iniBuilds

Short SC.7 Skyvan
MANUAL

Microsoft Flight Simulator

Preface

FOR SIMULATION USE ONLY - DESIGNED FOR SINGLE-PILOT OPERATIONS

This guide is designed to help provide a straightforward set of instructions to aid in operating the SC.7 Skyvan **aircraft.**

PHOTOSENSITIVE SEIZURE WARNING

A very small percentage of people may experience a seizure when exposed to certain visual images, including flashing lights or patterns that may appear in video games. Even people who have no history of seizures or epilepsy may have an undiagnosed condition that can cause these "photosensitive epileptic seizures" while playing video games.

Immediately stop playing and consult a doctor if you experience any symptoms.

These seizures may have a variety of symptoms, including light-headedness, altered vision, eye or face twitching, jerking, or shaking of arms or legs, disorientation, confusion, or momentary loss of awareness. Seizures may also cause loss of consciousness or convulsions that can lead to injury from falling down or striking nearby objects.

Parents should watch for or ask their children about the above symptoms. Children and teenagers are more likely than adults to experience these seizures.

You may reduce risk of photosensitive epileptic seizures by taking the following precautions:

- Play in a well-lit room.
- Do not play if you are drowsy or fatigued.

If you or any of your relatives have a history of seizures or epilepsy, consult a doctor before playing video games.

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Version 1.0.1 – May 13th, 2024

About the SC.7 Skyvan

The SC.7 Skyvan is a twin-engine, high-wing, STOL (short take-off and landing) cargo airplane produced by Short Brothers of the United Kingdom. The all-metal, turboprop-powered aircraft took its maiden flight on January 17, 1963 and production ran from 1963 to 1986. Short Brothers produced a total of 149 Skyvans, and the airframe saw extensive use by both civil carriers and the militaries of several nations. Many remain in service to this day, a testament to the aircraft's design and rugged build.

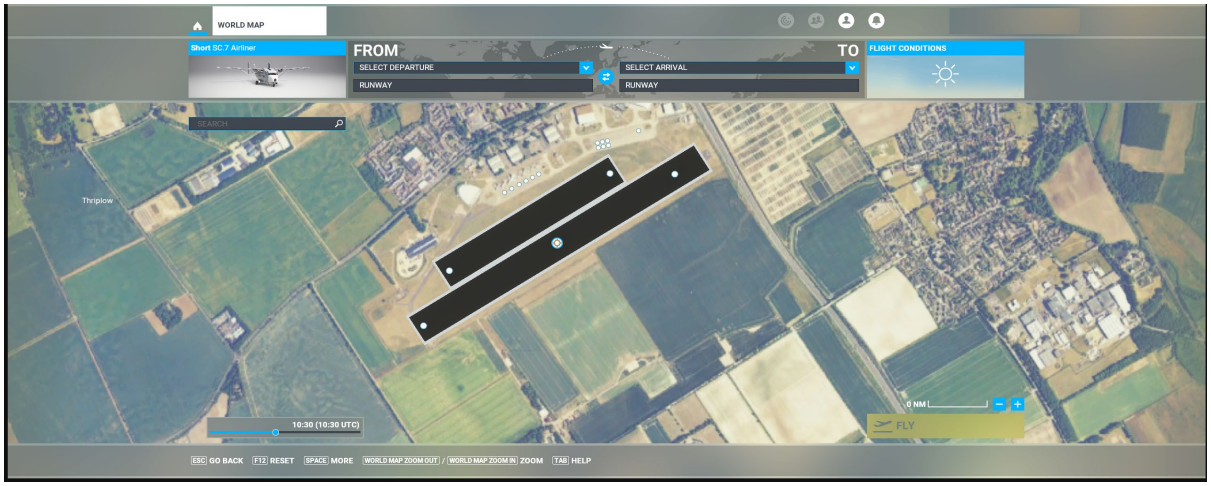
The SC.7 is one of aviation's most distinctive aircraft. It features a prominently boxy fuselage, the rear of which incorporates a large cargo door for loading and unloading freight. It has a high-mounted, strut-braced, high-aspect-ratio main wing and an empennage composed of a single horizontal stabilizer and two vertical stabilizers, one on each end of the horizontal stabilizer. Crewed by one or two, it can carry up to 19 passengers, 5,157 pounds of cargo, or some combination.

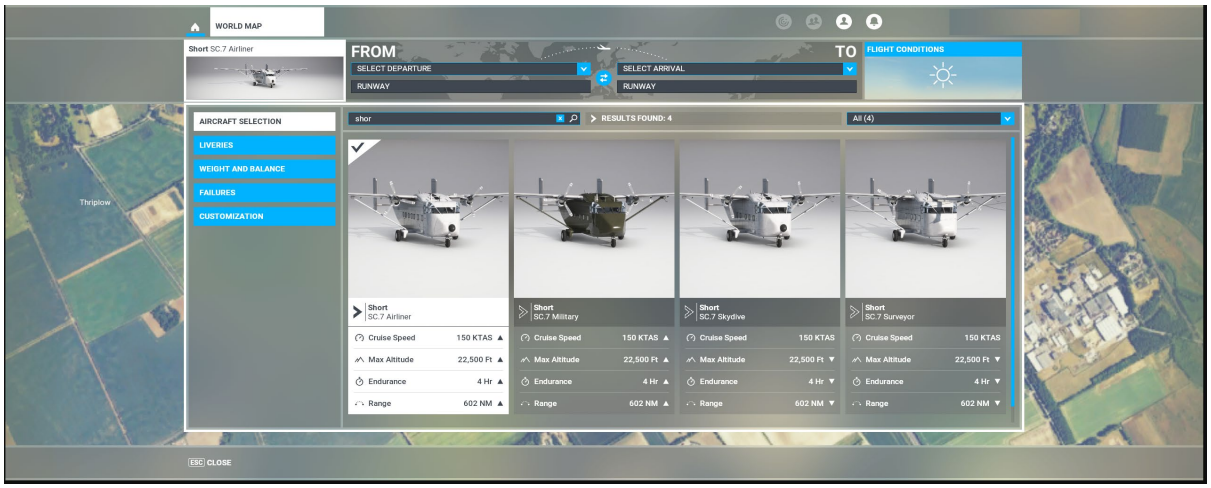
The SC.7 measures 40 feet, 1 inch in length, stands 15 feet, 1 inch tall, and has a wingspan of 64 feet, 11 inches. It is powered by two Garrett AiResearch TPE-331-2-201A turboprop engines that each produce up to 715 horsepower. Each powerplant turns a Hartzell 3-blade, variable-pitch propeller. The Skyvan has a range of 693 miles, a service ceiling of 20,000 feet above sea level, and it climbs at 1,640 feet per minute. It requires 1,581 feet for take-off and it can land in 1,860 feet. It cruises at 173 mph, has a stall speed of 69 mph, and has a top speed of 201 mph.

Aircraft Selection and Liveries

To fly the SC.7 Skyvan, you will need to select it from the Aircraft Selection menu.
Click on WORLD MAP in the Main Menu and click the AIRCRAFT SELECTION icon on the top left.

