

PA-23-250, Model “E” – Normal Checklist (04/15/11)

Key Airspeeds	IAS-MPH
V_{NE}	249
V_{NO}	198
$V_{LO/LE}$	150
V_A (At max gross weight.)	149
Speed for single engine cruise.	138
V_{FE} Quarter Flaps	160
Half Flaps	140
Full Flaps	125
V_Y	120
V_X	107
V_{YSE}	102
V_{XSE}	97
V_{SSE} (ECA internal policy.)	95
V_R	85
V_{MC}	80
V_S	76
V_{S0}	70

PREFLIGHT – CABIN

1. Ignition & Master SwitchesOFF
2. Gear SelectorDOWN/NEUTRAL
3. Circuit BreakersIN
4. Master Switch ON
5. Pitot HeatON (CHECK AMMETER DEFLECTION)
6. Pressure Crossfeed.....OFF
7. CrossfeedDRAIN LEFT & RIGHT
8. Fuel Quantity CHECK GAUGES
9. Exterior Lights ON
10. Pitot HeatOFF
11. Quick Walk Around (Check Lights & Pitot Temp) COMPLETE
12. Exterior LightsOFF
13. Master SwitchOFF
14. Weight & Balance..... COMPUTED & WITHIN LIMITS
15. Performance..... COMPUTED & WITHIN LIMITS
16. Certificates & Documents..... CHECK
17. Control Lock..... REMOVE (If Installed)

PREFLIGHT – EXTERNAL

1. Right Wing & Flight Controls CHECK
2. Right Wing Fuel CHECK
3. Right Engine Area CHECK
4. Right Main Gear CHECK
5. Right Propeller..... CHECK
6. Right Engine Oil Quantity CHECK
7. Right Fuel Sumps DRAINED
8. Nose Baggage CHECK / LOCKED
9. Nose Gear CHECK
10. Left Fuel Sumps..... DRAINED
11. Left Engine Oil Quantity CHECK
12. Left Propeller CHECK
13. Left Main Gear CHECK
14. Left Engine Area..... CHECK
15. Pitot Tube & Static Port..... CHECK
16. Left Wing Fuel..... CHECK
17. Left Wing & Flight Controls CHECK
18. Left Fuselage CHECK
19. RSM (Security, Vent, & Lightening Tape)..... CHECK
20. Tail Section..... CHECK
21. Right Fuselage CHECK
22. Rear Baggage..... CHECK / LOCKED

BEFORE STARTING ENGINES

1. Preflight Inspection..... COMPLETE
2. Baggage SECURE
3. Cabin Door LOCKED
4. Seats & Seat Belts..... ADJUSTED & SECURE
5. Parking Brake SET
6. Flight Controls FREE
7. Fuel Valves ON FULLEST TANKS
8. Crossfeed Drain OFF
9. Circuit Breakers CHECK
10. Alternator Switches ON
11. Electrical Switches..... OFF
12. Gear & Flap Handles NEUTRAL
13. Alternate Air IN
14. Propeller Controls..... FORWARD

STARTING ENGINES

1. Cowl Flaps SET
2. Master Switch ON
3. Anti-Collision & Nav Lights ON AS REQUIRED
4. Landing Gear Lights 3 GREEN
5. Vacuum Warning Indicators VISIBLE
6. Alternator Inop Lights ON
7. Throttle Controls OPEN 1/2 INCH
8. Propeller Controls FORWARD
9. Magneto Switches ON
10. Left Electric Fuel Pump ON
11. Left Mixture Control RICH UNTIL FUEL FLOW
INDICATION, THEN IDLE CUT-OFF
12. Propeller CLEAR LEFT
13. Starter ENGAGE LEFT
14. Mixture ADVANCE LEFT ON START
15. Oil Pressure CHECK LEFT GREEN (30 Seconds)
16. Right Electric Fuel Pump ON
17. Right Mixture Control RICH UNTIL FUEL FLOW
INDICATION, THEN IDLE CUT-OFF
18. Propeller CLEAR RIGHT
19. Starter ENGAGE RIGHT
20. Mixture ADVANCE RIGHT ON START
21. Oil Pressure CHECK RIGHT GREEN (30 Seconds)
22. Electrical Switches, PFD, & Avionics ON AS REQUIRED
23. Alternator Inop Lights OFF
24. Electric Fuel Pumps OFF
25. Mixture Controls LEAN FOR TAXI
26. PFD CONFIGURE FOR DEPARTURE
27. Parking Brake RELEASE
28. Brakes CHECK

If an engine does not fire within 5-10 seconds, disengage starter and reprime.

