nav/Strobe light ..... CHECK CONDITION

(2) Fuel tank vent ..... CLEAR of OBSTRUCTIONS

(3) Fuel quantity and filler cap ..... CHECK and SECURE

(4) Pitot probe ..... COVER REMOVED and CHECKED

(5) XOA probe ..... COVER REMOVED
CHECK FREE MOVEMENT

(6) Wing tie-down/wheel chocks ..... DISCONNECTED and REMOVED

(7) De-Icing boot ..... CHECK GENERAL CONDITION

(8) Right main landing gear ..... CHECK

(9) Right brake assembly ..... CHECK

(10) Fuel drain ..... SAMPLE and SECURE

(11) General condition ..... CHECK

---------- **End** ----------

D. Nose Section

(1)	Oil Quantity	CHECK SIGHT GLASS AND DIPSTICK FOR SECURITY
(2)	Cowling	CHECK and SECURE
(3)	Air Intakes	CLEAR
(4)	Propeller	CHECK Ground clearance; minimum: approx. XX cm (XX in.)
(5)	Propeller Blades	CHECK
(6)	Spinner	CHECK
(7)	Nose Gear	CHECK
(8)	Tire Pressure	CHECK (XX psi / X.X bar)
(9)	Tire and Wheel	CHECK
(10)	Wheel Chocks	REMOVED

End

End of AFM42-A-04-00-05-01A-131A-A

4.5.2 Before Engine Starting

AFM42-A-04-00-05-02A-131A-A

A. Procedure

(1)	Preflight inspection	COMPLETE
(2)	Seats	ADJUSTED and LOCKED
(3)	Seat belts	FASTENED
(4)	BATT 1 switch	ON
	BATT 2 switch	ON (if Xxx battery installed)
(5)	Overhead Panel Voltmeter	CHECK (XX VDC min). Both indicators (if Xxx battery installed)
(6)	External power (if available)	Check XX VDC
	(a) External power	Connect
	(b) EXT PWR switch	ON
	(c) Overhead Panel Voltmeter	CHECK XX VDC

Note 1

The external power control unit on the aircraft will disconnect the XPU if the output voltage is above XX.X or below XX VDC.

(7) Landing Gear X greens ..... CHECK

(8) Fuel Contents ..... CHECK equal L & R levels

(9) FUEL PUMP LH switch ON and AUTO ..... CHECK for audible operation

FUEL PUMP RH switch ON and AUTO ..... CHECK for audible operation

(10) OXYGEN lever ..... ON

(11) Oxygen pressure gage ..... CHECK XXX psi MAX

(12) PASSENGER OXYGEN switch ..... AUTO. Set switch to OFF if no passengers on board.

(13) Oxygen masks ..... AVAILABLE for all occupants, as required

(14) Pilot ventilation window ..... CLOSED and LOCKED

(15) External lights ..... AS REQUIRED

Note 2

Avoid prolonged use of the beacon and logo lights (if installed), as this can cause a decrease in battery power and affect the engine starting.

---------- **End** ----------

End of AFM42-A-04-00-05-02A-131A-A

4.5.3 Use of External Power

AFM42-A-04-00-05-03A-131A-A

A. Main procedure title

(1) challenge ..... response

(2) challenge ..... response

If: Condition for If

(3) challenge ..... response

ElseIf: Condition for ElseIf

(3) challenge ..... response

(4) challenge ..... response

Case: Condition for Case

(5) challenge ..... response

(6) challenge ..... response

(7) challenge ..... response

- **End** -

End of AFM42-A-04-00-05-03A-131A-A

4.5.4 Engine Starting

AFM42-A-04-00-05-04A-131A-A

A. With or Without External Power

(1) Fuel quantity ..... CHECK

(2) EIS System ..... TEST

(3) TEST FIRE switch ..... PUSH. (ENG FIRE and F DETECT lights on)

(4) TEST LAMP switch ..... PUSH. (Warning, caution, advisory lights on). Overhead panel switches and red LED's lit.

(5) Propeller area ..... CLEAR, Confirm CLEAR of obstructions

(6) STARTER switch ..... PUSH for XX seconds

(a) Oil pressure ..... CHECK rising

(b) Ng ..... STABLE between XX% and XX%

(7) Condition Lever ..... GROUND IDLE

Note 1

Set FLIGHT IDLE for a cold engine (oil temperature below + X°) until NG above XX%, then set GROUND IDLE.
Apply maximum possible brake pressure prior to engine start.

(8) ITT ..... MONITOR. MAXIMUM XXXX°C limited to XX sec. XXX° - XXX°C limited to XX sec.

If: Rapid increase in ITT towards XXXX°C, then:

(9) Condition Lever ..... CUT-OFF/FEATHER, refer to DRY MOTORING RUN.

(10) Ng ..... STABLE above XX%

If: Ng stays below XX% then:

(11) Condition Lever ..... FLIGHT IDLE

(12) ITT ..... MONITOR

If: No increase in ITT or Ng within XX sec of moving Condition Lever to GROUND OR FLIGHT IDLE, then:

(13) Condition Lever ..... CUT-OFF/FEATHER

(14) STARTER INTERRUPT switch ..... Push

(15) Allow min XX sec draining period, then refer to DRY MOTORING RUN.

(16) Starter sequence ..... COMPLETED

(17) Engine instruments ..... CHECK

(18) Fuel Totalizer ..... RESET

(19) EXT PWR switch ..... OFF (If external power used)

(20) XEN X switch ..... ON-Check XAWX Caution XEN X OFF is off

(21) XEN X switch ..... ON-Check XAWX Caution XEN X OFF is off

Note 2

If the propeller rpm after start-up is below XXX rpm, refer to Para. X.X.X in the Emergency Procedures section. If XX is below XX% after start-up, refer to Para. X.X.XX in the Emergency Procedures section.

(22) External Power Unit (if used) ..... Disconnect, then off

(23) INVERTER XATT or XEN X ..... CHECK FUNCTION CHANGE SELECTION

(24) AV 1 and AV 2 Bus switches ..... ON

(25) STBY BUS switch ..... OFF

(26) Overhead panel lighting check:

(a) INSTR LIGHTING ADVISORY switch ... DIM (Overhead panel switch lights dim)

(b) TEST FIRE switch ..... PUSH. Check Overhead Panel switch lights go xxxx

(c) INSTR LIGHTING ADVISORY switch ... NORM

(27) Radios/Avionics ..... AS REQUIRED

(28) ECS switch ..... AUTO

(29) Temperature setting ..... AS REQUIRED

(30) Cooling or Heating System ..... AS REQUIRED

(31) Inertial Separator ..... OPEN, if operating on unprepared surface

---------- **End** ----------

End of AFM42-A-04-00-05-04A-131A-A

4.5.5 Before Taxiing

AFM42-A-04-00-05-05A-131A-A

(1) AHRS 1/AHRS 2 (if installed) ..... CHECK - NO FLAGS

(2) Flaps Lever ..... XX°

(3) Autopilot TEST Button ..... PRESS momentarily and NOTE:

(a) All annunciator lights on (ROLL, PTRM and AP TRIM FAIL annunciators flashing).

(b) After approximately X seconds, all annunciator lights off except AP which will flash prior to extinguishing. Note the "Warning Auto Pilot" voice call out and the aural disconnect tone. If the voice callout is not heard, repeat the test. (Voice callout is inhibited until XX seconds after the engine start cycle has reached XX% Ng).

WARNING

IF THE AP TRIM FAIL WARNING ON THE CAWS STAYS ON, THEN THE AUTOTRIM DID NOT PASS PREFLIGHT TEST. THE AUTOPILOT CIRCUIT BREAKER MUST BE PULLED.