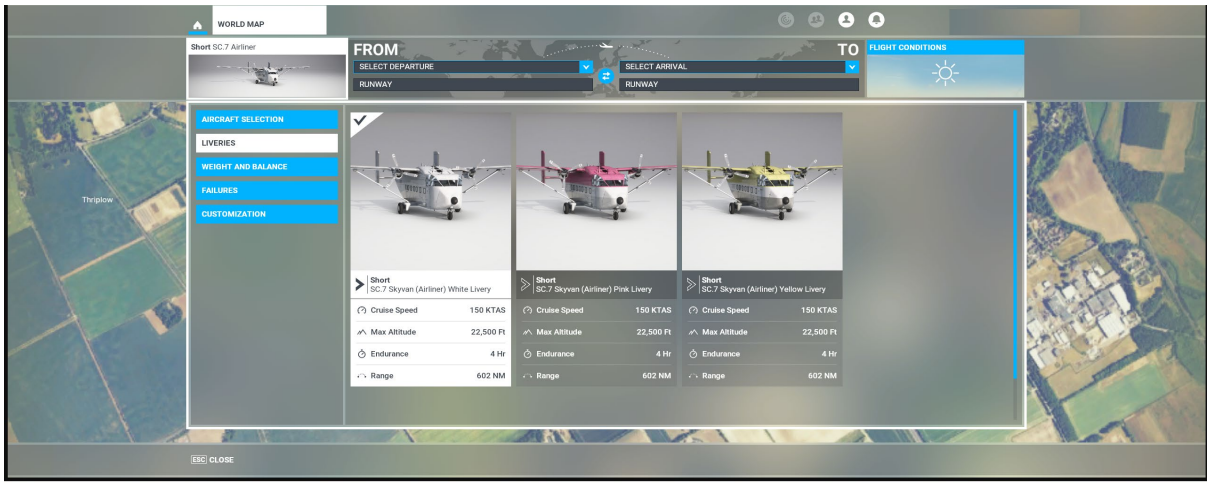
Scroll until you see the SC.7 Skyvan or type “Skyvan” in the search bar, and it will appear.

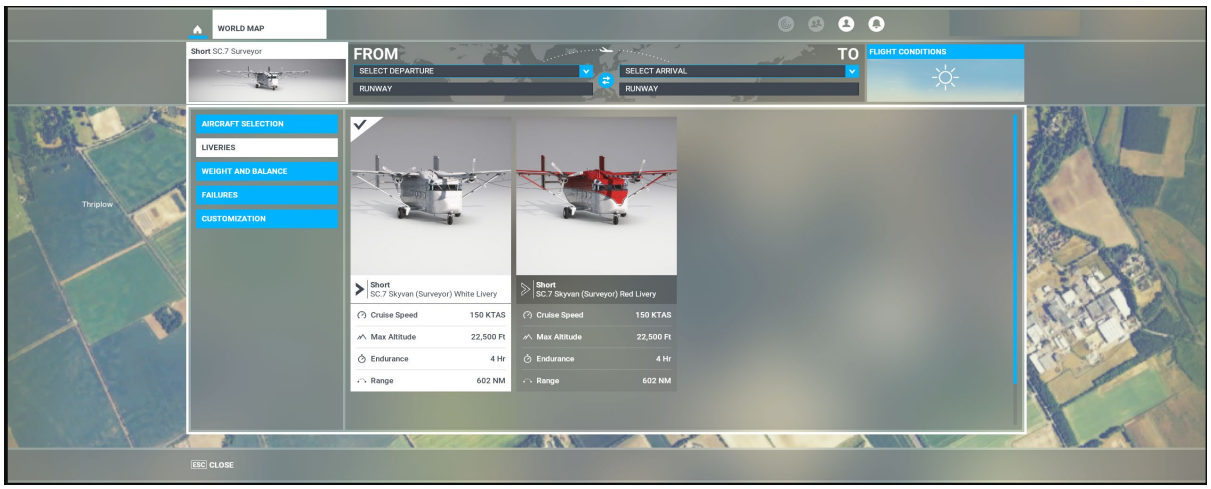




There are four variants included in the package: Airliner with a passenger cabin, Military with a military cabin, Skydive with some passengers, and Surveyor with working equipment in the rear cabin.

Once you have selected the SC.7 Skyvan variant, click on Liveries to select any of the various designs available for that variant.





Cockpit Interaction

Some knobs within the cockpit have interaction where you can push, pull, or scroll them for their functionality.

This functionality will vary depending on your simulator's specific settings under GENERAL OPTIONS > ACCESSIBILITY.

If a control is set to "Lock," left click (and hold the left mouse button) the knob and push the mouse for "push" interaction and pull the mouse for "pull" interaction. Some functions also may have middle-mouse button "scroll" or "push" and right-mouse click "set" functions.

If it set to "Legacy," you will see an icon appear to the left, right, above, or below, which you use the middle-mouse wheel to scroll as if a circular arrow, and left click to "set" as if an up or down arrow icon.

On the Xbox, press **A** to interact with the knob and use **A** to "push," **X** to "pull," Right Stick to "scroll," and **B** to finish the control input.

Checklists

While this guide offers comprehensive operational instructions that are functionally complemented by the Quick Reference Card (QRC), iniBuilds has incorporated expedient procedural checklists within the simulator. These can be accessed via the top-of-screen drop-down menu by selecting the Checklist option.

Clicking the blue eye icon to the right of the checklist item will switch your view to the requisite panel where the button/switch/dial/gauge is located. You can use the AUTO COMPLETE option to expediently tick off the item from the checklist.

Important Notes and Substitutions

The aircraft uses the new Computational Fluid Dynamics (CFD) flight model along with new fuel system and engine physics. Care should be taken while flying the aircraft not to stress the airframe and engines beyond their intended limitations as the aircraft, including all of its internal structural elements, reacts realistically in the system under these new simulation mechanisms.