STARTING AN ENGINE WHEN HOT

Same as above except electric fuel pump to remain off and engine not to be primed with the mixture control.

STARTING AN ENGINE WHEN FLOODED

Same as starting when hot except that the throttle should be full open until engine fires, then throttle to idle and mixture to rich.

Limit cranking periods to 30 seconds with a 2 minute cooling off period between.

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BEFORE TAKE-OFF

1. Aircraft..... POSITION (For Best Cooling & Prop Blast Direction)
2. Parking BrakeSET
3. Flight Controls.....FREE & CORRECT
4. Pressure Crossfeed.....OFF
5. Fuel Valves ON FULLEST CELLS
6. Mixture Controls..... FORWARD
7. Propeller Controls..... FORWARD
8. Engine & Propeller Systems..... CHECK LEFT
 - a. Throttle..... 2200
 - b. Magnetos (Max Drop 175, Max Diff 50)..... CHECK
 - c. Propeller Control.....CYCLE 3 TIMES
 - d. Engine Gauges and Fuel Flow CHECK GREEN
 - e. Throttle..... 1000
9. Engine & Propeller Systems..... CHECK RIGHT
 - a. Throttle..... 2200
 - b. Magnetos (Max Drop 175, Max Diff 50)..... CHECK
 - c. Propeller Control.....CYCLE 3 TIMES
 - d. Engine Gauges and Fuel Flow CHECK GREEN
 - e. Throttle..... 1000
10. Alternator Output & Ammeter Indications..... CHECK
11. Gyro Pressure CHECK 4.8-5.1/NO RED INDICATORS
12. Avionics & Flight InstrumentsSET
13. PFD Power..... CHECK
 - a. MENU..... “POWER SETTINGS” PAGE
 - b. EXT PWR: (Aircraft Voltage) CHECK > 12.3V
 - c. BAT..... VERIFY NOT SHOWN AS “FAIL”
14. Electric Trim..... CHECK
 - a. Trim Warning Light OUT & TEST
 - b. Manual Trim Crank..... FREE
 - c. Electric Trim PROPER MOVEMENT
15. Seats & Seat Belts.....SECURE
16. Door and Windows..... CLOSED & LOCKED

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LINE UP

1. Takeoff Briefing COMPLETE
2. Trim Tabs SET
3. Manual Hydraulic Pump Handle EXTEND
4. Wing Flaps..... CONFIRM UP
5. Mixture Controls..... FORWARD
6. Pitot Heat AS REQUIRED
7. Electric Fuel Pumps ON
8. Anti-Collision & Landing Lights..... ON AS REQUIRED
9. Transponder ALT

TAKEOFF AND CLIMB

1. Runway(s) & Traffic Pattern(s) NO CONFLICTS
2. Parking Brake OFF
3. Runway Centerline ALIGNED
4. Brakes HOLD
5. Mixture Controls..... FORWARD AS REQUIRED
6. Propeller Controls..... FORWARD
7. Throttle Controls..... 2200 RPM
8. Engine Instruments CHECK
9. Brakes RELEASE
10. Throttle Controls..... FULL FORWARD (Verify Output)
(Reverse brake release & throttles full forward for short-field takeoff)
11. Rotate at $V_{MC} + 5$ 85 MPH
12. Accelerate to at least V_{YSE} before Climbing 102 MPH
13. Accelerate to V_Y for Normal Climb..... 120 MPH
(Use V_{XSE} and V_X speeds for initial climb speeds with obstacles)
14. Landing Gear RETRACT
(When Committed to Climbout & with Positive Rate of Climb)
15. Climb Power SET AT OR ABOVE 1000' AGL
16. Accelerate to Cruise Climb (135 MPH)..... ABOVE 1000' AGL
17. Manual Hydraulic Pump Handle RETRACT/LOCK
18. Cowl Flaps AS REQUIRED

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CRUISE

1. PowerSET
2. PropellersSYNCHRONIZE OR SET TO AUTO
3. Mixture LEAN AS RECOMMENDED
4. Manual Hydraulic Pump HandleCONFIRM LOCKED
5. TrimAS REQUIRED
6. Left Electric Fuel PumpOFF
7. Left Fuel Pressure CHECK
8. Right Electric Fuel PumpOFF
9. Right Fuel Pressure CHECK
10. Landing LightOFF
11. Pitot HeatAS REQUIRED
12. Cowl FlapsAS REQUIRED
13. Engine InstrumentsCHECK & MONITOR

