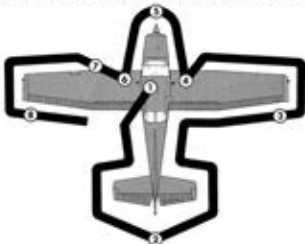


Cessna 172S G1000 Skyhawk Normal Procedures



Initial

Required Docs.....	A.R.O.W.
Control Lock.....	Remove
Fuel Selector.....	Both
Fuel Shutoff.....	ON
Trim.....	Takeoff
Mixture.....	Idle Cutoff
Throttle.....	Closed
Magnetos.....	OFF
Avionics (Bus 1 and 2).....	OFF
Master (ALT and BAT).....	ON
Primary Flight Display.....	Verify ON
Hobbs and Tach Times.....	Verify
Fuel Qty (L and R).....	Check
Low Fuel Annunciators.....	Verify OFF
Oil Pressure Annunciator.....	Check
Low Vacuum Annunciator.....	Check
Avionics (1 & 2).....	Check fans individually
Avionics Master Switch.....	OFF
Alternate Static Source.....	Test, then OFF
Flaps.....	Extend Full
All Light Switches.....	ON
Pitot Heat.....	ON
All Lights, Pitot Heat.....	Check Operation
All Light Switches.....	OFF
Pitot Heat.....	OFF
Master Switch.....	OFF
Fire Extinguisher.....	Check
Emergency Checklist.....	Accessible



Exterior

Fuel Quantity.....	Check
Fuel Quality.....	Check
Caps/Drains/Vents.....	Check
Oil.....	6-8 Quarts
Prop/Air Intake.....	Check
Exhaust System.....	Check
Surfaces and Controls.....	Check, No Damage
Pitot & Static Ports.....	Clear
Gear/Tires/Brakes.....	Check
Antennas.....	Check, No Damage
Stall Indicator.....	Clear
Ties/Chocks.....	Remove
Baggage Door.....	Closed
Final Walk Around.....	Complete

Before Start

Seatbelts.....	ON
Doors.....	Closed and Latched
Passenger Briefing.....	S.A.F.E.T.Y.
Circuit Breakers.....	Checked In
Electrical Equipment.....	OFF
Avionics.....	OFF
Brakes.....	Set

Starting Engine

Mixture.....	Idle Cutoff
Standby Battery.....	Test, then Arm
Engine Indicating Systems.....	No Red X's
BUS E Volts.....	24 Min
M BUS Volts.....	1.5 or less
BATT S Amps.....	Verify Discharge
STBY BATT Annunciator.....	Verify ON
Master (ALT and BAT).....	ON
Beacon.....	ON

If Engine Is Warm Skip To Hot Start

Cold Start

Fuel Pump.....	ON
Mixture.....	RICH 3-5 Seconds
Mixture.....	Idle Cutoff
Fuel Pump.....	OFF

Hot Start

Priming.....	Not Required
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Throttle.....	Open ¼ Inch
Prop Area.....	Clear
Magnetos.....	Start
Mixture.....	RICH
Throttle.....	700-800 RPM
Oil Pressure.....	Check
AMPS.....	Verify Charge
Low Volts Annunciator.....	Verify OFF
Avionics.....	ON
Nav Lights.....	As Required
Mixture.....	Lean for Taxi
Flaps.....	Up

Pre-Taxi

ATIS/AWOS.....	Listen
Altimeters (PFD & STBY).....	Set
Stby Attitude Indicator.....	Set
Taxi Light.....	ON
Brakes.....	Test

*This checklist is not intended to replace
procedures found in the Pilot's Operating Handbook.
Always consult the POH in an emergency.*

Revised 06/2022

Run Up

Brakes.....Set
 Flight Controls.....Free & Correct
 Instruments (PFD & Standby).....Check
 Autopilot.....Engage
 Flight Controls.....Check (Overpower AP)
 Autopilot.....Disengage
 Flight Director.....OFF
 Manual Electric Trim.....Test
 Trim.....Takeoff
 Mixture.....Rich
 Fuel Selector Valve.....Both
 Throttle.....1800 RPM
 Magnetos.....Check L & R (Max 150, max difference 50)
 VAC.....Check
 Engine Indicators.....Check, No Red X's
 Amps / Volts.....Check
 Annunciators.....Check None Shown
 Throttle.....Check Idle
 Throttle.....700-800 RPM
 Throttle Control Friction.....Set
 Heading Bug.....Set
 ALT SEL.....Set
 COM/NAV.....Set
 Transponder.....Set
 Takeoff Briefing.....Complete
 Brakes.....Release

Pre-Takeoff

Flaps.....0-10
 Mixture.....Rich
 Pitot Heat.....As Required
 Doors/Windows.....Closed
 Transponder.....Set
 Strobes.....ON
 Landing Light.....ON
 Time.....Note