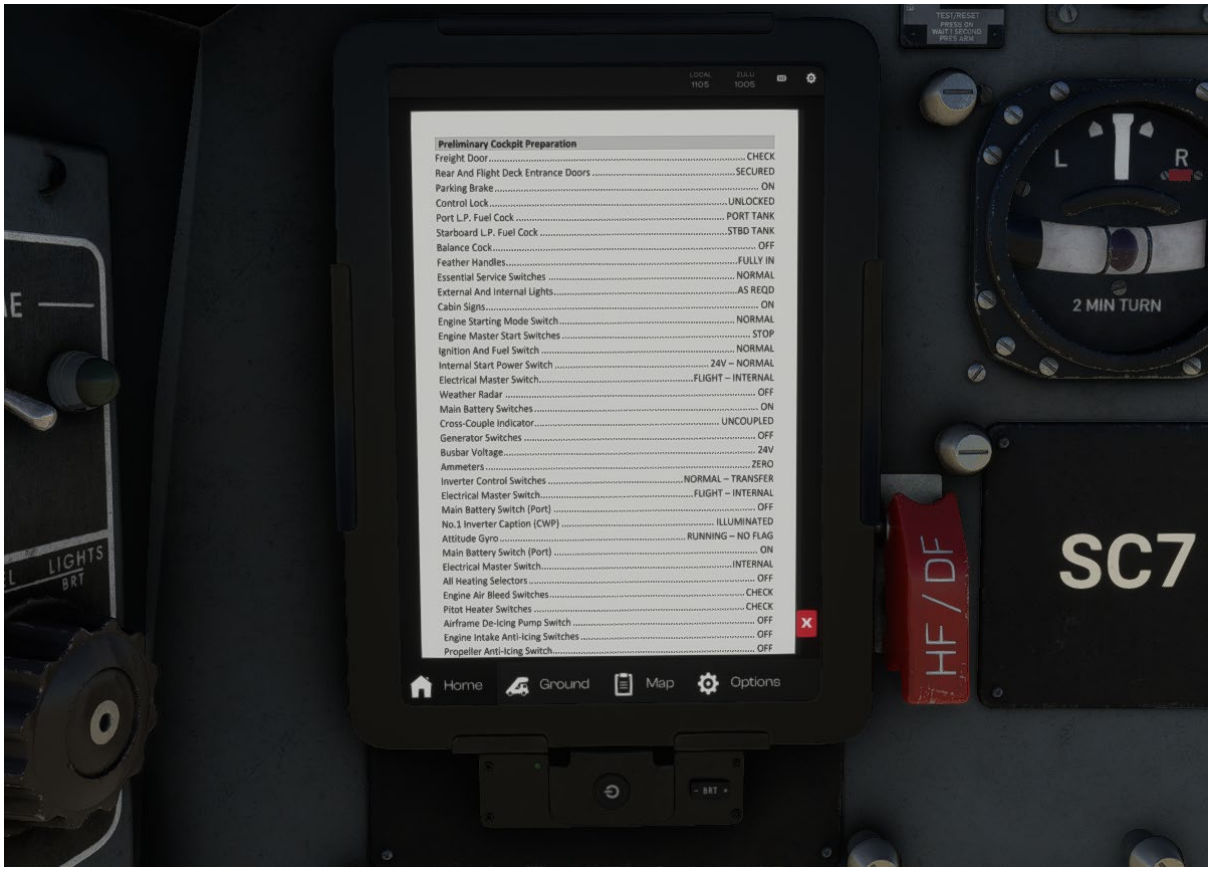
SC.7 Skyvan Specifications

Max Speed: 201 MPH
Cruise Speed: 173 MPH
Max Altitude: 20,000 Ft
Range: 693 Miles
Fuel Capacity: 1,922 Gal
Engines: 2 Turboprop

Electronic Flight Bag (EFB)

Within the left-hand side of the cockpit is an EFB which allows for some key functions of the aircraft to be accessed.
The home page has the ability to search for an airfields METAR and a Checklist page.
There is a moving VFR Map, which will show your route if set within the World Map.
The ground page has options for opening and closing doors and cabin lighting.
The options page lets you switch between classic and modern avionics equipment in the centre front panel.

Home Page (incorporating METAR search) and Checklist Display Option



Checklist Page

Ground Page (including opening and closing doors and cabin lighting)

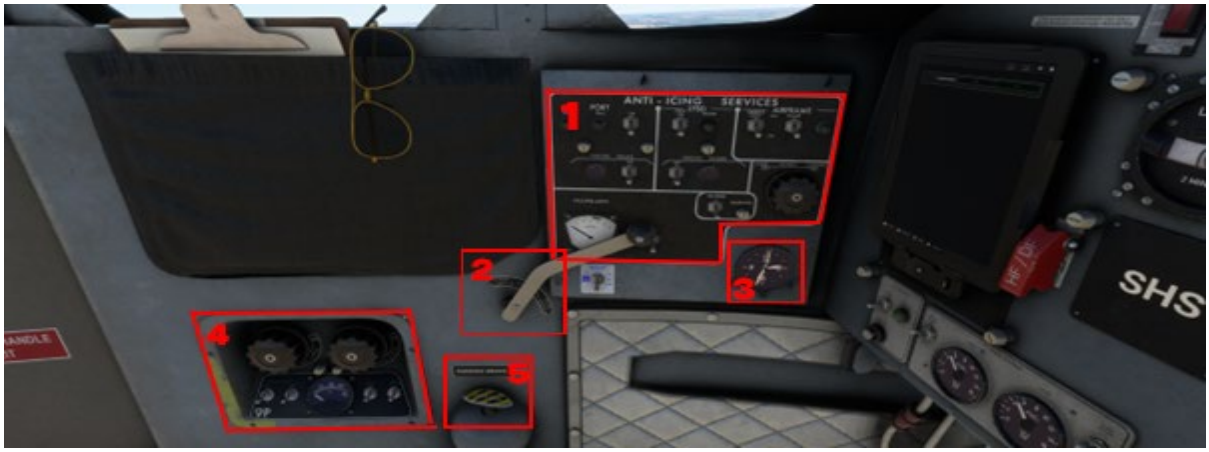
Map Page

Options Page (switch between classic and modern cockpit avionics)

Cockpit Layout

Captain's Front Main Panel

1. Magnetic Compass	7. Radio Magnetic Indicator (RMI)
2. Electronic Flight Bag (EFB)	8. Horizontal Situation Indicator (HSI)
3. Turn and Slip Indicator	9. Vertical Speed Indicator (VSI)
4. Air Speed Indicator (ASI)	10. Fuel Booster Pump Switches and Gauges
5. Attitude Direction Indicator (ADI)	11. Hydraulic Control Panel
6. Altimeter	



Captain's Upper Left-Hand Panel

1. Anti-Ice Panel and CPT Lighting Knob	4. Engine Air Bleed Panel
2.Tiller Handle	5. Parking Brake Handle
3. Clock	

Captain's Anti-Ice Panel

1. Indication Lights	7. Starboard Engine Anti-Ice
2. Port Pitot Heat Switch	8. Captain's Panel Lighting Knob
3. Starboard Pitot Heat Switch	9. INOP
4. Indication Light	10. Prop De-Ice Switch and AMP Meter
5. Air Frame De-Ice Switch	11. Windscreen Wiper Switch
6. Port Engine Anti-Ice	12. Clock

Captain's Lower Left-Hand Pressure Gauges Panel

1. Port Wheel Brakes Pressure Gauge	3. Systems Pressure Gauge
2. Starboard Wheel Brakes Pressure Gauge	4. Emergency Pressure Gauge