	(c)	Control Wheel	HOLD to keep from moving.
	(d)	AP Button (Autopilot Mode Controller) ..	PRESS to engage autopilot.
	(e)	Control Wheel	MOVE fore, aft, left & right to verify that the autopilot can be overpowered.
	(f)	A/P DISC switch (Control Wheel)	PRESS. Verify that the autopilot (Control Wheel) disconnects and all flight director modes are cancelled. Note the single aural chime, CAWS A/P DISENGAGE caution and Master Caution come ON.
(4)	PCL		SET X - XX psi
(5)	TEST PUSHER switch (Overhead Panel)		PUSH AND HOLD
	(a)	PCL	Set to IDLE.
	(b)	Control Wheel	PULL
	(c)	CAWS PUSHER ICE MODE advisory ..	CHECK ON
	(d)	Shaker and Audio Warning for X sec. Break for X sec. Shaker and Audio Warning for X sec. Break for X sec Pusher, Shaker, and Audio Warning	CHECK correct operation
	(e)	When pusher operates:	
		PUSHER INTR switch (Control Wheel)	PRESS and HOLD, check pusher interrupts
	(f)	TEST PUSHER switch (Overhead Panel)	RELEASE
	(g)	CAWS PUSHER caution	CHECK ON after X sec
	(h)	PUSHER INTR switch	RELEASE
	(i)	CAWS PUSHER caution and CAWS PUSHER ICE MODE advisory	CHECK OFF
	(j)	Elevator Control	CHECK FULL AND FREE movement
(6)	CAWS panel		CHECK (No xxxx warning lights)
(7)	DE-ICING PROBES switch		Push to XXXX and check CAWS AOA DE ICE, PIXOT 1, PIXOT 2, STATIC cautions off

(8) DE-ICING LH WSH switch ..... Push to XXXX and check CAWS WSHLD HEAT off

(9) DE-ICING RH WSH switch ..... Push to XXXX and check CAWS WSHLD HEAT off

If: Icing conditions expected

(10) DE-ICING PROPELLER switch ..... PUSH to XXXX and check CAWS PROP DE ICE caution remains off after XX seconds

(11) INERT SEP switch ..... Push to XXXX and check CAWS INERT SEP caution off

(12) CAWS PUSHER ICE MODE advisory .. Check CAWS PUSHER ICE MODE advisory light is xxxx

(13) DE-ICING BOOTS switch ..... Push to XXXX and check for a minimum of xxxx minutes CAWS DE ICE BOOTS advisory is on and caution is xxxx

(14) Pilot ventilation window ..... CLOSED and LOCKED

(15) EXTERNAL LIGHTS switches ..... AS REQUIRED

(16) Parking Brake Handle ..... RELEASE

- **End** -

End of AFM42-A-04-00-05-05A-131A-A

4.5.6 Taxiing

AFM42-A-04-00-05-06A-131A-A

(1) Brakes ..... CHECK

(2) PCL ..... CHECK xxxxx is available, return to IDLE

(3) Flight instruments ..... CHECK

Note 1

Xxxx range (aft of idle detent) may be used during taxi to control taxi speed and reduce wear on brakes.

- **End** -

End of AFM42-A-04-00-05-06A-131A-A

4.5.7 Before Takeoff

AFM42-A-04-00-05-07A-131A-A

(1)	Takeoff power setting	CALCULATED
(2)	Fuel quantity	CHECK
(3)	Friction lock	ADJUST
(4)	Engine instruments	CHECK
(5)	Flight instruments	CHECK and SET
(6)	Trim	SET GREEN LINES
(7)	Flaps	XX°
(8)	Flight controls	FULL, FREE and CORRECT
(9)	CAWS panel	CHECK (No warning RED lights)
(10)	Radios/Avionics	AS REQUIRED
(11)	DE-ICING PROBES switch	ON
(12)	Windshield Heat	AS REQUIRED
(13)	External light switches	AS REQUIRED
(14)	DC Amps Battery	CHECK (15 amps maximum. If greater than XX amps, delay takeoff until indication at or below XX amps)
(15)	Transponder	ON Altitude
(16)	Condition Lever	FLIGHT IDLE

If: Icing conditions expected set the DE ICING switches as follows:

(17)	DE-ICING PROP switch	PUSH to ON
(18)	DE-ICING INERT SEP	PUSH to OPEN
(19)	DE-ICING BOOTS	PUSH to ON. Select X MIN or X MIN as required
(20)	DE-ICING LH and RH WSH switches	PUSH to ON. Select XXXX or XXXX switches as required

End

End of AFM42-A-04-00-05-07A-131A-A

4.5.8 Takeoff

AFM42-A-04-00-05-08A-131A-A

(1) EHSI ..... CHECK HDG

(2) ECS switch ..... OFF (If torque as per Static Takeoff Torque chart in Section X is below flat rating)

(3) Power Control Lever ..... SET (Under certain hot and/or high airfield altitude the engine power is below the torque limiter setting and manual power setting is required according to Static Takeoff Torque chart in Section X)

CAUTION

THE XXXXX LIMITER ASSISTS THE PILOT IN SETTING THE ENGINE XXXXX. THE PILOT IS RESPONSIBLE TO RESPECT ALL XXXXX OPERATING LIMITS.

(4) **Note 1**

Increasing airspeed might cause xxxxx and ITT to increase. If xxxxx increases above XX.X psi (CAS caution), xxxxx power to xxxxx a CAS warning.

Engine instruments:

(a) Torque ..... MONITOR

(b) ITT ..... MONITOR

(c) Ng ..... MONITOR

(d) Oil Temp/Pressure ..... MONITOR

(5) Rotate at V_R, initial climb at V_X or V_Y, as required

(6) Brakes ..... PRESS to stop wheel rotation

Case: After lift-off and positive rate of climb:

(7) Landing Gear Handle ..... UP

(8) Flaps ..... X° above XXX KIAS

(9) Taxi Light ..... OFF

(10) External Lights ..... AS REQUIRED

(11) Yaw Damper ..... AS REQUIRED

(12) XX Radar ..... AS REQUIRED (if installed)

- **End** -

End of AFM42-A-04-00-05-08A-131A-A

4.5.9 Climb

AFM42-A-04-00-05-09A-131A-A

(1) Ice Protection system ..... AS REQUIRED

(2) Autopilot ..... AS REQUIRED

(3) Power Control Lever ..... SET (According to Xxxxx Xxxxx chart for best performance or XXX °C ITT recommended)

(4) ECS switch ..... AUTO

(5) Temperature setting ..... AS REQUIRED

(6) Cabin pressure ..... MONITOR

(7) Engine instruments:

(a) Torque ..... MONITOR

(b) ITT ..... MONITOR

(c) Ng ..... MONITOR

- **End** -

End of AFM42-A-04-00-05-09A-131A-A

4.5.10 Cruse

AFM42-A-04-00-05-10A-131A-A

(1) Altimeters ..... SET XXXX.X/XX.XX

(2) AHRS ..... CHECK

(3) Cabin Pressurization ..... MONITOR - Confirm cabin pressure differential is < X.XX psi (i.e. gauge green arc)

If: Cabin pressure differential > 5.75 psi check cabin altitude selection correct.

(4) Power Control Lever ..... SET (According to Cruise Torque table)

(5) Engine Instruments ..... MONITOR

Note 1

If cabin pressure differential still > X.XX psi there is a malfunction of the cabin pressure control system. Refer to section X.XX to determine appropriate action.

(6) Ice Protection system ..... AS REQUIRED

- **End** -

End of AFM42-A-04-00-05-10A-131A-A

4.5.11 Descent

AFM42-A-04-00-05-11A-131A-A

(1) Ice Protection system ..... AS REQUIRED

(2) Power Control Lever ..... SET to desired torque

(3) Cabin Pressure Controller ..... SET to field elevation + XXX ft

(4) Windshield Heat ..... AS REQUIRED

- **End** -

End of AFM42-A-04-00-05-11A-131A-A

4.5.12 Before Landing

AFM42-A-04-00-05-12A-131A-A

A. Approach Check

(1) Ice Protection system ..... AS REQUIRED

(2) Altimeter ..... SET

(3) Fuel Quantity ..... CHECK

(4) Landing Gear ..... DOWN (below XXX KIAS)

(5) Landing Lights ..... AS REQUIRED

(6) External Lights ..... AS REQUIRED

(7) Flaps ..... AS REQUIRED

- With residual airframe ice ..... SET maximum XX°

- Boot failure ..... Maintain at X°

Note 1

For flap settings for crosswind operation, icing conditions and associated landing performance refer to X.X and Section X.

(8) Speed ..... Minimum AOA Centered

(9) Passengers ..... Brief

(10) Inertial Separator ..... ON, if xxxxx on xxxxxxxx surface

- **End** -

B. Final Check

(1) Landing Gear ..... 3 Xxxx Lights

(2) Flaps ..... AS REQUIRED

- With residual airframe ice ..... SET maximum XX°

- Boot failure ..... Maintain at X°

(3) Speed ..... Reduce to AOA centered and stabilized

Boot failure ..... XXX KIAS

AOA Deice or PUSHER ICE MODE failure ..... XXX KIAS

(4) Pressurization ..... X Diff Pressure

(5) Autopilot ..... DISENGAGED

(6) Yaw Damper (prior landing) ..... DISENGAGED

Note 2

For crosswind information, refer to para X.X and Section X.

Note 3

For minimum autopilot use height, refer to Section X (Autopilot).

- **End** -

End of AFM42-A-04-00-05-12A-131A-A

4.5.13 Balked Landing

AFM42-A-04-00-05-13A-131A-A

CAUTION

IN THE EVENT OF A BALKED LANDING (GO-AROUND) WITH RESIDUAL ICE ON THE AIRFRAME, THE FLAPS SHOULD NOT BE XXXX. THE LANDING GEAR MAY NOT FULLY XXXX AFTER SELECTION (REMAINING XXXX INDICATION).

