

COCKPIT (ALL FLIGHTS)

1. Strap in ----- **COMPLETE**
2. BAT switch ----- ON
3. Regulator anti-suffocation valve ----- **CHECK**
4. External Power ----- AS REQUIRED
5. Seat height ----- ADJUST
6. Rudder pedals ----- ADJUST
7. Flight controls ----- **CHECK**
8. Fire detection system ----- TEST (FIRE 1 and FIRE 2)
9. Lamp test switch ----- **CHECK**
10. Flaps ----- UP
11. Exterior lights ----- OFF
12. TRIM DISCONNECT switch ----- **NORM**
13. Interior lights ----- AS REQUIRED
14. TRIM AID switch ----- OFF
15. Trim operation ----- **CHECK**
16. EMER LDG GR handle ----- CHECK STOWED
17. Clock ----- SET
18. UFCP lower panel switches ----- SET
19. Audio panel ----- AS REQUIRED
20. DEFOG switch ----- OFF
21. ELT switch ----- ARM
22. PARKING BRAKE ----- RESET
23. Chocks ----- REMOVED
24. GEN switch ----- **OFF**
25. FUEL BAL switch ----- AUTO
26. MANUAL FUEL BAL switch ----- OFF
27. AVIONICS MASTER switch ----- OFF
28. BUS TIE switch ----- NORM
29. PROBES ANTI-ICE switch ----- CHECK, OFF
30. BOOST PUMP switch ----- CHECK, ARM
31. PMU switch ----- NORM
32. EVAP BLWR control ----- AS REQUIRED
33. AIR COND switch ----- OFF
34. BLEED AIR INFLOW switch ----- OFF
35. PRESSURIZATION switch ----- NORM
36. RAM AIR FLOW switch ----- AS REQUIRED
37. TEMP CONTROL switch ----- AUTO

HIGH IOAT AT START (>80° C)

1. PCL ----- VERIFY OFF
2. PMU ----- RESET IF NECESSARY
3. PMU switch ----- OFF
4. Propeller Area ----- CLEAR
5. STARTER switch ----- MANUAL FOR 20 SEC MAX
6. STARTER switch ----- NORM
7. Repeat Steps 4-6 if IOAT is greater than 80°C
8. PMU switch ----- NORM
9. Continue with Engine Start

ENGINE START (AUTO)

1. Canopy ----- **CLOSED AND LATCHED**
2. Navigation and anti-collision lights ----- AS REQUIRED
3. PMU FAIL/PMU STATUS message ----- EXTINGUISHED
4. PCL ----- ADVANCE TO START POSITION
5. Propeller area ----- CLEAR
6. STARTER switch ----- AUTO/RESET
7. Engine Start ----- MONITOR
8. PCL ----- ADVANCE PAST TWO CLICKS, THEN IDLE, AT OR ABOVE 60% N₁
9. External power ----- DISCONNECTED

MOTORING RUN PROCEDURE

- (Perform after any aborted start. Motor engine to clear residual fuel and/or lower ITT)
1. PCL ----- OFF
 2. IGNITION switch ----- NORM
 3. Propeller area ----- CLEAR
 4. STARTER switch ----- MANUAL for 20 sec
 5. STARTER switch ----- NORM

BEFORE TAXI

1. GEN switch ----- ON
2. AUX BAT switch ----- ON
3. BLEED AIR INFLOW switch ----- NORM
4. EVAP BLWR control ----- AS REQUIRED
5. AIR COND switch ----- AS REQUIRED
6. AVIONICS MASTER switch ----- ON
7. OBOGS supply lever ----- ON
8. Oxygen mask ----- **ON AND SECURE**
9. OBOGS ----- **CHECK**
10. Anti-G test ----- **CHECK**
11. System test panel ----- CHECK

- a. Lamp test switch ----- CHECK
- b. AOA system test switch ----- TEST
- c. ALT audio switch ----- TEST
- d. LDG GR audio switch ----- TEST
- e. OVR SPD audio switch ----- TEST
- f. OVR G audio switch ----- TEST
- g. BINGO FUEL audio switch ----- TEST