Engine Instrument Panel

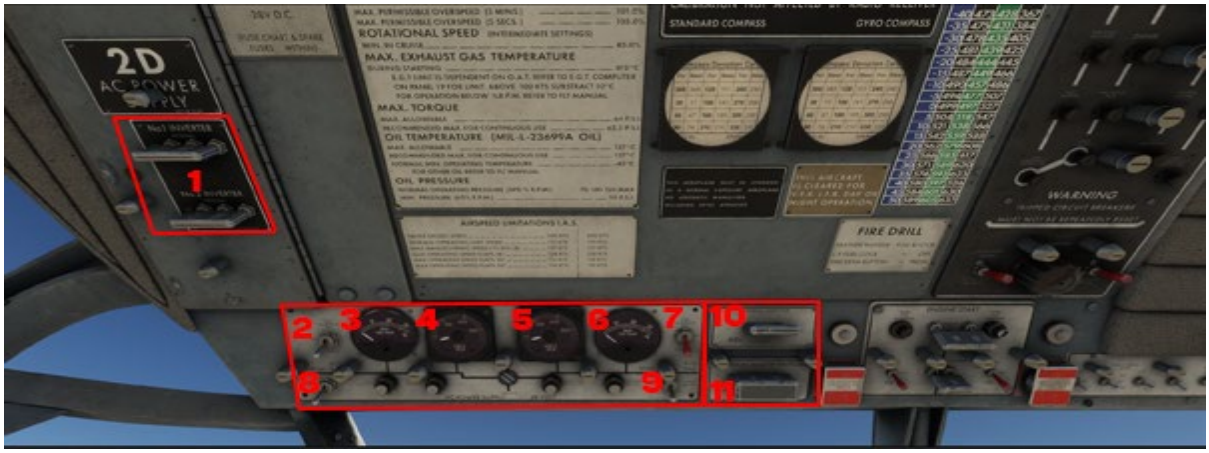
1. Port Engine Torque Pressure	7. Engine EGT Temperatures
2. Starboard Engine Torque Pressure	8. EGT Calculator
3. Port Engine RPM	9. Outside Air Temperature
4. Starboard Engine RPM	10. Port Engine Oil Pressure and Temp
5. Port Engine Fuel Flow	11. Starboard Engine Oil Pressure and Temp
6. Starboard Engine Fuel Flow	

Copilot's Instrument Panel

1. Air Speed Indicator (ASI)	5. Horizontal Situation Indicator (HSI)
2. Attitude Direction Indicator (ADI)	6. Vertical Speed Indicator (VSI)
3. Altimeter	7. Turn and Slip Indicator
4. Radio Magnetic Indicator (RMI)	

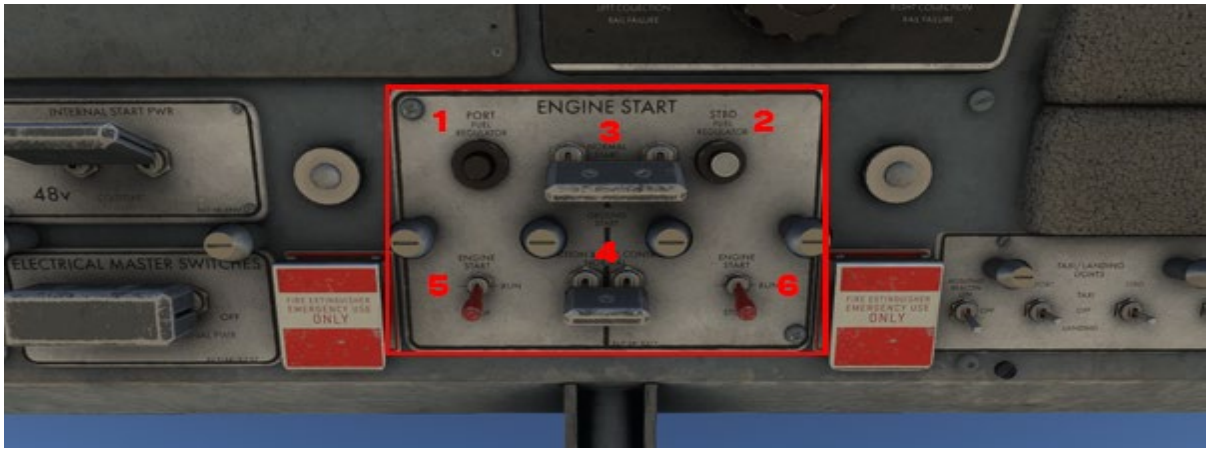
Central Warning Panel

1. CWP Lights Test Button	2. CWP Indication Lights



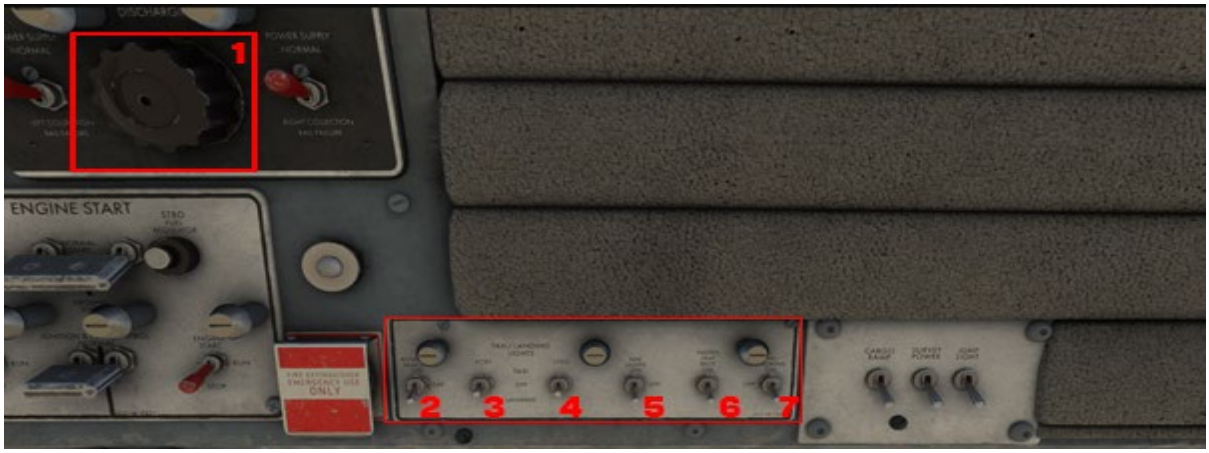
Overhead Electrical Panel

1. Inverter Switches	7. Starboard Generator Switch
2. Port Generator Switch	8. Battery 1 Switch
3. Port BUS Voltage	9. Battery 2 Switch
4. Port AMPS	10. Internal Starter Power Voltage Selector
5. Starboard AMPS	11. Electrical Master Switch
6. Starboard BUS Voltage	



