

CHECKLIST EC E 135
1.3 IFR CHECKS



BEFORE STARTING ENGINES

1. ATIS, Start up, ATC.

Clearance request
VHF 1
 (Idle Pwr. 70%)

VHF1 ATIS VHF2 ATC
 QNH on Stby Altimeter

AFTER ENGINE START

1. AFCS / RAD ALT
 2. Garmin 430
 3. Navigation

Test
Check
 Check position date time
Insert check
 Origin Dest Route
 Insert SID, first Pt
 Prepare MAP Airport SID
 Set Squawk
 Set Alt A
 Set Nav Aids Needle Ptr

According to system check list
 Flt Plan
 Acc Clearance PROC
 Acc clearance TPXP
 Acc clr. Alt A check QNH ICP
 FREQ, CRS on ICP

Departure briefing IFR

- Navigation
- In case of emergency

RWY in use, SID, Navigation set and check
Before / after IMC

CHECK BEFORE DEPARTURE

(After receiving taxi clearance)

1. Both ENG MAIN sw . . .
 2. Nav setting
 3. NO warnings & cautions
 4. T&P
 5. HIGH NR
 6. Doors

FLIGHT
Check
 Check WU and CAD starting disappeared
 Check in the green
 As required (CAT A or TOW > 2835 Kg)
 Closed

HOVER CHECK & HOVER TAXI

1. FLI
 2. N2 / NR
 3. Warnings & Cautions
 4. Instruments

Check power / needle matched
Check NR 100% (HIGH NR 103%)
Check
Set / check QNH, Altimeters, Heading verify Vario & Speed indications

When cleared for line up: App sector free, Rwy ident, rem fuel, verify NAV setting & ALT A

CLIMB CHECK

1. Power
 2. Landing light
 3. Altimeter / RADALT

Set MCP
OFF ←
Set Check QNH/QNE Set RA 999F T

CHECKLIST EC 135
1.3 IFR CHECKS CONT.



CRUISE CHECK (When reaching / changing a level) Be aware of active mode NAV HDG VOR or ALT!

- | | | |
|------------------------|-----------------|------------------|
| 1. Cruise Power | Set | MCP |
| 2. OAT | Check | For ice build up |
| 3. Warnings & Cautions | Check | |
| 4. Fuel | Check Endurance | Compare with CFP |

Approach briefing IFR (After receiving ATIS) ca. 15 NM before IAF!

- Clearance limit & Type of Approach
- Vital Altitudes STAR & IAL, Sector, Intermediate, OM, Min
- NAV setting: sel Freq incl COM & Set inbound course, brief HOLD, Markers
- Missed approach: MISAP at, time to, go around
- Emergency: VMC / IMC

APPROACH CHECK when cleared to an altitude

- | | | |
|-------------------------|---------------|-------------------------------|
| 1. Cabin | Inform | |
| 2. Landing light | On | |
| 3. Altimeters & RAD ALT | Set & compare | Check QNH, ALT / 150 or 300ft |
| 4. Warnings & cautions | Check | |

Approach: NAV until IAF or HDG when Radar vectored, sel intercept HDG, arm APP & GS for ILS, APP for VOR and sel. HDG for NDB, NAV for (GPS) overlay select required NAV and check GPS approach. App speed = IAS 100 kts leave intermediate approach alt when LOC or VOR within 1 dot, ADF ± 5 , Verify LOC and GS capture with DME and altitude, make time check for NPA where applicable.

OM CHECK when passing OM or substitute

- | | | |
|-------------------|-----------------|-----------------------|
| 1. Altitude & MIN | Check & compare | Compare, recheck MIN |
| 2. RAD ALT | Check | PAP 150 ft NPA 300 ft |
| 3. NAV | Check | accuracy |

Latest at 200 ft / GND hands at controls and AFCS OFF!

Engine shut down according operational and expanded Checklist