12. Speed brake ----- **CHECK**
13. Flaps ----- **CHECK**
14. TRIM AID switch ----- ON
(Verify TAD OFF extinguished & Rudder Trim set to T/O)
15. Nose wheel steering ----- ON
16. PARKING BRAKE ----- RELEASE
17. Brakes ----- **CHECK**
18. TCAS ----- ON/TEST
19. UFCP and MFD ----- CHECK AND SET:

- a. Database, location, and alignment ----- CHECK
- b. UHF ----- AS REQUIRED
- c. VHF ----- AS REQUIRED
- d. VOR ----- AS REQUIRED
- e. Transponder ----- SET
- f. FMS and FLT NO ----- AS REQUIRED
- g. Altitude, G, speed, fuel flags ----- AS REQUIRED

20. Flight instruments ----- **CHECK**
21. Altimeters ----- **SET AND CHECK**
22. EICAS display ----- **CHECK**
23. Landing/taxi lights ----- AS REQUIRED

TAXI

1. Transponder ----- AS REQUIRED
2. Heading and turn and slip indicators ----- CHECK

OVERSPEED GOVERNOR CHECK

1. Brakes ----- HOLD AS REQUIRED
2. PCL ----- IDLE
3. PMU switch ----- OFF
(Verify idle N₁ stabilizes at 60% or above)
4. PCL ----- ADVANCE TO 100±2% N_P AND
AND ALLOW ENGINE TO STABILIZE
(Verify 100±2% NP is reached at 30±5% torque)
5. PCL ----- ADVANCE SLIGHTLY AND
VERIFY N_P REMAINS 100±2%
6. PCL ----- IDLE
(Verify idle N₁ stabilizes at 60% or above)
7. PMU switch ----- NORM
(Verify PMU FAIL extinguished, NP 46-50%, & N₁ 60-61%)

(Bold & Highlighted Items are Both Cockpits)**BEFORE TAKEOFF**

1. Minimum power at 60 KIAS ----- COMPUTE
2. Speed brake ----- RETRACTED
3. Flaps ----- TO
4. Trim ----- SET FOR TAKEOFF
5. Fuel quantity and balance ----- CHECK
6. Engine instruments ----- CHECK
7. DVR control ----- AS REQUIRED
8. Amps ----- VERIFY +50 AMPS OR LESS
9. DEFOG switch ----- OFF
10. Seat safety pin ----- **REMOVED AND STOWED (BOTH)**
11. ISS mode selector ----- AS REQUIRED

LINEUP CHECK

1. Exterior lights ----- ON
2. Transponder ----- AS REQUIRED
3. PROBES ANTI-ICE switch ----- ON
4. Nose wheel steering ----- OFF

5. EICAS display ----- **CHECK**

AFTER TAKEOFF

1. Gear ----- **AS REQUIRED**
2. Flaps ----- **UP**

CLIMB (PASSING 10,000 FEET)

1. OBOGS ----- **CHECK**
2. DEFOG switch ----- AS REQUIRED
3. Vent control lever ----- AS REQUIRED
4. Pressurization system ----- CHECK

OPERATIONS CHECK

1. Hydraulic pressure ----- CHECK
2. Electrical systems ----- CHECK
3. Fuel quantity/balance ----- CHECK
4. OBOGS ----- **CHECK**
5. Engine instruments ----- CHECK
6. Pressurization ----- CHECK

PRE-STALL, SPIN, AND AEROBATIC CHECKS

1. Loose items ----- **STOWED**
2. Engine instruments ----- CHECKED
3. Fuel balance ----- CHECK LESS THAN 50 POUNDS

DESCENT

1. PFD ----- **CHECK**
2. Altimeters ----- **SET**
3. MASTER ARM switch ----- AS REQUIRED
4. DEFOG switch ----- AS REQUIRED
5. Vent control lever ----- AS REQUIRED

BEFORE LANDING

1. DEFOG switch ----- OFF
2. Engine instruments ----- CHECK
3. Gear ----- **DOWN**
4. Brakes ----- CHECK, AS REQUIRED
5. FLAPS ----- **AS REQUIRED**
6. Speed brake ----- RETRACTED

FULL STOP/TAXI BACK CHECKLIST

1. PROBES ANTI-ICE switch ----- OFF
 2. Flaps ----- TO
 3. Trim ----- Set for Takeoff
 4. Transponder ----- AS REQUIRED
 5. Fuel quantity and balance ----- CHECK
 6. Engine instruments ----- CHECK
 7. DEFOG switch ----- OFF
 8. Minimum Power at 60 KIAS ----- COMPUTE
- AFTER CLEARED ONTO THE RUNWAY:
9. Exterior lights ----- ON
 10. Transponder ----- AS REQUIRED
 11. PROBES ANTI-ICE switch ----- ON