Takeoff

Throttle.....Full
 Rotate.....55 KIAS
 Climb.....70-80 KIAS
 Flaps.....Up

Climb

Airspeed.....70-85 KIAS
 Throttle.....Full
 Mixture.....Rich
 Instruments.....Check

Cruise

Level & Trim.....Set
 Power.....Cruise Set
 Mixture.....Lean
 Taxi/Landing Light.....As Desired
 Instruments.....Check

Descent

Fuel Selector.....Both
 Power.....Set
 Mixture.....Adjust as needed
 ATIS/AWOS.....Listen
 Altimeters (PFD & STBY).....Set

Before Landing

Seatbelts.....ON
 Fuel Selector.....Both
 Mixture.....Rich
 Landing Light.....ON
 Autopilot.....OFF

After Landing

Flaps.....Up
 Mixture.....Lean for Taxi
 Trim.....Takeoff
 Landing Light.....OFF
 Strobes.....OFF
 Taxi Light.....ON
 Pitot Heat.....OFF

Securing

Transponder.....1200
 Electrical Equipment.....(Except Beacon)...OFF
 Avionics.....OFF
 Throttle.....Idle
 Mixture.....Idle Cutoff
 Magnetos.....OFF
 Beacon.....OFF
 Master.....OFF
 Tach Time.....Record
 STBY BATT.....OFF
 Control Lock.....Install
 Fuel Selector.....Left or Right

V Speeds

Vr.....55
 Vx.....62
 Vy.....74
 Vfe.....85
 Best Glide 68

Grand Prairie Aiport VFR Departure/Arrival Procedures

Outbound Traffic 2,500 MSL
 Inbound Traffic 2,000 MSL
 Traffic Pattern Alt: 1,400 MSL
 RWY 36: Rgt t/c RWY 18: Lft t/c

KGPM TOWER: 128.55
 GROUND: 121.15

Cessna 172S G1000 Skyhawk EMERGENCY PROCEDURES

AVIATOR AIR

ENGINE FAILURES



ENGINE FAILURE DURING TAKEOFF ROLL

Throttle.....	Idle
Brakes.....	Apply
Flaps.....	Retract
Mixture.....	Idle Cutoff
Magnetos.....	Off
STBY BATT.....	Off
Master (ALT and BAT).....	Off

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

A - Airspeed.....	70 KIAS (with flaps up) 65 KIAS (flaps 10-Full)
B - Best place to land.....	Straight or within 30°
C - Configure	
Mixture.....	Idle Cutoff
Fuel Shutoff Valve.....	Off (pull full out)
Magnetos.....	Off
Flaps.....	As Required
STBY BATT.....	Off
Master (ALT and BAT).....	Off
Cabin Door.....	Unlatch

ENGINE FAILURE DURING FLIGHT

A - Airspeed.....	68 KIAS (with flaps up)
B - Best place to land.....	Pilot's Discretion
C - Configure	
Fuel Selector.....	Both
Fuel Shutoff Valve.....	On (full in)
Mixture.....	Rich
Fuel Pump.....	On
Magnetos.....	L-R-Both
Engine Instruments.....	Check
D - Declare Emergency	
Squawk.....	7700
Contact.....	ATC or 121.5
Proceed to Forced Landing	

FORCED LANDINGS



FORCED LANDING WITHOUT ENGINE POWER

Seats/Seatbelts.....	Upright/Secure
Airspeed.....	70 KIAS (with flaps up) 65 KIAS (flaps 10-Full)
Mixture.....	Idle Cutoff
Fuel Shutoff Valve.....	Off (pull full out)
Magnetos.....	Off
Flaps.....	As Required
STBY BATT.....	Off
Master (ALT and BAT).....	Off (when landing assured)
Doors.....	Unlatch
Touchdown.....	Slightly Tail Low
Brakes.....	Apply

PRECAUTIONARY LANDING WITH POWER

Seats/Seatbelts.....	Upright/Secure
Airspeed.....	65 KIAS
Flaps.....	20
Selected Field.....	Fly Over (noting terrain)
Flaps.....	Full (on final approach)
Airspeed.....	65 KIAS
STBY BATT.....	Off
Master (ALT and BAT).....	Off (when landing assured)
Doors.....	Unlatch
Touchdown.....	Slightly Tail Low
Mixture.....	Idle Cutoff
Magnetos.....	Off
Brakes.....	Apply

DITCHING

Seats/Seatbelts.....	Secure
Flaps.....	20-Full
Power.....	300 ft/min descent at 55 KIAS
If No Power.....	70 KIAS (Flaps Up) / 65 KIAS (Flaps 10)
Approach	
High Winds / Heavy Seas.....	Into Wind
Light Winds / Heavy Swells.....	Parallel to Swells
Doors.....	Unlatch
Touchdown.....	Level Attitude
Face Cushion at Touchdown	
ELT.....	Activate
Airplane.....	Evacuate Through Cabin Doors

FIRES



DURING START ON GROUND

Magnetos.....	Start (Continue Cranking)
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IF ENGINE STARTS