(1)	Go Around switch	PRESS
(2)	Power Control Lever	SET (According to the Balked Landing Xxxx xxxxx in Section X)
(3)	Climb airspeed	XX KIAS
(4)	Flaps	
	- Normal	SET XX° (max XXX KIAS)
	- With residual airframe ice	Maintain at XX°
	- Boot failure	Maintain at X°
(5)	Landing Gear Handle	Up with xxxxxx rate-of-climb
(6)	Flaps	
	- Normal	AS REQUIRED
	- With residual airframe ice	Maintain at XX°
	- Boot failure	Maintain at X°
(7)	Ice Protection system	AS REQUIRED

- **End** -

End of AFM42-A-04-00-05-13A-131A-A

4.5.14 After Landing

AFM42-A-04-00-05-14A-131A-A

(1)	Power Control Lever	AS REQUIRED

(2) Condition Lever ..... GROUND IDLE

(3) Flaps ..... UP

(4) External Lights ..... AS REQUIRED

(5) All DE-ICING switches ..... OFF

(6) Transponder ..... STBY

(7) XX Radar ..... STBY (if installed)

- End -

End of AFM42-A-04-00-05-14A-131A-A

4.5.15 Shutdown

AFM42-A-04-00-05-15A-131A-A

CAUTION

FOR ANY INDICATION OF ENGINE FIRE AFTER SHUTDOWN, IMMEDIATELY XXXXX.

(1) **Note 1**
Allow XXX to stabilize at least xxxx minutes at ground idle.

Note 2
Monitor xxxxxx after shutdown for possible engine damage.

Power Control Lever ..... IDLE DETENT

(2) Parking Brake ..... SET/PEDALS PUSH

(3) ECS switch ..... OFF

(4) External Lights switches ..... OFF

(5) DE-ICING switches ..... OFF

(6) Cooling and Heating systems ..... OFF

(7) STBY BUS switch ..... OFF

(8) XX 1 and XX 2 Xxxx switches ..... OFF

(9) XEN 2 then XEN 1 switches ..... OFF

(10) Condition Lever ..... CUT-OFF/FEATHER

(11) Oxygen shut-off lever ..... OFF

(12) Lighting switches ..... OFF

(13) CAWS OIL QTY warning ..... CHECK. Refill engine with an approved oil

(14) XATT 1 switch ..... OFF

XATT 2 switch ..... OFF (if installed)

(15) STBY BUS switch ..... OFF position

- **End** -

End of AFM42-A-04-00-05-15A-131A-A

4.5.16 Postflight ELT

AFM42-A-04-00-05-16A-131A-A

A. Main procedure title

(1) challenge ..... response

(2) challenge ..... response

If: Condition for If

(3) challenge ..... response

ElseIf: Condition for ElseIf

(3) challenge ..... response

(4) challenge ..... response

Case: Condition for Case

(5) challenge ..... response

(6) challenge ..... response

(7) challenge ..... response

- **End** -

End of AFM42-A-04-00-05-16A-131A-A

4.6 Environment Systems

AFM42-A-04-00-06-00A-131A-A

A. Simple challenge and response

Focus is on text alignment and leader [dots] position when different amounts of text are used in a simple challenge and response.

(1)	Simple **challenge**	CHECK **response**
(2)	This **challenge** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.	CHECK **response**
(3)	Simple **challenge**	This **response** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.
(4)	This **challenge** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.	This **response** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.
(5)	Simple **challenge** ..... (additional challenge text)	CHECK **response**
(6)	Simple **challenge**	CHECK **response** (additional response text)
(7)	Simple **challenge** ..... (additional challenge text)	CHECK **response** (additional response text)
(8)	Simple **challenge** ..... (additional challenge text) (another additional challenge text)	CHECK **response** (additional response para)
(9)	Simple **challenge** ..... (additional challenge text)	CHECK **response** (additional response text) (another additional response text)
(10)	Simple **challenge** ..... (additional challenge text) (another additional challenge text)	CHECK **response** (additional response text) (another additional response text)
(11)	Simple **challenge** BAT 1	CHECK **response**
	Simple **challenge** BAT 2	CHECK **response** (if installed)

- End -

B. Simple challenge and response with IF and ELSEIF conditions

The steps that follow have a the same number of steps in the IF and ELSEIF branches.

(1) Simple **challenge** ..... CHECK **response**

If: Condition for If is X

(2) Simple **challenge** ..... CHECK **response**

(3) This **challenge** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer. ..... CHECK **response**

(4) Simple **challenge** ..... This **response** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.

(5) This **challenge** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer. ..... This **response** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.

(6) Simple **challenge** ..... CHECK **response**
(additional challenge text)

(7) Simple **challenge** ..... CHECK **response**
(additional response text)

(8) Simple **challenge** ..... CHECK **response**
(additional challenge text) (additional response text)

(9) Simple **challenge** ..... CHECK **response**
(additional challenge text) (additional response para)
(another additional challenge text)

(10) Simple **challenge** ..... CHECK **response**
(additional challenge text) (additional response text)
(another additional response text)

(11) Simple **challenge** ..... CHECK **response**
(additional challenge text) (additional response text)
(another additional challenge text) (another additional response text)

(12) Simple **challenge** BAT 1 ..... CHECK **response**

Simple **challenge** BAT 2 ..... CHECK **response** (if installed)

ElseIf: Condition for ElseIf is Y

(2) Simple **challenge** ..... CHECK **response**

(3)	This **challenge** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.	CHECK **response**
(4)	Simple **challenge**	This **response** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.
(5)	This **challenge** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.	This **response** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.
(6)	Simple **challenge** ..... (additional challenge text)	CHECK **response**
(7)	Simple **challenge**	CHECK **response** (additional response text)
(8)	Simple **challenge** ..... (additional challenge text)	CHECK **response** (additional response text)
(9)	Simple **challenge** ..... (additional challenge text) (another additional challenge text)	CHECK **response** (additional response para)
(10)	Simple **challenge** ..... (additional challenge text)	CHECK **response** (additional response text) (another additional response text)
(11)	Simple **challenge** ..... (additional challenge text) (another additional challenge text)	CHECK **response** (additional response text) (another additional response text)
(12)	Simple **challenge** BAT 1	CHECK **response**
	Simple **challenge** BAT 2	CHECK **response** (if installed)
(13)	Simple **challenge**	CHECK **response**

- **End** -

C. Simple challenge and response with IF and ELSEIF conditions

The steps that follow do **NOT** have a the same number of steps in the IF and ELSEIF branches.

(1) Simple **challenge** ..... CHECK **response**

If: Condition for If is X

(2) Simple **challenge** ..... CHECK **response**

(3) Simple **challenge** ..... CHECK **response**

ElseIf: Condition for ElseIf is Y

(2) Simple **challenge** ..... CHECK **response**

(3) Simple **challenge** ..... CHECK **response**

(4) Simple **challenge** ..... CHECK **response**

(4) Simple **challenge** ..... CHECK **response**

- **End** -

D. Simple challenge and response with CASE conditions

(1) Simple **challenge** ..... CHECK **response**

Case: Condition for Case

(2) Simple **challenge** ..... CHECK **response**

(3) This is a para in a crewDrillStep without a **challenge** & **response**:

(a) Simple **challenge** ..... CHECK **response**

(b) This **challenge** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer. ..... CHECK **response**

(c) Simple **challenge** ..... This **response** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.

(d) This **challenge** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer. ..... This **response** element has a lot of additional text to see how it is presented. This is some aditional text to make it a little bit longer.

(e) Simple **challenge** (additional challenge text) ..... CHECK **response**

(f) Simple **challenge** ..... CHECK **response**
(additional response text)

(g) Simple **challenge** ..... CHECK **response**
(additional challenge text) (additional response text)

(h) Simple **challenge** ..... CHECK **response**
(additional challenge text) (additional response para)
(another additional challenge text)

(i) Simple **challenge** ..... CHECK **response**
(additional challenge text) (additional response text)
(another additional response text)

(j) Simple **challenge** ..... CHECK **response**
(additional challenge text) (additional response text)
(another additional challenge text) (another additional response text)

(k) Simple **challenge** GEN 1 ..... CHECK **response**

Simple **challenge** GEN 2 ..... CHECK **response** (if installed)

(4) challenge ..... response

- **End** -

End of AFM42-A-04-00-06-00A-131A-A

4.7 Other Normal Procedures

AFM42-A-04-00-07-00A-131A-A

A. Main procedure title

(1) challenge ..... response

(2) challenge ..... response

If: Condition for If

(3) challenge ..... response

ElseIf: Condition for ElseIf

(3) challenge ..... response

(4) challenge ..... response

Case: Condition for Case

(5) challenge ..... response

(6) challenge ..... response

(7) challenge ..... response

- End -

End of AFM42-A-04-00-07-00A-131A-A

4.8 Noise Characteristics

AFM42-A-04-00-08-00A-043A-A

The noise levels stated below have been verified and approved by XXXX in noise level test flights conducted in accordance with XXXX Annex XX, Chapter XX and Xxxxx XXX. This airplane model is in compliance with all XXXX Annex XX and Xxxx XXX noise standards applicable to this type.