(CONTINUED ON NEXT COLUMN)

12. Nose wheel steering ----- OFF

13. EICAS display ----- **CHECK**

AFTER LANDING

1. ISS mode selector ----- SOLO OR CMD FWD
2. Seat safety pin ----- **INSTALL**
3. PROBES ANTI-ICE switch ----- OFF
4. Flaps ----- UP
5. Trim interrupt button ----- DEPRESS
6. Trim ----- SET FOR TAKEOFF
7. Transponder ----- AS REQUIRED
8. TCAS ----- STBY
9. BLEED AIR INFLOW switch ----- OFF

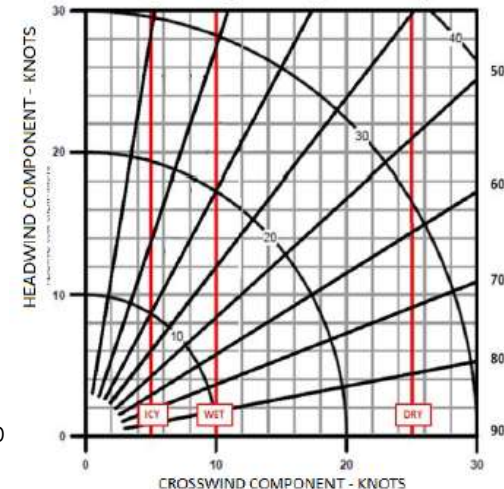
ENGINE SHUTDOWN

1. PARKING BRAKE ----- SET
2. Landing and taxi lights ----- OFF
3. Transponder ----- AS REQUIRED
4. AVIONICS MASTER switch ----- OFF
5. RAM AIR FLOW switch ----- OFF
6. AIR COND switch ----- OFF
7. EVAP BLWR control ----- **OFF**
8. Oxygen mask ----- REMOVE
9. OBOGS ----- **OFF**

10. PCL ----- IDLE >60 SECONDS, THEN OFF
11. CANOPY ----- OPEN (AS REQUIRED)
12. PMU STATUS message ----- EXTINGUISHED
13. FDR light ----- EXTINGUISHED
14. Gust lock ----- ENGAGE (AS REQUIRED)
15. Interior/exterior lights ----- OFF
16. GEN, BAT, and AUX BAT switches ----- OFF

BEFORE LEAVING AIRCRAFT

1. CFS handle safety pins ----- **INSTALL**
2. DTS/DVR cartridge ----- REMOVE (AS REQUIRED)
3. ISS mode selector ----- SOLO
4. Oxygen hose and communication cord ----- STOW
WITH LOOP FORWARD
5. HUD combiner cover ----- INSTALL
6. Wheel chocks ----- INSTALL (AS REQUIRED)
7. PARKING BRAKE ----- AS REQUIRED
8. Canopy ----- CLOSED (AS REQUIRED)
9. Exterior walk-around inspection ----- VISUALLY CHECK