DESCENT

1. Passengers AWAKE
2. Landing Light ON
3. Electric Fuel Pumps ON
4. Prop Sync MANUAL
5. Pitot HeatAS REQUIRED
6. Fuel ValvesAS REQUIRED
7. MixturesAS REQUIRED
8. PowerAS REQUIRED FOR DESCENT PLAN
9. Instruments & Avionics CHECK & SET
10. PFDCONFIGURE FOR ARRIVAL
11. Approach Briefing COMPLETE

BEFORE LANDING

1. Seats & Seat BeltsSECURE
2. Electric Fuel Pumps ON
3. Mixture Controls FORWARD
4. Fuel Valves ON FULLEST CELLS
5. Cowl FlapsAS REQUIRED
6. Landing Gear (150 MPH Max) EXTEND & CHECK DOWN
7. Propellers SET FOR GO-AROUND
8. Wing Flaps (125 MPH Max – Full) SET
9. Heater (If Used during Flight) FAN
10. Final Approach Speed 90 MPH
11. Landing Gear CHECK 3 GREEN

BALKED LANDING

1. Mixture Controls..... FORWARD
2. Propeller Controls.....2500 RPM
3. Throttle Controls..... FULL FORWARD
4. Wing Flaps.....RETRACT
5. Accelerate to at least V_{YSE} before Climbing..... 102 MPH
6. Landing Gear RETRACT (After Positive Rate of Climb)
7. Accelerate to V_Y for Normal Climb..... 120 MPH

AFTER LANDING – CLEAR OF RUNWAY

1. Wing Flaps.....CONFIRM HANDLE THEN RETRACT
2. Cowl FlapsOPEN
3. Propeller Controls..... FORWARD
4. Mixture Controls..... LEAN FOR TAXI
5. Transponder STANDBY
6. Trim TabsRESET
7. Electric Fuel Pumps.....OFF
8. Anti-Collision, Landing, & Taxi LightsAS REQUIRED

POSTFLIGHT SHUTDOWN AND SECURING

1. Avionics & PFD Masters.....OFF
2. Electrical Equipment & LightsOFF
3. Heater Fan & Other SwitchesOFF
(Leave alternators circuit breaker switches on)
4. Mixture Controls..... IDLE CUT-OFF
5. Magneto Switches & Master SwitchOFF
6. Parking BrakeAS REQUIRED
7. Aircraft..... SECURE AS REQUIRED
8. Postflight Inspection & Paperwork.....COMPLETE

Memory Items

ENGINE FAILURE – PRIOR TO TAKEOFF

1. Directional Control MAINTAIN
2. Throttle Controls..... CLOSE
3. Brakes APPLY AS REQUIRED

ENGINE FAILURE – AFTER TAKEOFF WITH LANDABLE RUNWAY REMAINING

1. Directional Control MAINTAIN
2. Throttle Controls..... CLOSE
3. Landing EXECUTE
4. Brakes APPLY AS REQUIRED

ENGINE FAILURE – SHORTLY AFTER TAKEOFF WITHOUT RUNWAY REMAINING

1. Directional Control MAINTAIN
2. Pitch V_{YSE} ATTITUDE
3. Mixture Controls..... FULL FORWARD
4. Propeller Controls..... FULL FORWARD
5. Throttle Controls..... FULL FORWARD ABOVE V_{MC}
6. Flap Selector UP
7. Gear Selector UP
8. Electric Fuel Pumps ON
9. Pressure Crossfeed..... ON
10. Inoperative Engine..... IDENTIFY
11. Inoperative Engine..... VERIFY WITH THROTTLE
12. Inoperative Engine Propeller Control FEATHER
13. Bank & Yaw SET FOR ZERO SIDESLIP
14. Emergency Hydraulic Hand Pump AS REQUIRED
15. Trim Controls SET
16. Inoperative Engine Throttle Control..... CLOSED
17. Inoperative Engine Mixture Control..... IDLE CUT-OFF
18. Inoperative Engine Electric Fuel Pump OFF
19. Inoperative Engine Magnetos OFF
20. Return for Landing