Power.....	1800 RPM (for a few minutes)
Engine.....	Shutdown (inspect for damage)

IF ENGINE FAILS TO START

Throttle.....	Full Open
Mixture.....	Idle Cutoff
Magnetos.....	Start (Continue Cranking)
Fuel Shutoff Valve.....	Off (pull full out)
Fuel Pump.....	Off
Magnetos.....	Off
STBY BATT.....	Off
Master (ALT and BAT).....	Off
Engine.....	Secure
Parking Brake.....	Release
Fire Extinguisher.....	Obtain
Airplane.....	Evacuate
Fire.....	Extinguish

**Fires Continued
On Reverse Side**



FIRES Con't



ENGINE FIRE IN FLIGHT

Mixture.....	Idle Cutoff
Fuel Shutoff Valve.....	Off
Fuel Pump.....	Off
Master (ALT and BAT).....	Off
Cabin Vents.....	Open (as needed)
Cabin Heat / Air.....	Off (push full in)
Airspeed.....	100 KIAS

If fire not extinguished, increase airspeed, within limitations, to create incombustible mixture

Forced Landing.....Execute

ELECTRICAL FIRE IN FLIGHT

STBY BATT.....	Off
Master (ALT and BAT).....	Off
Cabin Vents.....	Closed
Cabin Heat / Air.....	Off (push full in)
Fire Extinguisher.....	Activate
Avionics.....	Off
All Other Switches (except Magnetos).....	Off

ONCE FIRE IS EXTINGUISHED

Cabin Vents.....	Open
Cabin Heat / Air.....	On (pull full out)

IF ELECTRICAL POWER NECESSARY

Circuit Breakers.....	Check (Do not reset)
Master (ALT and BAT).....	On
STBY BATT.....	Arm
Avionics Bus 1.....	On
Avionics Bus 2.....	On

CABIN FIRE

STBY BATT.....	Off
Master (ALT and BAT).....	Off
Cabin Vents.....	Closed
Cabin Heat / Air.....	Off (push full in)
Fire Extinguisher.....	Activate

ONCE FIRE IS EXTINGUISHED

Cabin Vents.....	Open
Cabin Heat / Air.....	On (pull full out)
Land.....	As soon as possible

WING FIRE

Landing / Taxi Lights.....	Off
Nav Lights.....	Off
Strobes.....	Off
Pitot Heat.....	Off
Sideslip (using rudder pedal on same side as fire)	
Land as soon as possible, flaps only as required	

NOTICE:

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ELECTRICAL FAILURES



HIGH VOLTS ANNUNCIATOR

Master (ALT Only).....	Off
Electrical Load.....	Reduce Immediately as follows
Avionics BUS 1.....	Off
Pitot Heat.....	Off
Beacon.....	Off
Landing Light.....	Off
Taxi Light.....	Off
Nav Lights.....	Off
Strobes.....	Off
Cabin Pwr 12V Switch.....	Off
Com 1 and Nav 1.....	Tune to Active Freq
Com 1 Mic and Nav 1.....	Select
Avionics BUS 2.....	Off (Keep On if in clouds)
Land.....	As Soon as Practical

LOW VOLTS ANNUNCIATOR BELOW 1000 RPM

Throttle.....	1000 RPM
Low Volts Annunciator.....	Check Off

IF LOW VOLTS ANNUNCIATOR REMAINS ON

Inspection required by maintenance before next flight

LOW VOLTS ANNUNCIATOR AT HIGHER RPM

Master (ALT only).....	Off
ALT FIELD Circuit Breaker.....	Check In
Master (ALT and BAT).....	On
Low Volts Annunciator.....	Check Off
M Bus Volts.....	Check 27.5 V (min)
M Batt Amps.....	Check Charging (+)

IF LOW VOLTS ANNUNCIATOR REMAINS ON

Master (ALT Only).....	Off
Electrical Load.....	Reduce Immediately as follows
Avionics BUS 1.....	Off
Pitot Heat.....	Off
Beacon.....	Off
Landing Light.....	Off
Taxi Light.....	Off
Nav Lights.....	Off
Strobes.....	Off
Cabin Pwr 12V Switch.....	Off
Com 1 and Nav 1.....	Tune to Active Freq
Com 1 Mic and Nav 1.....	Select
Avionics BUS 2.....	Off (Keep On if in clouds)
Land.....	As Soon as Practical

ADC / AHRS FAILURE

RED X ON INSTRUMENT

ADC/AHRS Circuit Breaker.....	Check In (ESS & Main Bus)
If Open.....	Reset (Once)
Use Standby Instruments as appropriate	

AUTOPILOT OR ELECTRIC TRIM FAILURE

AP OR PTRM ANNUNCIATORS

Control Wheel.....	Grasp Firmly
A/P Trim Disc Button.....	Press & Hold
Elevator Trim Control.....	Adjust Manually
Auto Pilot Circuit Breaker.....	Open (pull out)
A/P Trim Disc Button.....	Release