BEFORE EXTERIOR INSPECTION

- 1. Seat safety pin ----- **INSTALLED**
- 2. Ejection handle ----- **CHECK CONDITION**
- 3. CFS handle safety pin ----- **CONFIRM INSTALLED**
- 4. CFS pin storage box ----- CLOSED AND LATCHED
- 5. **STARTER switch ----- NORM**
- 6. **IGNITION switch ----- NORM**
- 7. AVIONICS MASTER switch ----- OFF
- 8. **EVAP BLWR control ----- OFF**
- 9. ISS mode selector ----- SOLO OR CMD FWD (AS REQUIRED)
- 10. DTS/DVR cartridge ----- INSERT (AS REQUIRED)
- 11. **Circuit Breakers ----- IN**
- 12. **PCL ----- CHECK, OFF**
- 13. **Gear handle ----- DOWN**
- 14. MASTER ARM switch ----- SAFE
- 15. Brake reservoir ----- CHECK
- 16. FIREWALL SHUTOFF handle ----- DOWN, GUARD IN PLACE
- 17. AUX BAT switch ----- ON
- 18. **Fire detection system switch ----- TEST (FIRE 1)**
- 19. Standby VHF control head ----- CHECK, OFF
- 20. **Backup flight instrument ----- CHECK**
- 21. BAT switch ----- ON
- 22. AUX BAT switch ----- OFF
- 23. AUX BAT ----- TEST
- 24. Battery voltage ----- CHECK
- 25. Fuel quantity ----- CHECK
- 26. **Seat Height ----- ADJUST**
- 27. BAT switch ----- OFF
- 28. **CFS donor assemblies ----- INSPECT FOR PROTRUDING FIRING PLUNGERS**
- 29. **Ejection seat ----- INSPECT**
 - a. CFS attach bolt ----- CHECK
 - b. Top latch mechanisms ----- CHECK
 - c. Parachute risers inertial reel ----- CHECK CONDITION/OPERATION
 - d. Lap straps ----- CHECK CONDITION
 - e. Leg restraint lines ----- CHECK SECURE TO FLOOR AND SEAT
 - f. Ejection seat MOR handle ----- VISUALLY CHECK FULL DOWN AND LOCKED
 - g. Oxygen hoses ----- CHECK CONDITION
 - h. Seat survival kit (SSK) ----- SET AND CHECK
 - i. Ejection seat oxygen supply ----- CHECK
- 30. Gust lock ----- Stowed
- 31. HUD combiner cover ----- REMOVED AND STOWED

EXTERIOR INSPECTION

- Left Wing – Area 1**
- 1. Flaps ----- CHECK
 - 2. Main gear ----- CHECK
 - 3. Aileron ----- CHECK
 - 4. Static wicks (4) ----- CHECK
 - 5. Position, navigation, and anti-collision strobe lights ----- CHECK CONDITION
 - 6. Wing condition ----- CHECK
 - 7. AOA vane ----- CHECK FOR SMOOTH ROTATION
 - 8. Fuel vents (2) ----- CLEAR
 - 9. Pitot tube ----- CHECK
 - 10. TAT probe ----- CHECK
 - 11. Fuel filler cap ----- SECURED
 - 12. Main gear ----- CHECK
 - 13. Fuel drains (2) ----- CHECK FOR LEAKS
- Left Nose – Area 2**
- 1. Single point refueling door ----- CHECK
 - 2. Nose gear ----- CHECK
 - 3. Engine compartment ----- CHECK

(CONTINUED ON NEXT COLUMN)

- 4. Engine cowling ----- CLOSED AND LATCHED
- 5. Starter/generator air intake duct ----- CLEAR
- 6. Fuel drain ----- CHECK
- 7. Engine exhaust stack ----- CHECK
- 8. Propeller blades and spinner ----- CHECK
- 9. Engine air inlet ----- CLEAR
- 10. Oil cooler inlet and outlet ----- CLEAR
- 11. Inertial separator exit duct ----- CLEAR

Right Nose – Area 3

- 1. Maintenance access door ----- CLOSED AND LATCHED
- 2. Engine exhaust stack ----- CHECK
- 3. Engine cowling ----- CLOSED AND LATCHED
- 4. Heat exchanger/ECS intake ----- CHECK
- 5. Heat exchanger/ECS exhaust ----- CHECK
- 6. Inertial separator exit duct ----- CLEAR
- 7. Front cockpit canopy ----- CHECK

Right Wing – Area 4

- 1. Fuel drains (2) ----- CHECK FOR LEAKS
- 2. Main gear ----- CHECK
- 3. Fuel vents (2) ----- CLEAR
- 4. Fuel filler cap ----- SECURED
- 5. Pitot tube ----- CHECK
- 6. Wing condition ----- CHECK
- 7. Position, navigation, and anti-collision strobe lights ----- CHECK CONDITION
- 8. Static wicks (4) ----- CHECK
- 9. Aileron ----- CHECK
- 10. Main gear ----- CHECK
- 11. Flaps ----- CHECK