XXXX Annex XX, Chapter XX	XX.X dB(A)
Xxxxx XXX	XX.X dB(A)

The noise level stated below has been verified and approved by the XXXX in noise level test flights conducted in accordance with XXXX Part XXX, Appendix X. This airplane model is in compliance with XXXX XX noise standards applicable to this type.

XXXX Part XXX, Appendix X	XX.X dB(A)

No xxxxxx has been made by Xxxxxx that the xxx levels of this airplane are or should be acceptable or unacceptable for operation at any airport.

End of AFM42-A-04-00-08-00A-043A-A

4.9 Procedure for Practice Demonstration of V_{MCA}

AFM42-A-04-00-09-00A-131A-A

V_{MCA} demonstration may be required for multi-engine pilot certification. The following procedure shall be used at a safe altitude of at least X,XXX feet above ground in clear air only.

WARNING

IN-FLIGHT ENGINE CUTS BELOW V_{SSE} SPEED OF XXX KNOTS ARE PROHIBITED.

(1) Landing Gear ..... UP

(2) Flaps ..... UP

(3) Airspeed ..... ABOVE XXX KNOTS (V_{SSE})

(4) Prop Levers ..... HIGH RPM

(5) Power Lever (simulated inoperative engine) ... IDLE

(6) Power Lever (other engine) ..... MAXIMUM ALLOWABLE

(7) Airspeed – Reduce approximately 1 knot per second until either V_{MCA} or stall warning is obtained.

Note 1

Use rudder to maintain directional control (heading) and aileron to maintain X° bank towards the operative engine (lateral attitude)

- **End** -

End of AFM42-A-04-00-09-00A-131A-A

4.10 Fuel Conservation

AFM42-A-04-00-10-00A-131A-A

A. Main procedure title

(1) challenge ..... response

(2) challenge ..... response

If: Condition for If

(3) challenge ..... response

ElseIf: Condition for ElseIf

(3) challenge ..... response

(4) challenge ..... response

Case: Condition for Case

(5) challenge ..... response

(6) challenge ..... response

(7) challenge ..... response

- **End** -

End of AFM42-A-04-00-10-00A-131A-A

SECTION 5

PERFORMANCE

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5.1 General

AFM42-A-05-00-01-00A-043A-A

General data goes here...

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End of AFM42-A-05-00-01-00A-043A-A

5.2 Fuel Conservation Information

AFM42-A-05-00-02-00A-043A-A

Fuel Conservation Information data goes here...

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End of AFM42-A-05-00-02-00A-043A-A

5.3 Identification of Graphs & Tables

AFM42-A-05-00-03-00A-043A-A

Identification of Graphs & Tables data goes here...

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End of AFM42-A-05-00-03-00A-043A-A

5.4 Limitations

AFM42-A-05-00-04-00A-043A-A

Limitations data goes here...

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End of AFM42-A-05-00-04-00A-043A-A

5.5 Format Options

AFM42-A-05-00-05-00A-043A-A

Format Options data goes here...

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dapibus eget nec dui. Aliquam viverra nulla ut lectus aliquam pharetra. Cras sodales posuere purus, et commodo lorem aliquam ac.

End of AFM42-A-05-00-05-00A-043A-A

5.6 Readability of Graphs

AFM42-A-05-00-06-00A-043A-A

Readability of Graphs data goes here...

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End of AFM42-A-05-00-06-00A-043A-A

5.7 Readability of Tables

AFM42-A-05-00-07-00A-043A-A

Readability of Tables data goes here...

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Duis consequat ullamcorper est eu mollis. Fusce tempus urna est, non tincidunt nisl dapibus ac. Donec vitae libero ut mauris rutrum dapibus eget nec dui. Aliquam viverra nulla ut lectus aliquam pharetra. Cras sodales posuere purus, et commodo lorem aliquam ac.

End of AFM42-A-05-00-07-00A-043A-A

5.8 Associated Conditions

AFM42-A-05-00-08-00A-043A-A

Associated Conditions data goes here...

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End of AFM42-A-05-00-08-00A-043A-A

5.9 Technique

AFM42-A-05-00-09-00A-043A-A

Technique data goes here...

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End of AFM42-A-05-00-09-00A-043A-A

5.10 Examples

AFM42-A-05-00-10-00A-043A-A

Examples data goes here...

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Duis consequat ullamcorper est eu mollis. Fusce tempus urna est, non tincidunt nisl dapibus ac. Donec vitae libero ut mauris rutrum dapibus eget nec dui. Aliquam viverra nulla ut lectus aliquam pharetra. Cras sodales posuere purus, et commodo lorem aliquam ac.

End of AFM42-A-05-00-10-00A-043A-A

5.11 Location of Examples, Associated Conditions and Technique

AFM42-A-05-00-11-00A-043A-A

Location of Examples, Associated Conditions and Technique data goes here...

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Duis consequat ullamcorper est eu mollis. Fusce tempus urna est, non tincidunt nisl dapibus ac. Donec vitae libero ut mauris rutrum dapibus eget nec dui. Aliquam viverra nulla ut lectus aliquam pharetra. Cras sodales posuere purus, et commodo lorem aliquam ac.

End of AFM42-A-05-00-11-00A-043A-A

5.12 Weight

AFM42-A-05-00-12-00A-043A-A

Weight data goes here...

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End of AFM42-A-05-00-12-00A-043A-A

5.13 Airspeed

AFM42-A-05-00-13-00A-043A-A

Airspeed data goes here...

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End of AFM42-A-05-00-13-00A-043A-A

5.14 Distance

AFM42-A-05-00-14-00A-043A-A

Distance data goes here...

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dapibus eget nec dui. Aliquam viverra nulla ut lectus aliquam pharetra. Cras sodales posuere purus, et commodo lorem aliquam ac.

End of AFM42-A-05-00-14-00A-043A-A

5.15 Pressure Altitude & Air Temperature

AFM42-A-05-00-15-00A-043A-A

Pressure Altitude & Air Temperature data goes here...

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Duis consequat ullamcorper est eu mollis. Fusce tempus urna est, non tincidunt nisl dapibus ac. Donec vitae libero ut mauris rutrum dapibus eget nec dui. Aliquam viverra nulla ut lectus aliquam pharetra. Cras sodales posuere purus, et commodo lorem aliquam ac.

End of AFM42-A-05-00-15-00A-043A-A

5.16 Wind Velocities

AFM42-A-05-00-16-00A-043A-A

Wind Velocities data goes here...

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End of AFM42-A-05-00-16-00A-043A-A

5.17 Fuel Density

AFM42-A-05-00-17-00A-043A-A

Fuel Density data goes here...

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End of AFM42-A-05-00-17-00A-043A-A

5.18 Performance Formats & Rules

AFM42-A-05-00-18-00A-043A-A

Performance Formats & Rules data goes here...

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Duis consequat ullamcorper est eu mollis. Fusce tempus urna est, non tincidunt nisl dapibus ac. Donec vitae libero ut mauris rutrum dapibus eget nec dui. Aliquam viverra nulla ut lectus aliquam pharetra. Cras sodales posuere purus, et commodo lorem aliquam ac.

End of AFM42-A-05-00-18-00A-043A-A

5.19 Maximum Performance Presentations for Single Engine Aircraft

AFM42-A-05-00-19-00A-043A-A

Maximum Performance Presentations for Single Engine Aircraft data goes here...

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End of AFM42-A-05-00-19-00A-043A-A

5.20 Maximum Performance Presentations for Multi-Engine Aircraft

AFM42-A-05-00-20-00A-043A-A

Maximum Performance Presentations for Multi-Engine Aircraft data goes here...

Lorem ipsum dolor sit amet, consectetur adipiscing elit. Duis consequat ullamcorper est eu mollis. Fusce tempus urna est, non tincidunt nisl dapibus ac. Donec vitae libero ut mauris rutrum dapibus eget nec dui. Aliquam viverra nulla ut lectus aliquam pharetra. Cras sodales posuere purus, et commodo lorem aliquam ac.

End of AFM42-A-05-00-20-00A-043A-A

5.21 Performance Presentations in Icing Conditions

AFM42-A-05-00-21-00A-043A-A

Performance Presentations in Icing Conditions data goes here...

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End of AFM42-A-05-00-21-00A-043A-A

5.22 List of Figures

AFM42-A-05-00-22-00A-043A-A

List of Figures data goes here...

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End of AFM42-A-05-00-22-00A-043A-A

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SECTION 6

WEIGHT AND BALANCE AND EQUIPMENT LIST

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6.4	Weight and Balance Determination for Flight	6-7
6.5	Equipment List	6-12

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6.1 General

AFM42-A-06-00-01-00A-043A-A

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End of AFM42-A-06-00-01-00A-043A-A

6.2 Airplane Weighing Procedure

AFM42-A-06-00-02-01A-043A-A

At the time of delivery, Xxxxxxx Aero provides each airplane with the basic empty weight and center of gravity location. This data is shown in Weight and Balance Record (Figure X-X on page X-X).