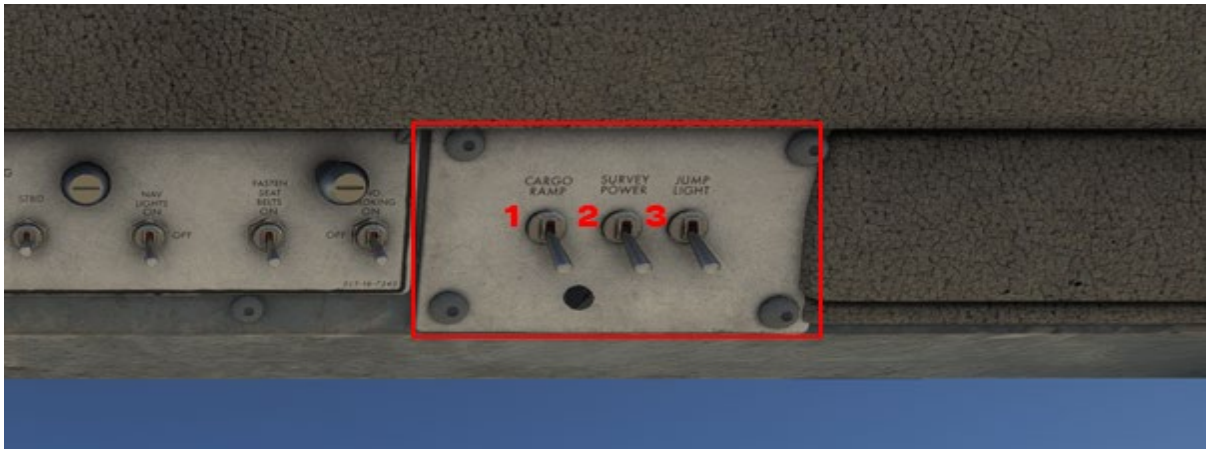
Overhead Engine Start Panel

1. Port Fuel Regulator	4. Ignition and Fuel Control Switch
2. Starboard Fuel Regulator	5. Port Engine Starter Switch
3. Engine Start Selector	6. Starboard Engine Starter Switch



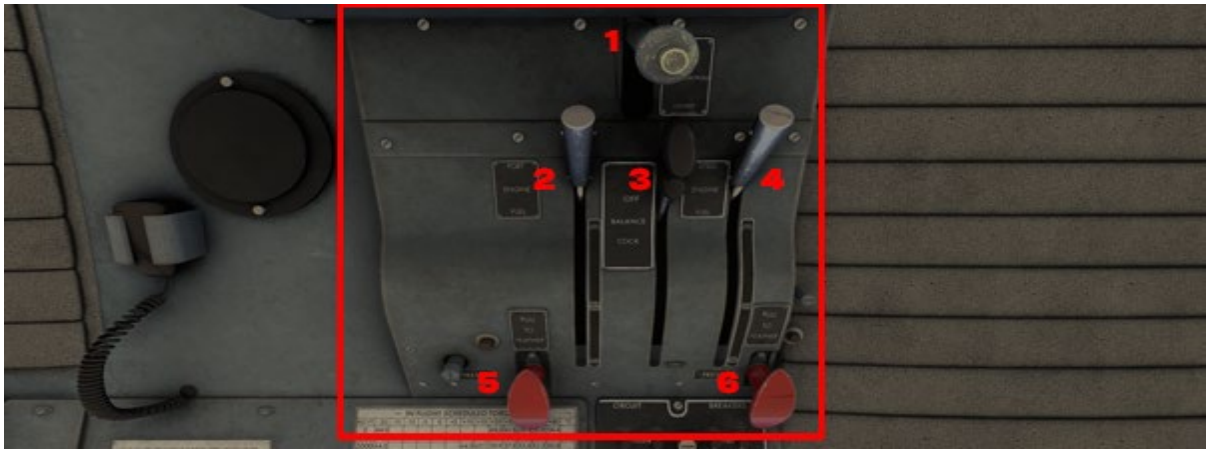
Overhead Lighting Panel

1. Cockpit Interior Lights Knob	5. NAV Lights Switch
2. Beacon Lights Switch	6. Fasten Seat Belt Sign (PAX)
3. Port Taxi/Landing Light	7. No Smoking Sign (PAX)
4. Starboard Taxi/Landing Light	



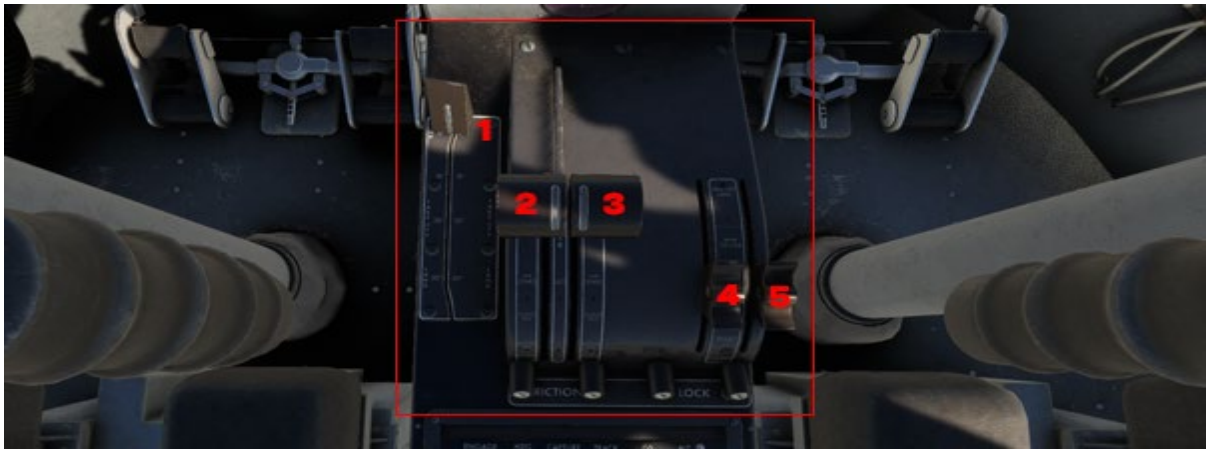
Overhead Switch Panel

1. Cargo Ramp Switch (PAX/SKY/SURV)
2. Surveyor Screens Power
3. Skydive Jump Light



Overhead Fuel / Props Levers

1. Flying Control Lock Lever	4. Starboard Engine Fuel Selector Lever
2. Port Engine Fuel Selector Lever	5. Port Engine Prop Feather
3. Balance Cock Lever	6. Starboard Engine Prop Feather



Center Console Throttle / Prop / Flap Levers

1. Flaps Lever	4. Port Prop Lever
2. Port Engine Throttle	5. Starboard Prop Lever
3. Starboard Engine Throttle	

Radio and Transponder Functions

The aircraft has conventional radio units that are linked into the in-sim Air Traffic Control (ATC). When using the in-sim ATC menu, selecting the frequencies will automatically adjust the radio panel frequencies.
You can, however, still tune these manually to match the required ATC frequencies.

There is an option to switch between Classic radio panels and Modern radio panels on the EFB Options Page.

Modern GMA345 Unit

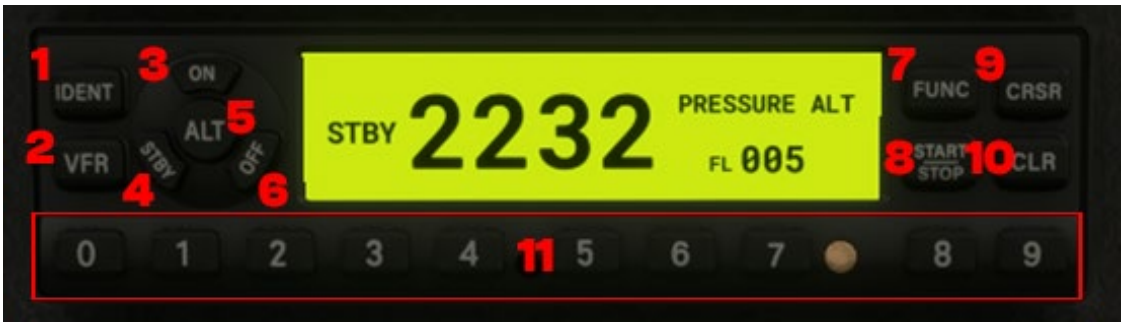
The Skyvan features a Garmin GMA345 Audio Panel.