Right Fuselage – Area 5

- 1. Rear cockpit canopy ----- CHECK
- 2. External CFS handle access door ----- CLOSED AND LOCKED
- 3. Speed brake ----- CHECK
- 4. Antennas ----- CHECK
- 5. Ventral fin ----- CHECK
- 6. Hydraulic reservoir fluid level ----- CHECK
- 7. Hydraulic manual pressure release handle ----- VERIFY FULLY SEATED
- 8. Hydraulic system service bay access panel ----- CLOSED AND LATCHED
- 9. Avionics door ----- CLOSED AND LATCHED
- 10. Air conditioning service panel access door ----- SECURED
- 11. Static ports (2) ----- CLEAR
- 12. Air conditioner inlet/exhaust ----- CLEAR

Empennage – Area 6

- 1. Vertical and right horizontal stabilizer ----- CHECK
- 2. Elevator and elevator trim tab ----- CHECK
- 3. Static wicks (9) ----- CHECK
- 4. Rudder and rudder trim tab ----- CHECK
- 5. Left horizontal stabilizer ----- CHECK

Left Fuselage – Area 7

- 1. Static ports (2) ----- CLEAR
- 2. Air conditioner inlet/exhaust ----- CLEAR
- 3. Ground crew headset jack flip cover ----- SECURE
- 4. Baggage compartment ----- SECURE LOOSE ITEMS AND LATCH DOOR
- 5. Avionics door ----- CLOSED AND LATCHED
- 6. GPU plug access door ----- AS REQUIRED
- 7. External CFS handle access door ----- CLOSED AND LOCKED

(Bold & Highlighted Items are Both Cockpits)

REAR COCKPIT (SOLO FLIGHT)

- 1. **Ejection seat ----- INSPECT**
 - a. Seat safety pin ----- INSTALLED AND WARNING STREAMER IS FREE AND CLEAR OF EJECTION SEAT HANDLE
- 2. CFS handle safety pin ----- INSTALLED
- 3. ISS mode selector ----- SOLO
- 4. Left console circuit breakers ----- CHECK IN
- 5. TRIM DISCONNECT switch ----- NORM
- 6. Interior lighting ----- OFF
- 7. UFCP lower panel switches ----- SET
 - a. UFCP brightness knob ----- MINIMUM
 - b. HUD brightness switch ----- DAY
 - c. MFD/UFCP REPEAT/NORM switch ----- NORM
- 8. Audio panel ----- NORM; VOLUME AND VOX KNOBS - IN
- 9. BAT and Gen Switches ----- OFF
- 10. STARTER switch ----- NORM
- 11. IGNITION switch ----- NORM
- 12. BOOST PUMP switch ----- ARM
- 13. EVAP BLWR control ----- AS REQUIRED
- 14. OBOGS ----- OFF
 - a. OBOGS supply lever ----- OFF
 - b. OBOGS concentrator lever ----- NORMAL
 - c. OBOGS pressure lever ----- NORMAL
- 15. Right console circuit breakers ----- CHECK IN
- 16. Rear cockpit tie down ----- COMPLETE AS FOLLOWS:
 - a. Seat ----- LOWER SEAT AS REQUIRED TO ENSURE SEAT SAFETY PIN CLEARANCE WITH CONTROL STICK AFT POSITION
 - b. Upper fittings ----- LOWER AND ROTATE 180 DEGREES OUTBOARD
 - c. Left and right leg restraint lines ----- EXTEND FULLY TO FACILITATE STEPS D AND E BELOW
 - d. Right leg garter ----- ROUTE THROUGH RIGHT LAP STRAP AND RIGHT PARACHUTE RISER AND SECURE AROUND OXYGEN HOSES AND COMM CORD
 - e. Left leg garter ----- ROUTE THROUGH RIGHT LAP STRAP AND RIGHT PARACHUTE RISER AND SECURE AROUND OXYGEN HOSES AND COMM CORD
 - f. Shoulder harness control lever ----- LOCK
 - g. Leg garter restraint lines ----- PULL EXCESS THROUGH LEFT AND RIGHT RESTRAINT SNUBBER UNIT
 - h. Lap straps ----- TIGHTEN
 - i. Control stick ----- VERIFY BOOT COLLAR DOES NOT RESTRICT CONTROL STICK MOVEMENT
 - j. Upper fittings ----- ROTATE INBOARD AND SECURE INSIDE THE PARACHUTE RISER
- 17. Map containers ----- CLOSED
- 18. Loose articles ----- REMOVED AND STOWED