ENGINE FAILURE – CRUISE FLIGHT

1. Directional Control MAINTAIN
2. Pitch SINGLE ENGINE CRUISE ATTITUDE
3. Mixture Controls AS REQUIRED
4. Propeller Controls AS REQUIRED
5. Throttle Controls AS REQUIRED
6. Flap Selector UP
7. Gear Selector UP
8. Electric Fuel Pumps ON
9. Fuel Valves AS REQUIRED
10. Pressure Crossfeed ON
11. Inoperative Engine IDENTIFY
12. Inoperative Engine VERIFY WITH THROTTLE
13. Bank & Yaw SET FOR ZERO SIDESLIP
14. Emergency Hydraulic Hand Pump AS REQUIRED
15. Trim Controls SET
16. Magnetos ON
17. Troubleshoot AS REQUIRED

If unable to restart the inoperative engine:

18. Inoperative Engine Throttle Control CLOSED
19. Inoperative Engine Propeller Control FEATHER
20. Inoperative Engine Mixture Control IDLE CUT-OFF
21. Inoperative Engine Electric Fuel Pump OFF
22. Inoperative Engine Magnetos OFF
23. Inoperative Engine Cowl Flaps CLOSED
24. Fuel Valves & Pressure Crossfeed AS REQUIRED
25. Electrical Load REDUCE
26. Proceed to Nearest Suitable Airport for Landing

FUEL MGT – EXTENDED SINGLE ENGINE CRUISE

Change to crossfeed operations:

- 1. Pressure Crossfeed..... ON
- 2. Fuel Selector Valve for Inoperative Engine ON
- 3. Electric Fuel Pump for Inoperative Engine ON
- 4. Fuel Selector Valve for Operating Engine.....OFF
- 5. Electrical Fuel Pump for Operating Engine.....OFF

Return to normal operations:

- 1. Fuel Selector Valve for Operating Engine..... ON
- 2. Electrical Fuel Pump for Operating Engine..... ON
- 3. Electric Fuel Pump for Inoperative EngineOFF
- 4. Pressure Crossfeed.....OFF
- 5. Fuel Selector Valve for Inoperative EngineOFF
- 6. Electrical Fuel Pump for Operating Engine.....OFF

PROPELLER UNFEATHERING / ENGINE RESTART

This procedure should only be used when restarting after a *simulated engine failure* in the training environment or when the cause of the failure has been *definitively resolved and corrected*. DO NOT try to restart the engine after feathering when troubleshooting did not provide a resolution!

- 1. Fuel Selector Valve..... ON
- 2. Magnetos ON
- 3. Master Switch for Starting Side Only.....OFF
- 4. Prime.....AS REQUIRED
- 5. Electric Fuel PumpOFF
- 6. Throttle ControlOPEN 1/2 INCH
- 7. Propeller Control FULL FORWARD
- 8. Mixture Control ENRICHEN FOR ALTITUDE
(If the engine has been cold-soaked and requires priming, starting with the electric fuel pump turned on and the mixture at idle-cutoff may be required. The mixture controls should be advanced upon engine start.)
- 9. Starter.....ENGAGE

As RPM passes 1000:

- 10. Throttle Control SET MP TO 15”
- 11. Propeller Control SET 1800-2000 RPM
- 12. Oil Pressure..... CHECK
- 13. Oil Temperature.....RISING
- 14. Master Switch ON
- 15. Engines SYNCHRONIZE AT CRUISE (CHT above 200° F)

LANDING – SINGLE ENGINE IN OPERATION

1. Seats & Seat Belts.....SECURE
2. Electric Fuel Pumps..... ON
3. Fuel Valves / Pressure Crossfeed.....AS REQUIRED
4. Landing Gear (150 MPH Max) EXTEND & CHECK DOWN
(Manual gear extension will be required if the left engine is inoperative.)
5. Mixture Control on Operating Engine FORWARD
6. Propeller on Operating Engine SET FOR GO-AROUND
7. Cowl FlapsAS REQUIRED
8. Wing Flaps (125 MPH Max – Full) SET
9. Final Approach Speed (Until Landing Assured) 102 MPH
10. Landing Gear CHECK 3 GREEN
11. Landing EXECUTE
(Be prepared for yaw toward operating engine when throttle on that engine is reduced. In simulated conditions, pull back both throttles after touchdown.)
12. Directional Control MAINTAIN
13. Brakes APPLY AS REQUIRED

PROPELLER OVERSPEED

1. Throttle Controls..... REDUCE
2. RPM..... CONTROL WITH THROTTLES & AIRSPEED

Note: Propeller may not feather if the governor is defective.