The removal or addition of equipment or airplane modifications can affect the basic empty weight and center of gravity. Use the following weighing procedure to determine the new basic empty weight and center of gravity location:

End of AFM42-A-06-00-02-01A-043A-A

AFM42-A-06-00-02-02A-131A-A

(1) Be certain that all items checked in the airplane equipment list are installed in the proper location in the airplane.

(2) Defuel airplane. Then open all fuel drains until all remaining fuel is drained.

(3) Fill to full capacity with engine oil and operating fluids.

(4) Place pilot and copilot seats in a center position on the seat tracks. Put flaps in the fully retracted position and all control surfaces in the neutral position. Cabin door and baggage door should be closed.

(5) Weigh the airplane inside a close building to prevent errors in the scale readings due to wind. The scales used should be properly calibrated and certified in accordance with the Xxxxxx xx Xxxxxx.

(6) With the airplane on scales, place the levels on leveling provisions as per the "Leveling" procedure at Section X of this Handbook.

(7) When the airplane is weighed on wheels, leveling may be obtained by placing a thin xxxx xxxxx under the xxxxx xxx xxxxx and/or conveniently xxxxx the xxxxx xxx xxxxx.

(8) With the airplane level record the weight shown on each scale. Deduct the xxxxx, if any, from each xxxxxxx. Compute total weight and X.X. xxxx of the airplane as weighed then complete the Airplane Weighing Form (Figure X-X on page X-X) to obtain the basic empty weight and related X.X. xxxx.

- **End** -

End of AFM42-A-06-00-02-02A-131A-A

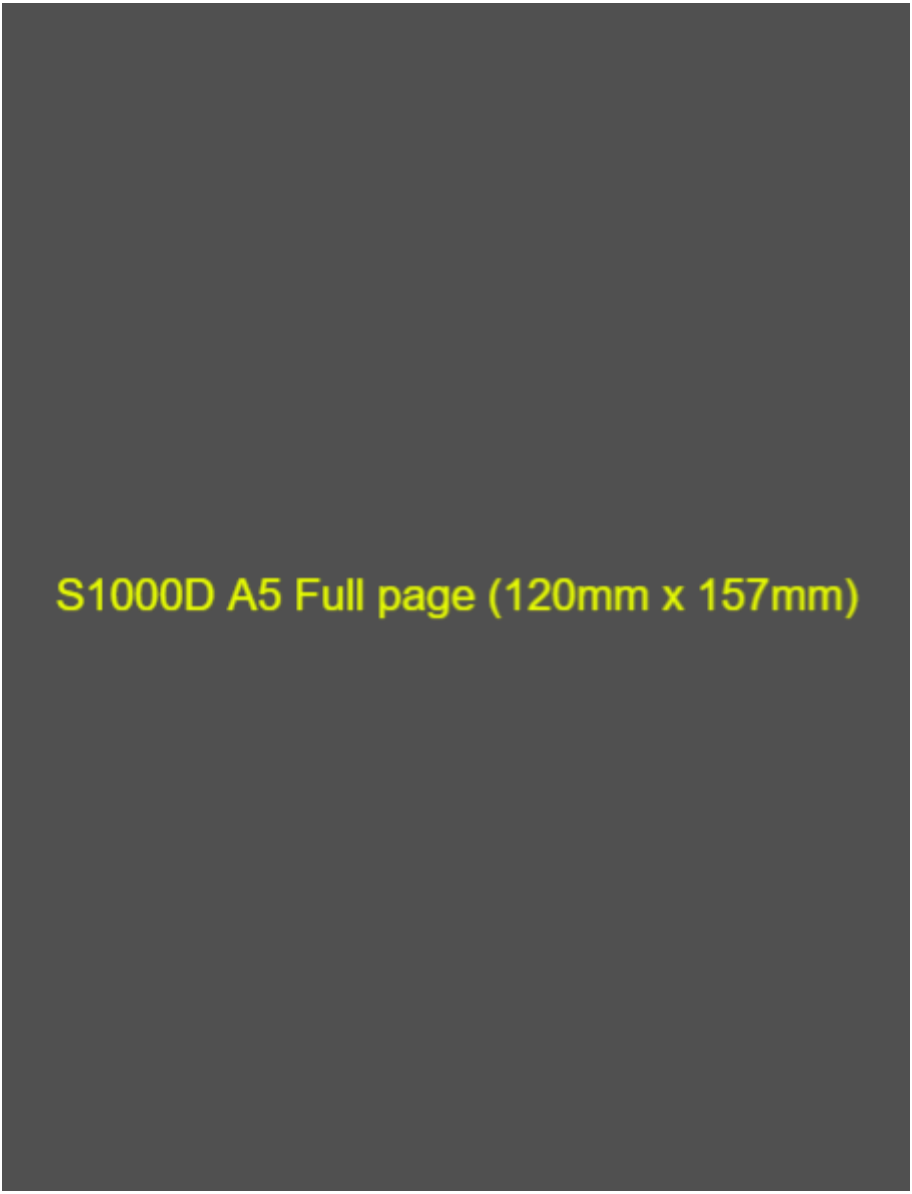

Fig 6-1 Airplane Weighing Form

End of AFM42-A-06-00-02-03A-043A-A

6.3 Weight and Balance Record

AFM42-A-06-00-03-00A-043A-A

The "Weight and Balance Record" form (Figure X-X on page X-X) is provided to present the current status of the airplane basic empty weight and a complete history of previous modifications. Any change to the permanently installed equipment or modification which affects weight or moment must be entered in the Weight and Balance Record.

The basic empty weight and moment of the airplane as delivered at the factory has been entered in the Weight and Balance Record.

Note 1

Equipment List data must be used in the event of configuration changes involving airplane weight and balance. Refer to the suitable Equipment List paragraph in this Section or in the affected Supplement to redefine the airplane weight and X.X. position associated with the new configuration.

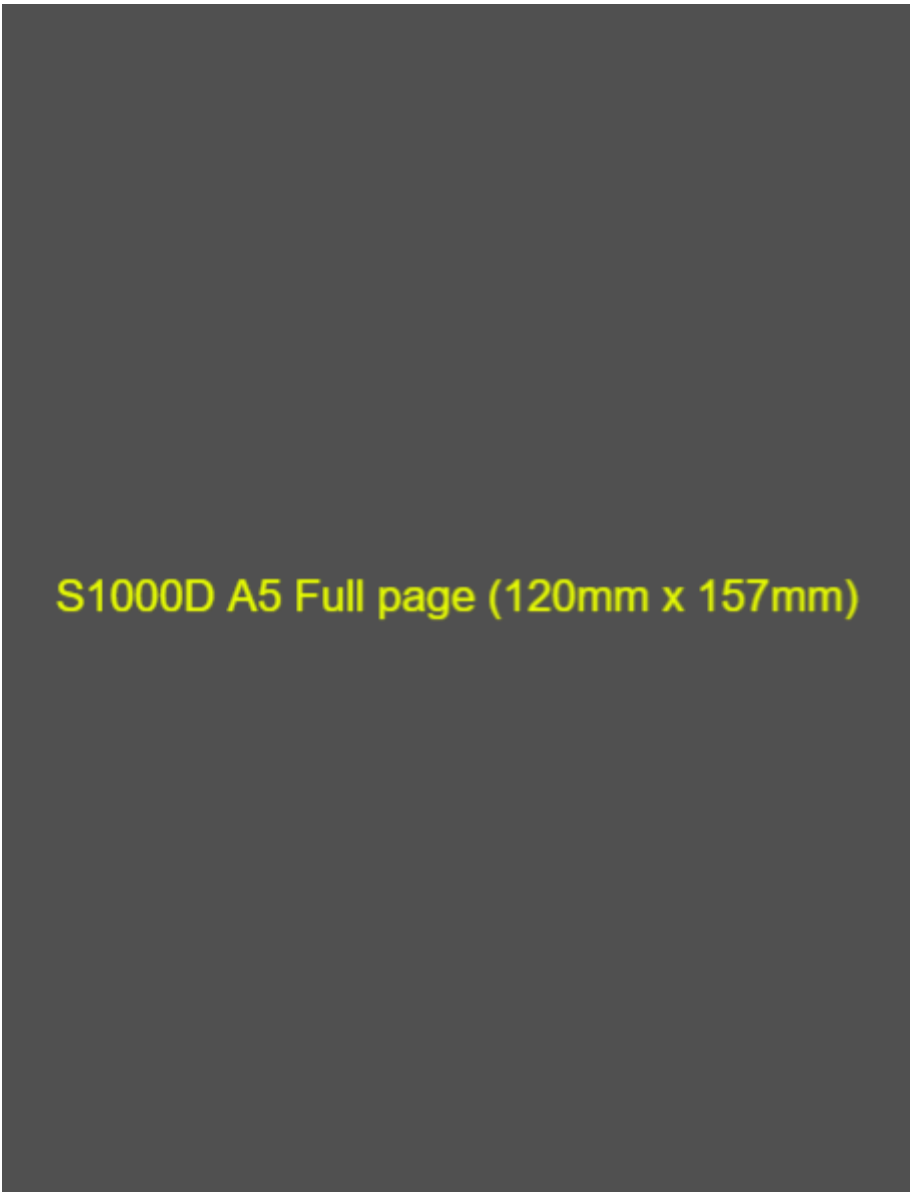

Fig 6-2 Weight and Balance Record

End of AFM42-A-06-00-03-00A-043A-A

6.4 Weight and Balance Determination for Flight

AFM42-A-06-00-04-01A-043A-A

This paragraph describes the procedure to calculate weight and moment for various phases of a planned flight by using the Weight and Balance Loading Form (Figure X-X)

End of AFM42-A-06-00-04-01A-043A-A

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(1) Record the current basic empty weight and moment from the Airplane Weighing Form (Figure X-X) The moment must be divided by XX.X to correspond to Loading Charts moments.