MINIMUM POWER AT 60 KIAS																
ASSOCIATED CONDITIONS				AIRPLANE : T-6B			ENGINE : PT6A-68									
TAKEOFF POWER				DATE : MAY 2008			FLIGHT TEST									
NP AT 100% (2000 RPM)				DATA BASIS : FLIGHT TEST												
ACCURATE AT 80 KIAS				ENGINE TORQUE - PERCENT												
IOAT °C	-2000		500		1000		1500		2000		4000		6000		8000	
	FT	PA	FT	PA	FT	PA	FT	PA	FT	PA	FT	PA	FT	PA	FT	PA
17	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
18	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	98
19	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	97
20	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	96
21	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	94
22	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	93
23	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	92
24	100	100	100	100	100	100	100	100	100	100	100	100	100	100	99	90
25	100	100	100	100	100	100	100	100	100	100	100	100	100	100	99	89
26	100	100	100	100	100	100	100	100	100	100	100	100	100	97	88	
27	100	100	100	100	100	100	100	100	100	100	100	100	100	96	86	
28	100	100	100	100	100	100	100	100	100	100	100	100	100	94	85	
29	100	100	100	100	100	100	100	100	100	100	100	100	100	93	83	
30	100	100	100	100	100	100	100	100	100	100	100	100	100	91	82	
31	100	100	100	100	100	100	100	100	100	100	100	99	90	81	79	
32	100	100	100	100	100	100	100	100	100	100	100	98	88	79	71	
33	100	100	100	100	100	100	100	100	100	100	100	96	87	78	78	
34	100	100	100	100	100	100	100	100	100	100	100	94	85	76	76	
35	100	100	100	100	100	100	100	100	100	100	100	93	84	75	75	
36	100	100	100	100	100	100	100	100	100	100	100	91	82	74	74	
37	100	100	100	100	100	100	100	100	100	100	100	89	80	81	72	
38	100	100	100	100	100	100	100	100	100	100	100	87	88	79	71	
39	100	100	100	100	100	100	100	100	100	100	100	86	87	78	69	
40	100	100	100	100	99	96	94	85	76	68	68	85	76	68	68	
41	100	100	99	97	94	92	83	75	67	67	67	83	75	67	67	
42	100	100	97	95	93	91	82	73	65	65	65	80	72	64	64	
43	100	98	96	93	91	89	80	72	64	64	64	77	69	61	61	
44	100	96	94	92	89	87	79	70	62	62	62	76	68	60	60	
45	100	94	92	90	88	86	77	69	61	61	61	75	67	59	59	
46	100	93	90	88	86	84	76	67	60	60	60	74	66	58	58	
47	100	91	89	86	84	82	74	66	58	58	58	73	65	57	57	
48	99	89	87	85	83	81	73	64	57	57	57	71	63	55	55	
49	97	87	85	83	81	79	71	63	55	55	55	70	62	54	54	
50	95	86	83	81	79	77	70	62	54	54	54	69	61	53	53	
51	93	84	82	80	78	76	70	62	54	54	54	68	60	52	52	
52	91	82	80	78	76	74	67	59	51	51	51	67	59	51	51	
53	89	80	79	77	75	73	65	57	50	50	50	66	58	50	50	
54	87	79	77	75	73	71	64	56	48	48	48	65	56	48	48	
55	86	77	75	73	72	70	62	54	47	47	47	64	55	47	47	
56	84	76	74	72	70	68	61	53	46	46	46	63	54	46	46	
57	82	74	72	70	68	67	59	51	44	44	44	62	53	45	45	

OAT TEMPERATURE CORRECTION					
TRUE OAT = IOAT - Temperature Correction					
NOTE: At an indicated airspeed of 0 KIAS, the temperature correction is 7 °C when the engine has been running at least 1 minute.					
KIAS	Temperature Correction - °C				
	Altitude - Feet				
	SL	10K	20K	25K	31K
80	11	11	11	11	11
160	11	11	11	11	12
120	11	11	12	12	13
140	11	12	13	13	14
180	12	13	14	14	15
180	12	13	15	16	17
200	13	14	16	17	19
220	14	15	17	19	21
240	15	16	19	21	23
260	16	18	21	23	-
280	17	19	22	25	-
300	18	20	24	-	-



A1-T6BAA-NFM-100
A1-T6BAA-FCL-100
Change 1 01 AUG 2019