To select the audio mode to hear in the cockpit, select either COM1, COM2, COM3, NAV1 or NAV2.
The master volume for the radios is controlled using the left-hand volume knob.
The green light within the button indicates which audio mode is selected.

1. COM1	6. COM1 MIC
2. COM2	7. COM2 MIC
3. COM3	8. COM3 MIC
4. NAV1	9. Volume Knob
5. NAV2	All other buttons and functions are INOP.

Modern GTX Transponder Unit

The aircraft has a functional modern Transponder unit that is linked into the in-sim Air Traffic Control (ATC) that can be operated in two modes.
Automatically, using the in-sim ATC window whereby the transponder will auto-tune to the frequency set by ATC, or manually tuned by the pilot which is still functional with ATC.



1. IDENT: Activates IDENT for 18 seconds then shuts off	8. START/STOP: Starts/Stops Altitude Monitor, Count Up, Count Down and Flight timers
2. VFR: Swap between VFR code and current code	9. CRSR: Initiates starting time entry for Count Down timer and cancels code entry
3. ON: Set XPDR to On Mode	10. CLR: Resets/Cancels data entry
4. STBY: Set XPDR to Standby Mode	11. 0-9 buttons: Starts XPDR code entry
5. ALT: Set XPDR to ALT Mode	
6. OFF: Set XPDR to Off	
7. FUNC: Changes the function section page on the right of the code characters with the following available pages: - Current flight time - Altitude Monitor - Outside Air Temperature (OAT) reading and DALT level - Flight ID - Count up timer (start/stop/clear) - 3-minute count down timer (start/stop/clear)	

Both the radio and transponder are fully tied into the in-sim ATC functionality.
Either manual tuning on the units themselves or auto-tuning from the ATC panel or in-sim AI Radio Communications (ATC) works.

Modern GNS530 Audio/Nav Unit

The SC.7 has a functional GNS audio/nav unit using the standard Working Title GNS530 system.

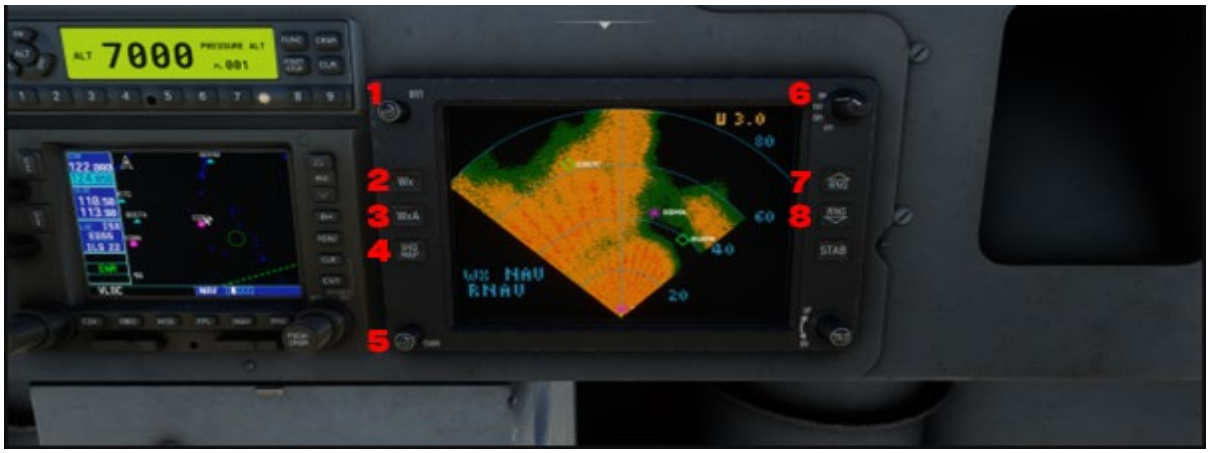
1. COM Flip-flop	11. ENT (enter)
2. COM Power/Volume	12. Small right knob
3. VLOC Flip-flop	13. Large right knob
4. VLOC Volume	14. CDI
5. Small left knob	15. OBS
6. Large left knob	16. MSG (message)
7. RNG (map range)	17. FPL (flight plan)
8. Direct-To	18. VNAV
9. MENU	19. PROC (procedures)
10. CLR (clear)	

Classic COM/Nav panels

1. ADF Panel	3. COM2 Panel
2. COM1 Panel	4. Audio Selection Panel

Weather Radar

There is a weather radar within the classic and modern cockpit options.
This will detect any anomalous / severe weather ahead of the aircraft.



1. Brightness Knob	5. Gain Knob
2. WX Button	6. Mode Selector Knob
3. WxA Button	7. Range Increase
4. Ground Map Button	8. Range Decrease

Autopilot Control Panel

The SC.7 Skyvan comes with an in-built autopilot system, the controls for it are located on the center console, mid-panel.

For Track mode to work a valid route must be set in the Main Menu > World Map > Airport depart from and arrive to or programmed into the modern cockpit GNS.

Center Console Autopilot Panel

1. Autopilot Master	7. AP Power Indicator
2. Heading Hold Mode	8. Turn/Bank Angle Selector
3. Capture LOC Mode	9. Elevator Trim Angle Indicator
4. Track/NAV Mode	10. Vertical Speed Selector
5. Glideslope/Approach Mode	11. Roll Trim
6. Altitude Hold Mold	

The master switch toggles the autopilot on/off.
HDG button enables the HDG hold mode which is ruled by the HDG knob selector located on the CPT HSI (left knob).
CAPTURE button will arm the LOC capture mode and will capture it if available.
TRACK button toggles the nav hold mode when a VOR frequency is available and it's ruled by the CRS selector located on the CPT HSI (right knob).
GS button toggles the glideslope capture mode when an ILS frequency is available.
ALT button toggles the altitude hold mode, it will hold the current altitude when pressed.
TURN selector changes the turning bank angle to -15deg or +15deg. If centre it will level the wings.
VERTICAL SPEED selector will increase or decrease the vertical speed value, it will be active until ALT mode is activated, the pilot selects 0 ft/m or the autopilot is disengaged.