If the airplane has been altered, refer to the Weight and Balance Record (Figure 6-2) for this information.

(2) Record the weight and corresponding moment of each item to be carried. For the operator convenience the most useful loads, related X.X. nominal positions and moments can be found on the Loading Charts (Figure 6-6 and following as appropriate). For any load not located as per the Loading Charts nominal positions it will be necessary to determine its own X.X. and its location in the airplane. Determine the X.X. xxxx by measuring from a known location in the cabin to the C.G. of the load. Determine the "moment" for the load by multiplying the weight by the C.G. arm (Fuselage Station). This resultant should be divided by XX.X to be compatible with other loading data.

Note 1

For the adjustable seats the centered nominal position is given in the "OCCUPANTS" tables of the Loading Charts. Typical adjustable seat allows a X-xxxxx full longitudinal travel.

(3) Total the "weight" column and "moment" column. The total weight without usable fuel must not exceed the Maximum Zero Fuel Weight limitation. All weight in excess of this limitaion must be fuel. The total takeoff weight must not exceed the maximum allowable takeoff weight and the total moment must be within the minimum and maximum moments shown on the Weight, Moment and Center of Gravity Limits graph or table.

(4) Using the Loading Chart - Usable Fuel, determine the weight and corresponding moment of fuel to be used by subtracting the amount on board on landing from the amount on board at takeoff.

(5) For landing configuration weight and balance, subtract the weight and moment of fuel to be used from the takeoff weight and moment. The landing moment must be within the minimum and maximum moments shown on Weight, Moment and Center of Gravity Limits graph or table for that weight.

If the total moment is less than the minimum moment allowed, useful load items must be shifted xxxx, or xxxx xxx items reduced.

If the total moment is greater that the maximum moment allowed, useful load items must be shifted xxxx, or xxxx xxx items reduced. If the quantity or location of load items is changed, the calculations must be revised and moments rechecked.