Note: Simulate a feathered condition using 11" MP and 2175 RPM.

Monitor for changes. If settings are higher than desired when ready for touchdown, perform a go-around using both engines.

ENGINE FIRE DURING STARTUP

1. CrankingCONTINUE

If engine starts:

2. Throttle Control 1800 RPM

3. Mixture Controls..... IDLE CUT-OFF

4. MagnetosOFF

5. Master SwitchOFF

6. Aircraft.....EXIT

7. EngineINSPECT

If engine does not start:

8. CrankingCONTINUE

9. Throttle Control FULL FORWARD

10. Mixture Controls..... IDLE CUT-OFF

11. Fuel Valves OFF

12. MagnetosOFF

13. Cranking STOP

14. Master SwitchOFF

15. Aircraft.....EXIT

16. EngineINSPECT

ENGINE FIRE IN FLIGHT

1. Affected Engine Throttle Control CLOSED

2. Affected Engine Mixture Control IDLE CUT-OFF

3. Affected Engine Propeller Control FEATHER

4. Affected Engine Boost Pump OFF

5. Affected Engine Fuel Selector Valve OFF

6. Pressure Crossfeed..... OFF

7. Airspeed..... INCREASE TO EXTINGUISH FLAMES

8. Flight.....TERMINATE AS SOON AS POSSIBLE

SMOKE IN COCKPIT/ELECTRICAL FIRE

- 1. Master Switches.....OFF
- 2. Heater SwitchOFF
- 3. Heater Fuel Valve CLOSED
- 4. Outside Air Vents CLOSED
- 5. Fire ExtinguisherAS REQUIRED
- 6. Outside Air Vents (When Fire Out).....OPEN
- 7. Electrical Switches & PFDOFF
- 8. Circuit Breakers.....AS REQUIRED
- 9. Master Switch ON

If smoke returns:

- 10. Master SwitchOFF

If no smoke returns:

- 11. Electrical (One Item at a Time) ON
- 12. If Smoke Returns FAULTY ITEM OFF
- 13. Heater Switch & Heater Fuel ValveAS REQUIRED

EMERGENCY DESCENT

- 1. Throttle Controls..... CLOSE
- 2. Propeller Controls..... FULL FORWARD
- 3. Landing Gear & Flaps RETRACTED
- 4. Cowl Flaps..... CLOSED
- 5. Airspeed..... 198 MPH (Up to 249 MPH in Smooth Air)

EMERGENCY EXIT WINDOW OPERATION

- 1. Plastic Placard..... REMOVE
- 2. Handle..... TURN
- 3. Pressure..... APPLY EVENLY ACROSS BASE OF SILL

INADVERTENT ICING ENCOUNTER

- 1. Pitot Heat ON
- 2. Alternate Air Doors OPEN
- 3. Icing Conditions DEPART
- 4. Standby Attitude Indicator..... CROSS-CHECK

FAULTY GEAR INDICATION

1. Landing Gear Selector VERIFY POSITION
2. If All Lights Out, Panel Light Switch..... CHECK
3. If Single Light Out, Indicator BulbsSWITCH
4. Mirror..... CHECK
5. Gear Horn CHECK
6. Landing GearCYCLE AS REQUIRED

MANUAL GEAR & FLAP EXTENSION OR RETRACTION

1. Landing Gear/Flap Selector(s).....AS REQUIRED
2. Pump Handle EXTEND
3. Pump Handle PUMP
4. Landing Gear/Flap Selector(s).....CHECK NEUTRAL
5. Landing Gear/Flap Indicator(s) CORRECT INDICATION
6. Landing Gear/Flap Positions CONFIRM VISUALLY

EMERGENCY GEAR EXTENSION

1. Manual Hydraulic Pump Handle STOWED
2. Landing Gear SelectorDOWN
3. CO₂ Activation Ring Cover OPEN
4. CO₂ Activation Ring..... PULL
5. Landing Gear Indicators3 GREEN
6. Landing Gear Mirror..... CHECK

DO NOT TRY TO RETRACT THE LANDING GEAR!