Note – the autopilot uses default flight simulator key binds to engage the controls:
Toggle Autopilot Master – Master switch on/off
Toggle Autopilot Localizer Hold or Toggle Autopilot Approach Hold – CAPTURE Mode on/off
Toggle Autopilot Altitude Hold – ALT Hold on/off
Increase Autopilot Reverence VS – Increase VERTICAL SPEED
Decrease Autopilot Reverence VS – Decrease VERTICAL SPEED
Autopilot NAV1 Hold – TRACK Mode on/off

Simplified Procedures

Preliminary Cockpit Preparation	
Freight Door	CHECK
Rear And Flight Deck Entrance Doors	SECURED
Parking Brake	ON
Control Lock	UNLOCKED
Port L.P. Fuel Cock	PORT TANK
Starboard L.P. Fuel Cock	STBD TANK
Balance Cock	OFF
Feather Handles	FULLY IN
External And Internal Lights	AS REQD
Cabin Signs	ON
Engine Starting Mode Switch	NORMAL
Engine Master Start Switches	STOP
Ignition And Fuel Switch	NORMAL
Internal Start Power Switch	24V – NORMAL
Electrical Master Switch	FLIGHT – INTERNAL
Weather Radar	OFF
Main Battery Switches	ON
Generator Switches	OFF
Busbar Voltage	24V
Ammeters	ZERO
Inverter Control Switches	NORMAL – TRANSFER
Electrical Master Switch	FLIGHT – INTERNAL
Main Battery Switch (Port)	OFF
Attitude Gyro	RUNNING – NO FLAG
Main Battery Switch (Port)	ON
Electrical Master Switch	INTERNAL

All Heating Selectors	OFF
Engine Air Bleed Switches	CHECK
Pitot Heater Switches	CHECK
Airframe De-Icing Pump Switch	OFF
Engine Intake Anti-Icing Switches	OFF
Propeller Anti-Icing Switch	OFF
Windscreen Wiper Switch	OFF
HYD Master Switch	ON
Main Pressure Gauge	CHECK
Emergency Pressure Gauge	CHECK
Brake Gauges	CHECK
Override Cut-Out Switch	CHECK
Fuel Contents	CHECK
Booster Pump Switches	OFF
Windscreen Wiper Switch	OFF
Instruments	CHECK
Central Warning Panel (CWP) and Fire Warning Light	TEST
O.A.T Gauge	CHECK
Low Oil Pressure Caption (CWP)	ILLUMINATED
RPM Levers	TAXI
Power Levers	½ INCH FORWARD
Flaps	AS REQD
Emergency Hydraulics	NORMAL
Autopilot	OFF
Aileron And Rudder Trims Elevator Trim	ADJUST

Engine Start	
Door Open Caption (CWP)	EXTINGUISED
Busbar Voltage	CHECK 22V
ENGINE 1 START	
Booster Pump	ON
Engine Starting Mode Switch	NORMAL - START
Internal Start Power Switch	AS REQD
Engine 1 Master Start Switch	START
NTS Caption (CWP)	EXTINGUISED
Fuel Flow Indicator	10%
Start Fuel Regulator	PRESS
Ignition - Light Up	CHECK
NTS Caption (CWP)	ON
Engine 1 Master Start Switch	RUN
E.G.T.	MONITOR
R.P.M	MONITOR
Oil Pressure	CHECK
ENGINE 2 START	
Booster Pump	ON
Engine Starting Mode Switch	NORMAL - START
Internal Start Power Switch	AS REQD
Engine 2 Master Start Switch	START
NTS Caption (CWP)	EXTINGUISED
Fuel Flow Indicator	10%
Start Fuel Regulator	PRESS
Ignition - Light Up	CHECK

NTS Caption (CWP)	ON
Engine 2 Master Start Switch	RUN
E.G.T.	MONITOR
R.P.M	MONITOR
Oil Pressure	CHECK

After Start Flow	
Internal Start Power Switch	24V NORMAL
Engine Starting Mode Switch	NORMAL
Electrical Master Switch	FLIGHT
External Supply	REMOVE
Power Levers	ADVANCE TO 80% RPM
Generator Switches	ON
Voltmeters	27.5V
Ammeters	CHARGING
Flaps	AS REQD
Booster Pumps	ON
Central Warning Panel (CWP)	CHECK

Taxi-Out	
Taxi Clearance	OBTAIN
R.P.M. Levers	TAXI
Brake Pedals	PRESS AND CHECK PRESSURES
Parking Brake	OFF
Nosewheel Steering	USE FOR STEERING
Flight Instruments	CHECK FREE AND CORRECT MOVEMENT

Line-Up Actions	
Trims	TAKE-OFF
Fuel	CHECK
Flaps	AS REQD
Flight Instruments	CHECK INSTRUMENTS SET AND SYCHRONIZED
Ammeters	BELOW 100A
Line-up or Takeoff Clearance	OBTAIN

Takeoff	
Takeoff Clearance	OBTAIN
Navigation Lights	ON
Transponder Mode	TA/RA
Cabin Signs	ON
Landing Lights	ON
Anti-Icing	AS REQD
Pitot Heaters	AS REQD
R.P.M. Levers	TAKE-OFF
Engine Instruments	NORMAL
Power Levers	MAXIMUM TAKE OFF POWER (97%)
Rotate	MINIMUM 65 KNOTS / 90 KNOTS DEPENDING ON WEIGHT
Landing Gear	UP

Climb	
Flaps	UP
Nose Wheel Steering	STRAIGHT
Cabin Signs	AS REQD

Cruise	
Engines Parameters	CHECK
Fuel	CHECK

Descent Preparation	
Engines	NOTE ENGINES EGT AND TORQUE LIMIT FOR MAXIMUM TAKE OFF POWER
Fuel	CHECK CONTENT AND USE COCKS AND PUMPS AS REQUIRED
Wheel Brakes	CHECK PRESSURES
Flaps	AS REQD
Cabin Signs	AS REQD

Landing	
Flaps	AS REQD
R.P.M. Levers	TAKE-OFF
Engine Air Bleed Switches	ON
Nose-Wheel Steering	AS REQD

After Landing	
R.P.M. Levers	TAXI
Flaps	AS REQD
Wheel Brakes	CHECK
Propeller And Airframe Anti-Icing	AS REQD
Pitot Heaters	OFF

Engine Shutdown	
Engines	OPERATE ENGINES FOR 3 MINUTES AT TAXI CONDITIONS PRIOR TO SHUT DOWN FOLLOWING GROUND OPERATIONS AT HIGH POWER LEVELS
Parking Brake	SET
Booster Pumps	OFF
Hydraulic Master Switch	OFF
Engine Master Start Switches	STOP
Power Levers	FULL REVERSE

Parking	
Inverter Control Switches	OFF
Generators And Batteries	OFF
Electrical Master Switch	OFF
Heating And Ventilation	OFF
Low Pressure Fuel Cocks	OFF
External And Internal Lights	AS REQD
Power Levers	GROUND IDLE

Performance

Take-Off

Take-Off Flaps 30 degrees at Sea Level (ISA)	
Weight (lbs)	Distance to 50ft (ft)
9500	1100
11000	1200
12500	1590

Take-Off Flaps 18 degrees at Sea Level (ISA)	
Weight (lbs)	Distance to 50ft (ft)
10500	1400
11500	1600
12500	1900

Take-Off Safety Speed (Flaps 30 degrees)	
Weight (lbs)	Speed (kias)
<10500	70
11500	75
12500	80

Take-Off Safety Speed (Flaps 18 degrees)	
Weight (lbs)	Speed (kias)
<10500	75
11500	80
12500	85

Approach and Landing

Approach Speed (Flaps 50 degrees)	
Weight (lbs)	Speed (kias)
<10500	94
11500	95
12500	98