- **End** -

End of AFM42-A-06-00-04-02A-131A-A

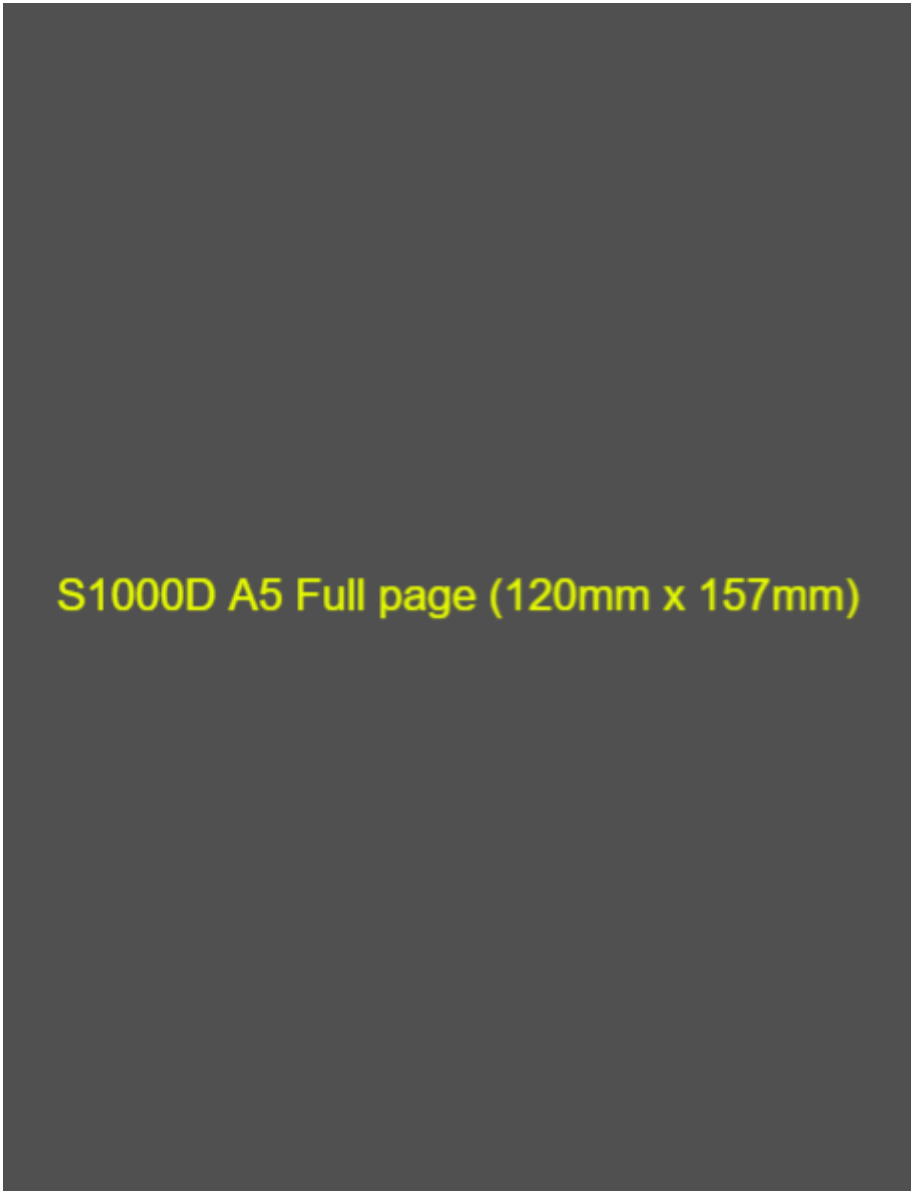

Fig 6-3 Weight, Moment and Center of Gravity Limits Graph

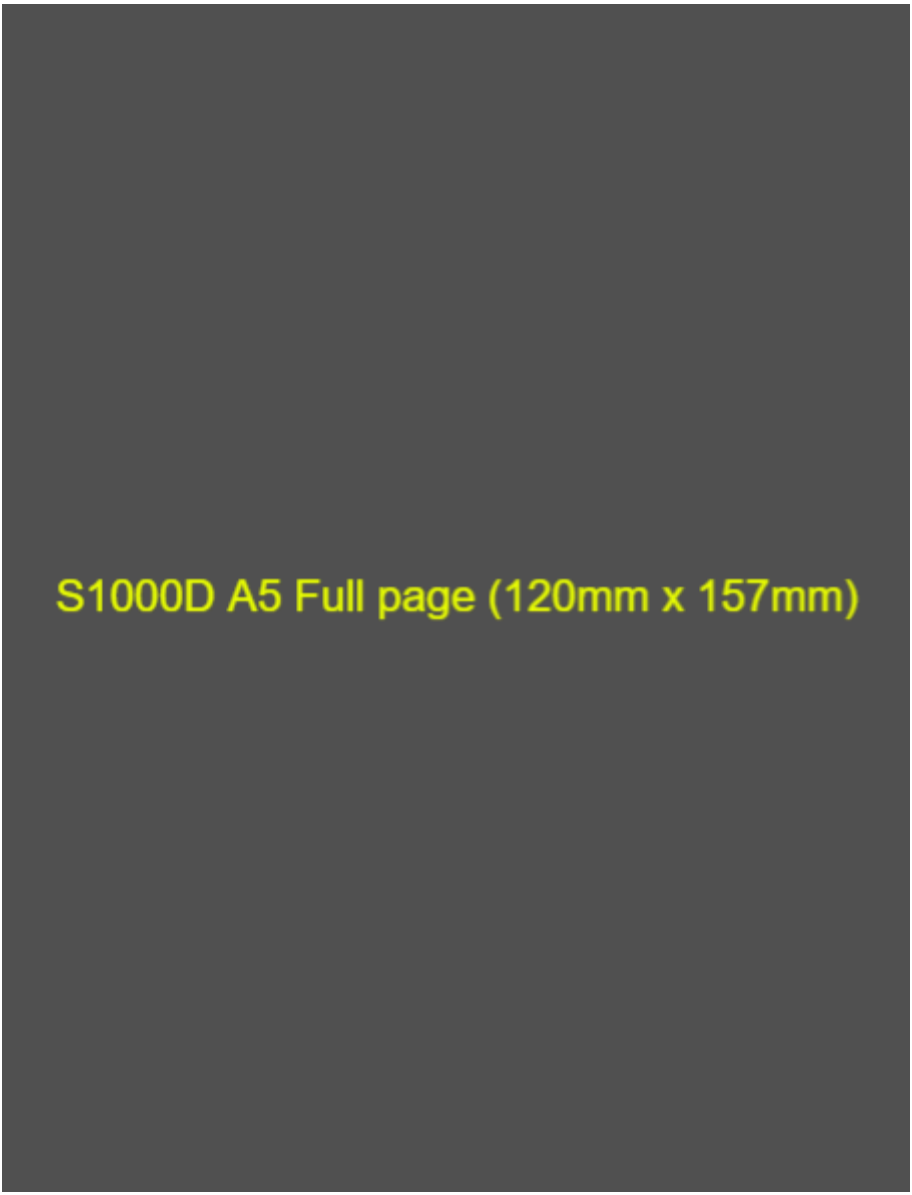

Fig 6-4 Weight, Moment and Center of Gravity Limits Table

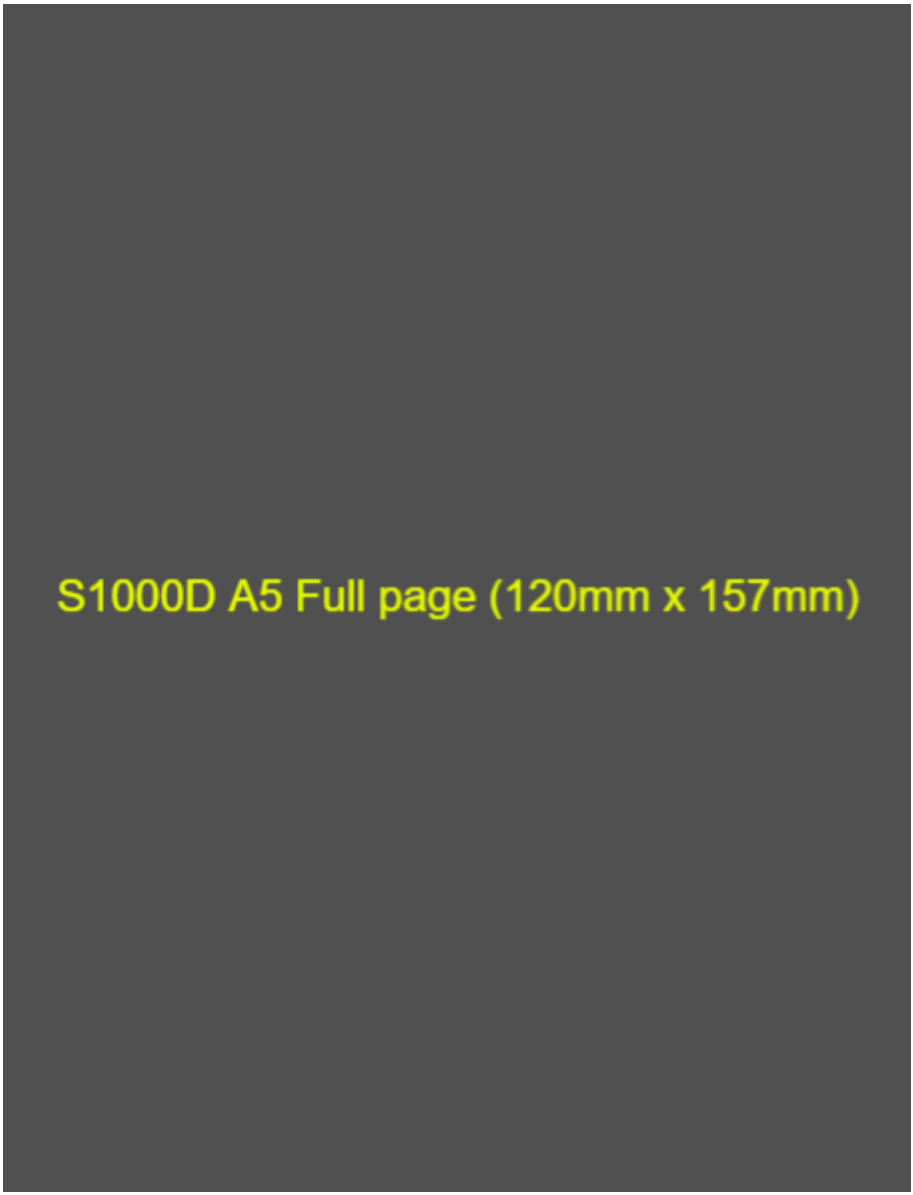

Fig 6-5 Weight and Balance Loading Form

End of AFM42-A-06-00-04-03A-043A-A

6.5 Equipment List

AFM42-A-06-00-05-01A-043A-A

All equipment that is approved for installation in the XXXXXX is shown in the Equipment List below.

Note 1

The equipment listed below cannot be installed in any arbitrary combination. The airplane manufacturer must be contacted before removing or installing equipment, with the exception of replacing a unit by an identical unit.

The items of equipment installed in your particular airplane are indicated in the appropriate column. The set of items marked as 'installed' constitutes the Equipment Inventory.

End of AFM42-A-06-00-05-01A-043A-A

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ATA No.	Item Description and Part No.	Weight LBS	ARM IN	Moment LBS - IN/100	Qty	Mark if Installed
21	**AIR CONDITIONING**					
21-20	DISTRIBUTION					
	- Shut-off, Emergency Description of equipment XXXXXXXX-XX	X.XX	XXX.XX	X.XX	XX	
	- Shut-off E.C.S. Description of equipment goes here or Additional XXXX-XX-X	X.XX (ea.)	XXX.XX	X.XX	XX	
	- Check Valve, Cabin Duct Description text XXXXXX-XX	X.XX	XXX.XX	X.XX	XX	
21-20	PRESSURIZATION CONTROL					
	- Cabin Rate of Climb Indicator Description text XXXXXX-XX	X.XX	XX.XX	X.XX	XX	
	- Cabin Alt. & Diff. Press. Indicator Description - XXXXXX-XX	X.XX	XX.XX	X.XX	XX	
	- Static Port Description - XXXXXX-XX	X.XX	XXX.XX	X.XX	XX	

ATA No.	Item Description and Part No.	Weight LBS	ARM IN	Moment LBS - IN/100	Qty	Mark if Installed
	- Cabin Automatic Pressure Controller Description - XXXXXX-XX	X.XX	X.XX	X.XX	XX	
	- Cabin Manual Pressure Controller Description - XXXXXX-XX	X.XX	XX.XX	X.XX	XX	
	- Cabin Pressure Selector Description - XXXXXX-XX	X.XX	XX.XX	X.XX	XX	
	- Primary Outflow Valve Description - XXXXXX-XX or Description - XXXXXX-XX	X.XX	XX.XX	X.XX	XX	
	- Secondry Outflow Valve Description - XXXXXX-XX or Description - XXXXXX-XX	X.XX	XX.XX	X.XX	XX	
21-40	HEATING					
	- Heat Exchanger XXXXXXX - XXXXXX-X	XX.XX	XXX.XX	XX.XX	X	
	- Temperature Modulating Valve XXXXXXX - XXXXXX	X.XX	XXX.XX	X.XX	X	
	- Acoustical Muffler XXXXXXX - XXXXXX-X	X.XX	XXX.XX	X.XX	X	
	- Check Valve XXXXXXX - XXXXXX	X.XX	XXX.XX	X.XX	X	
	- Duct Temperature Sensor XXXXXXX - XXXXXX-X	X.XX	XXX.XX	X.XX	X	
	- Cabin Temperature Sensor XXXXXXX - XXXXXX	X.XX	XXX.XX	X.XX	X	
	- Cockpit Temperature Sensor XXXXXXX - XXXXXX	X.XX	XX.XX	X.XX	X	
	- Temperature Switch XXXXXXX - XXXXXX-X	X.XX	XXX.XX	X.XX	X	
	- Cabin Temperature Controller XXXXXXX - XXXXXX-XX	X.XX	XXX.XX	X.XX	X	

ATA No.	Item Description and Part No.	Weight LBS	ARM IN	Moment LBS - IN/100	Qty	Mark if Installed
	- Cockpit Temperature Controller XXXXXXX - XXXXXX-XX	X.XX	X.XX	X.XX	X	
	- Ground Blower XXXXXXX - XXXXXX	X.XX	XXX.XX	XX.XX	X	
21-50	COOLING					
	- Refrigeration Pack Xxxxxxxx Xxxxxxxx - XXXXXX-X	XX.XX	XXX.XX	XXX.XX	X	