EMERGENCY LANDING WITH GEAR UP

1. Flaps..... UP
2. Approach Speed..... 99 MPH (1.3 V_S)

Landing assured:

3. Throttle Controls..... CLOSED
4. Mixture Controls..... IDLE CUT-OFF
5. Propeller ControlsFEATHERED
6. Starters BRING PROPELLERS TO HORIZONTAL
7. Fuel Valves, Electrical Switches, PFD, & MagnetosOFF
8. TouchdownLEVEL ATTITUDE
9. Flight Controls FORWARD (To hold up tail)

ALTERNATOR "INOP" LIGHT ILLUMINATION

- 1. Electrical Load..... REDUCE
- 2. Master Switch for Affected Side OFF
- 3. Circuit Breakers RESET
- 4. Master Switch ON

If alternator "inop" light goes out:

- 5. Electrical Load..... REINSTATE AS REQUIRED

If alternator "inop" light stays on and/or the alternator circuit breaker switch has tripped:

- 6. Master Switch for Affected Side OFF
- 7. Flight..... CONTINUE (With reduced electrical load)

If both alternator "inop" lights illuminate:

- 8. Above Procedure REPEAT FOR EACH

If both alternators remain inoperative:

- 9. Alternator Circuit Breakers..... OFF
- 10. Master Switches..... ON
- 11. EFD1000 PFD Circuit Breaker..... OPEN
- 12. PFD..... MONITOR POWER SUPPLY
- 13. Flight..... TERMINATE AS SOON AS POSSIBLE

IN-FLIGHT CABIN DOOR CLOSING PROCEDURE

- 1. If Landing Is Practical LAND

If landing is not practical:

- 2. Altitude ADEQUATE FOR SAFETY
- 3. Throttle Controls..... REDUCE
- 4. Airspeed..... 90 MPH OR LESS
- 5. Left Storm Window OPEN
- 6. Door CLOSE
- 7. Flight..... RESUME NORMAL CONDITIONS

PITOT/STATIC SYSTEM BLOCKAGE

If a blocked pitot or static line is suspected or annunciated, proceed as follows:

- 1. Pitot Heat ON
- 2. Alternate Static Source OPEN
- 3. Attitude USE STANDBY ATTITUDE INDICATOR
- 4. Consider exiting IMC

CROSS CHECK ATTITUDE MESSAGE

Persistent or frequent CROSS CHECK ATTITUDE annunciations during normal maneuvers are indicative of a degraded ADAHRS solution.

- 1. Attitude USE STANDBY ATTITUDE INDICATOR
- 2. Consider exiting IMC

ADAHRS ATTITUDE DISAGREEMENT

If differences are observed between the EFD1000 and the standby instruments, monitor all attitude, airspeed, & altitude info to diagnose faulty indicator(s).

1. Attitude **MAINTAIN STRAIGHT-AND-LEVEL FLIGHT**

If EFD1000 is suspected as faulty, proceed as follows:

2. MenuSelect “GENERAL SETTINGS” Page
3. “ADAHRS: RESET?” Line Select Key..... PRESS
4. “ADAHRS: RESET?” Line Select Key..... PRESS AGAIN
5. Consider exiting IMC

IN-FLIGHT ADAHRS RESET

1. Attitude **MAINTAIN STRAIGHT-AND-LEVEL FLIGHT**

2. MenuSelect “GENERAL SETTINGS” Page
 3. “ADAHRS: RESET?” Line Select Key..... PRESS
 4. “ADAHRS: RESET?” Line Select Key..... PRESS AGAIN
- Activate any other control to cancel the reset

ALTERNATOR FAILURE OR ON BAT ANNUNCIATION (PFD)

Unrestorable loss of external power is an emergency situation.

1. Electrical SystemFollow AFM procedures to restore power
- If unable to restore aircraft alternator:*
2. EFD1000 PFD Circuit BreakerOPEN
 3. Land as soon as possible.

ABNORMAL PFD SHUTDOWN PROCEDURE

In the event of an EFD malfunction requiring in-flight shut down of the equipment, proceed as follows:

1. PFD SwitchOFF
2. REV ButtonPUSH & HOLD UNTIL DISPLAY BLANKS

PFD POWER OVERRIDE

In the event that the pilot wishes to override the automatic power configuration of the equipment, proceed as follows:

1. Menu “POWER SETTINGS” PAGE
- To switch FROM aircraft power TO Battery:*
2. “BATTERY” Line Select Key..... PRESS
- To switch FROM Battery TO aircraft power:*
3. “EXT PWR” Line Select Key..... PRESS