Landing Flaps 50 degrees at Sea Level (ISA)	
Weight (lbs)	Distance to 50ft (ft)
10500	1400
11500	1600
12500	1900

Speeds

Best Rate of Climb Speed (kias)
90

Cruise Climb Speed (kias)
100 - 120

Approach Speed (kias)
98

Cruise Performance

Cruise Performance (ISA) - Max Permissible Torque and 98% RPM		
Cruise Altitude (ft)	KTAS	Total Fuel Flow (lbs/hr)
5000	186	650
10000	178	628
15000	161	624

Preliminary Cockpit Preparation

Freight Door ..... CHECK
Rear And Flight Deck Entrance Doors ..... SECURED
Parking Brake ..... ON
Control Lock ..... UNLOCKED
Port L.P. Fuel Cock ..... PORT TANK
Starboard L.P. Fuel Cock ..... STBD TANK
Balance Cock ..... OFF
Feather Handles ..... FULLY IN
External And Internal Lights ..... AS REQD
Cabin Signs ..... ON
Engine Starting Mode Switch ..... NORMAL
Engine Master Start Switches ..... STOP
Ignition And Fuel Switch ..... NORMAL
Internal Start Power Switch ..... 24V – NORMAL
Electrical Master Switch ..... FLIGHT – INTERNAL
Weather Radar ..... CHECK
Main Battery Switches ..... ON
Generator Switches ..... OFF
Busbar Voltage 24V
Ammeters ..... ZERO
Inverter Control Switches ..... NORMAL – TRANSFER
Electrical Master Switch ..... FLIGHT – INTERNAL
Main Battery Switch (Port) ..... OFF
Attitude Gyro ..... RUNNING – NO FLAG
Main Battery Switch (Port) ..... ON
Electrical Master Switch ..... INTERNAL
All Heating Selectors ..... OFF
Engine Air Bleed Switches ..... CHECK
Pitot Heater Switches ..... CHECK
Airframe De-Icing Pump Switch ..... OFF
Engine Intake Anti-Icing Switches ..... OFF
Propeller Anti-Icing Switch ..... OFF
Windscreen Wiper Switch ..... OFF
HYD Master Switch ..... ON
Main Pressure Gauge ..... CHECK
Emergency Pressure Gauge ..... CHECK
Brake Gauges ..... CHECK
Override Cut-Out Switch ..... CHECK
Fuel Contents ..... CHECK
Booster Pump Switches ..... OFF
Windscreen De-Icing Control ..... IN AND LOCKED
Instruments ..... CHECK
Central Warning Panel (CWP) and Fire Warning Light ..... TEST
O.A.T Gauge ..... CHECK
Low Oil Pressure Caption (CWP) ..... ILLUMINATED
RPM Levers ..... TAXI
Power Levers ..... ½ INCH FORWARD
Flaps ..... AS REQD
Emergency Hydraulics ..... NORMAL
Autopilot ..... OFF
Aileron And Rudder Trims Elevator Trim ..... ADJUST

Engine Start

Door Open Caption (CWP) ..... EXTINGUISED
Busbar Voltage ..... CHECK
Booster Pump ..... ON
Engine Staring Mode Switch ..... NORMAL START
Internal Start Power Switch ..... AS REQD
Engine 1 Master Start Switch ..... START
NTS Caption (CWP) ..... EXTINGUISED
Fuel Flow Indicator 10%
Start Fuel Regulator ..... PRESS
Ignition - Light Up ..... CHECK
NTS Caption (CWP) ..... ON
Engine 1 Master Start Switch ..... RUN
E.G.T ..... MONITOR
R.P.M ..... MONITOR
Oil Pressure ..... CHECK
Engine 2 Master Start Switch ..... ON
NTS Caption (CWP) ..... EXTINGUISED
Fuel Flow Indicator 10%
Start Fuel Regulator ..... PRESS
Ignition - Light Up ..... CHECK

NTS Caption (CWP)..... ON
Engine 2 Master Start Switch..... RUN
E.G.T ..... MONITOR
R.P.M..... MONITOR
Oil Pressure.....CHECK

After Engine Start

Internal Start Power Switch .....24V NORMAL
Engine Starting Mode Switch.....NORMAL
Electrical Master Switch..... FLIGHT
External Supply ..... REMOVE
Power Levers .....ADVANCE TO 80% RPM
Generator Switches ..... ON
Voltmeters 27.5V
Ammeters .....CHARGING
Flaps ..... AS REQD
Booster Pumps ..... ON
Central Warning Panel (CWP) .....CHECK

Taxi and Line Up

Taxi Clearance.....OBTAIN
R.P.M. Levers ..... TAXI
Brake Pedals.....PRESS AND CHECK PRESSURES
Parking Brake ..... OFF
Nosewheel Steering.....USE FOR STEERING
Flight Instruments .....CHECK FREE AND CORRECT MOVEMENT

Line Up Actions

Trims .....TAKE-OFF
Fuel .....CHECK
Flaps..... AS REQD
Flight Instruments.....CHECK INSTRUMENTS SET AND SYCHRONIZED
Ammeters ..... BELOW 100A
Line-up or Takeoff Clearance .....OBTAIN
Navigation Lights ..... ON
Transponder Mode ..... TA/RA

Take Off

Cabin Signs ..... ON
Landing Lights ..... ON
Anti-Icing .....AS REQD
Pitot Heaters .....AS REQD
Takeoff Clearance .....OBTAIN
R.P.M. Levers .....TAKE-OFF
Engine Instruments .....NORMAL
Power Levers.....MAXIMUM TAKE OFF POWER (97%)
Rotate..... MINIMUM 65 KNOTS / 90 KNOTS DEPENDING ON WEIGHT

Climb

Flaps .....UP
Nose Wheel Steering..... STRAIGHT
Cabin Signs .....AS REQD

Cruise

Engine Parameters .....CHECK
Fuel .....CHECK

Descent Preparation

Engines ..... CHECK EGT AND TORQUE FOR MAXIMUM TAKE OFF POWER
Fuel..... CHECK CONTENT AND USE COCKS AND PUMPS AS REQUIRED
Wheel Brakes ..... CHECK PRESSURES
Flaps .....AS REQD
Cabin Signs .....AS REQD

Landing

Landing Lights..... ON
Flaps .....AS REQD
R.P.M. Levers.....TAKE-OFF
Engine Air Bleed Switches ..... ON
Nose Wheel Steering.....AS REQD

Parking

Engines ..... OPERATE FOR 3 MINUTES AT TAXI CONDITIONS
Parking Brake ..... SET
Booster Pumps ..... OFF
Hydraulic Master Switch ..... OFF
Engine Master Start Switches ..... STOP
Power Levers ..... FULL REVERSE
Inverter Control Switches ..... OFF
Electrical Master Switch ..... OFF
Generators And Batteries ..... OFF
Avionics Equipment ..... OFF
Heating And Ventilation ..... OFF
Low Pressure Fuel Cocks ..... OFF
External And Internal Lights ..... AS REQD
Power Levers ..... GROUND IDLE