

QRH ERRATUM

Erratum QRH DA42 TDI

P2.1 MANOUVERS

Minimum clean speed (normal ops): 105 KIAS (below select flaps approach).

Minimum clean speed OEI: 82 KIAS

P3.1 INTRODUCTION

BEFORE EVERY FLIGHT DEPARTING FROM HOME BASE

- 1/ COMPANY INFORMATION CHECK ON AVIOBOOK
(BULLETINS—WARNINGS—LATEST DOCUMENTS)
- 2/ WEATHER / NOTAMS / TFR'S BELGOCONTROL
- 3/ ATIS BELGOCONTROL
- 4/ FLIGHT RELEASE FORM PRINT & COMPLETE
- 5/ AIRCRAFT TECHNICAL LOGCHECK SQUAWKS & INSPECTIONS
- 6/ REQUIRED EQUIPMENT CHECK
- 7/ AIRCRAFT FLIGHT BAG OBTAIN FROM INSTRUCTOR
CHECK (KEYS—FUEL STRAINER/CARD—LOGBOOK—SAFETYVEST—ATL/TECH LOG)
- 8/ PREFLIGHT CHECKLIST + I-M-S-A-F-E CHECK
- 9/ FRAT FORMCOMPLETED AND INSERTED IN THE BINDER
- 10/ MISSION BRIEFING CHECK

P3.3

FLOW AND CHECKLIST HANDLING				
Phase of Flight	Flow		Checklist	
	Performed by	Loud or Silent	Performed by	Loud or Silent
Before Start	PF	Loud	PF	Loud
After Start	PF	Loud	PF	Loud
Before Takeoff	PF	Loud	PF	Loud
Line Up	PF	Silent	N/A	N/A
After Takeoff	PF	Silent	PF (by heart)	Loud
Descent / Approach	PF	Silent	PF (by heart)	Loud
Landing	PF	Silent	PF (by heart)	Loud
After Landing	PF	Silent	PF	Loud
Shutdown	PF	Loud	PF	Loud

P3.20-3.21

VARIABLE ELEVATOR BACKSTOP

Pull the stick fully aft. While holding the stick at the backstop, check the flaps in the landing position (LDG) and set Left power lever MAX, the stick should not move and power back to idle. Repeat for the right power lever
Set both power levers MAX. The stick must move slightly forward during power lever forward movement. Set power levers to IDLE. The stick must regain full movement during power lever rearward movement. Select flaps UP. For details: see Chapter 7 of the AFM.

P3.22

ENGINE START

ENGINE MASTER SWITCH – ON

CHECK PROPELLOR TWIST

ENGINE GLOW – CHECK ON

P3.24

I – F – R – B

- Visual flow :



- Initialize: AUX Page 4 (QRH items) & 5
Check no red crosses in the systems list

P3.28

BEFORE TAKEOFF

No Rev mode for the G1000

P3.29

LINE-UP

No parking brake when holding short & on the RWY

Line up items executed by PF (Single pilot operations)

P3.30

TAKE-OFF

Full RWY (including backtrack) on short RWY (< 2.000 m)

Static T/O, unless a/c starts skidding

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AFTER LANDING

After landing items executed by PF (Single pilot operations)

EMER PROC

ENGINE RELATED: NO engine 1/2

Refer to left engine or right engine as per placards in the aircraft

PATTERNS

P5.1

NORMAL PATTERN

On profile set flaps landing

IFR APPROACH: Are performed with flaps approach

P5.5

STABILIZED APPROACH CONCEPT

No selection of flaps landing for an IFR approach

ALTITUDE BUG AND ALTITUDE WARNING

When established on the GS or leaving FAF altitude set the GO AROUND altitude

P5.6-5.9

DE accelerate from 100kts to final landing speed to be initiated as soon as:

- Below 500ft AGL and,
- Visual and,
- Stabilized

P5.10

ABEAM TOUCHDOWN

Wind correction for the $(MDH/100)*3$ seconds

BASE TURN

On 3° slope set FLAPS LDG