End of AFM42-A-06-00-05-02A-043A-A

AFM42-A-06-00-05-03A-043A-A

ATA No.	Item Description and Part No.	Weight LBS	ARM IN	Moment LBS - IN/100	Qty	Mark if Installed
22	**AUTO FLIGHT**					
22-10	AUTOPILOT					
	- Autopilot Controller X.X.X - XXX-XXXX-XX	X.XX	XX.XX	X.XX	X	
	- Accelerometer XXX-XX Xxxxxx - XXX-XXXX-XXX	X.XX	–XX.XX	–X.XX	XX	
	- Yaw Rate Sensor XXX-XX Xxxxxx - XXX-XXXX-XXX	X.XX	–XXX.X	–X.XX	X	
	- Autopilot Computer (XXX-XXX) Xxxxxx - XXX-XXXX-XXX	X.XX	–XX.XX	–X.XX	X	
	- Autopilot Computer Mount Xxxxxx - XXX-XXXX-XXX	X.XX	–XX.XX	–X.XX	XX	
	- Slip Skid Sensor XXX-XX Xxxxxx - XXX-XXXX-XXX	X.XX	–XX.XX	–X.XX	XX	
	- Aileron Servo XXX-XX Xxxxxx - XXX-XXXX-XXX	X.XX	XX.XX	X.XX	X	
	- Servo Mount XXX-XX Xxxxxx - XXX-XXXX-XXX	X.XX	XXX.XX	X.XX	XX	
	- Elevator Servo XXX-XX Xxxxxx - XXX-XXXX-XXX	X.XX	XXX.XX	X.XX	X	

ATA No.	Item Description and Part No.	Weight LBS	ARM IN	Moment LBS - IN/100	Qty	Mark if Installed
	- Servo Mount XXX-XX Xxxxxx - XXX-XXXX-XXX	X.XX	XXX.XX	X.XX	X	
	- Rudder Servo XXX-XX Xxxxxx - XXX-XXXX-XXX or Xxxxxx - XXX-XXXX-XXX	X.XX	XX.XX	X.XX	XX	
	- Servo Mount XXX-XX Xxxxxx - XXX-XXXX-XXX	X.XX	XX.XX	X.XX	XX	
	- Air Data Sensor Xxxxxx - XXX-XXXX-XXX	X.XX	–XX.X	–X.XX	XX	

End of AFM42-A-06-00-05-03A-043A-A

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SECTION 7

DESCRIPTION OF THE AIRPLANE AND ITS SYSTEMS

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7.1 General

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General data goes here...

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7.2 Airframe

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Airframe data goes here...

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7.3 Flight Controls

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Flight Control data goes here...

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7.4 Instrument Panel

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7.5 Flight Instruments

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7.6 Ground Control

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Ground Control data goes here...

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End of AFM42-A-07-00-06-00A-043A-A

7.7 Wing Flaps, Dive Brake or Spoiler System

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Wing Flaps, Dive Brake or Spoiler System data goes here...

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7.8 Landing Gear

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Landing Gear data goes here...

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End of AFM42-A-07-00-08-00A-043A-A

7.9 Baggage Compartment

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Baggage Compartment data goes here...

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End of AFM42-A-07-00-09-00A-043A-A

7.10 Seats, Seat Belts, and Shoulder Harnesses

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Seats, Seat Belts, and Shoulder Harnesses data goes here...

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End of AFM42-A-07-00-10-00A-043A-A

7.11 Doors, Windows and Exits

AFM42-A-07-00-11-00A-043A-A

Doors, Windows and Exits data goes here...

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7.12 Control Locals

AFM42-A-07-00-12-00A-043A-A

Control Locals data goes here...

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End of AFM42-A-07-00-12-00A-043A-A

7.13 Engine

AFM42-A-07-00-13-00A-043A-A

Engine data goes here...

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7.14 Propeller

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Propeller data goes here...

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7.15 Fuel System

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Fuel System data goes here...

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End of AFM42-A-07-00-15-00A-043A-A

7.16 Hydraulic System

AFM42-A-07-00-16-00A-043A-A

Hydraulic System data goes here...

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7.17 Brake System

AFM42-A-07-00-17-00A-043A-A

Brake System data goes here...

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7.18 Power Steering

AFM42-A-07-00-18-00A-043A-A

Power Steering data goes here...

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7.19 Electrical System

AFM42-A-07-00-19-00A-043A-A

Electrical System data goes here...

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7.20 Lighting System

AFM42-A-07-00-20-00A-043A-A

Lighting System data goes here...

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End of AFM42-A-07-00-20-00A-043A-A

7.21 Auxiliary Power Unit

AFM42-A-07-00-21-00A-043A-A

Auxiliary Power Unit data goes here...

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End of AFM42-A-07-00-21-00A-043A-A

7.22 Heating, Ventilating. Defrosting & Air Conditioning

AFM42-A-07-00-22-00A-043A-A

Heating, Ventilating. Defrosting & Air Conditioning data goes here...

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End of AFM42-A-07-00-22-00A-043A-A

7.23 Cabin Pressurization System

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Cabin Pressurization System data goes here...

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dapibus eget nec dui. Aliquam viverra nulla ut lectus aliquam pharetra. Cras sodales posuere purus, et commodo lorem aliquam ac.

End of AFM42-A-07-00-23-00A-043A-A

7.24 Oxygen System

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Oxygen System data goes here...

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End of AFM42-A-07-00-24-00A-043A-A

7.25 Pilot Pressure Systems

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Pilot Pressure Systems data goes here...

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End of AFM42-A-07-00-25-00A-043A-A

7.26 Static Pressure Systems

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Static Pressure Systems data goes here...

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End of AFM42-A-07-00-26-00A-043A-A

7.27 Vacuum or Pneumatic System

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Vacuum or Pneumatic System data goes here...

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End of AFM42-A-07-00-27-00A-043A-A

7.28 Automatic Devices in the Control System

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Automatic Devices in the Control System data goes here...

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End of AFM42-A-07-00-28-00A-043A-A

7.29 Stall Warning or Angle of Attack System

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Stall Warning or Angle of Attack System data goes here...

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End of AFM42-A-07-00-29-00A-043A-A

7.30 Icing Equipment

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Icing Equipment data goes here...

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End of AFM42-A-07-00-30-00A-043A-A

7.31 Avionics

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Avionics data goes here...

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End of AFM42-A-07-00-31-00A-043A-A

7.32 Comfort Features

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Comfort Features data goes here...

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dapibus eget nec dui. Aliquam viverra nulla ut lectus aliquam pharetra. Cras sodales posuere purus, et commodo lorem aliquam ac.

End of AFM42-A-07-00-32-00A-043A-A

7.33 Cabin Features

AFM42-A-07-00-33-00A-043A-A

Cabin Features data goes here...

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End of AFM42-A-07-00-33-00A-043A-A

7.34 Windshield Wipers

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Windshield Wipers data goes here...

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End of AFM42-A-07-00-34-00A-043A-A

SECTION 8

HANDLING, SERVICE AND MAINTENANCE

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8.1 General

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General data goes here...

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End of AFM42-A-08-00-01-00A-043A-A

8.2 Airplane Maintenance that may be Accomplished by a Certified Pilot

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Airplane Maintenance that may be Accomplished by a Certified Pilot data goes here...

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End of AFM42-A-08-00-02-00A-043A-A

8.3 Alterations or Repairs to Airplane

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Alterations or Repairs to Airplane data goes here...

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End of AFM42-A-08-00-03-00A-043A-A

8.4 Ground Handling

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Ground Handling data goes here...

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End of AFM42-A-08-00-04-00A-043A-A

8.5 Servicing

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Servicing data goes here...

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End of AFM42-A-08-00-05-00A-043A-A

8.6 Cleaning and Care

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Cleaning and Care data goes here...

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End of AFM42-A-08-00-06-00A-043A-A

8.7 Prolonged Out-of-Service Care

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Prolonged Out-of-Service Care data goes here...

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9.6	Structure of Supplements	9-4

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9.1 General

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General data goes here...

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End of AFM42-A-09-00-01-00A-043A-A

9.2 Supplement Scope

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End of AFM42-A-09-00-02-00A-043A-A

9.3 Supplement Issuance

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End of AFM42-A-09-00-03-00A-043A-A

9.4 Supplement Identification

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End of AFM42-A-09-00-04-00A-043A-A

9.5 Page Numbering

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End of AFM42-A-09-00-05-00A-043A-A

9.6 Structure of Supplements

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SAFETY AND OPERATIONAL TIPS

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10.1 General

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End of AFM42-A-10-00-01-00A-043A-A

10.2 Alphabetical Index

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