

QUICK REFERENCE HANDBOOK
TECNAM P92 ECHO
NORMAL CHECKLISTS

PRE-START CHECKS	
Park brake	ON
Left fuel cock	ON
Flight Instruments (No broken glass or bent needles)	CHECK
Engine Instruments (No broken glass or bent needles)	CHECK
Right fuel cock	ON
Fuses	CHECK
Landing Light	OFF
Avionics Master	OFF

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START CHECKS	
Beacon/Strobes	ON
Electric Fuel Pump	ON
Choke	AS REQUIRED
Ignition (Left and Right)	ON
Throttle	SET
Masters	ON ¹
Fuel Pressure	CHECK ²
Electric Fuel Pump	OFF
Propeller	CLEAR
Masters (Engine Starter)	START
Throttle	2000 RPM ³
Oil Pressure	CHECK
Fuel Pressure	CHECK ⁴
Ignition (Left and Right)	CHECK
Flaps	UP
Avionics Master	ON
Radio ON	CHECK
Transponder SBY (Standby)	CHECK
Intercom ON	CHECK
PN ATIS	RECORD
QNH	SET
¹ Start engine as soon as practicable to avoid battery drain	
² Ensures auxiliary fuel pump is serviceable	
³ Use 2500 RPM when engine cold	
⁴ Ensures engine-driven fuel pump is serviceable	

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TAXI CHECKS	
Clear of obstacles ahead (wing tip to wing tip)	CHECK
Brakes	CHECK
Compass	CHECK
Turn & Slip	CHECK

RUN UP CHECKS	
Temperatures & Pressures	CHECK
Throttle	4000 RPM
Left Ignition (Max. 300 RPM drop)	CHECK
Right Ignition (Max. 300 RPM drop & 100 RPM diff.)	CHECK
Throttle Idle	CHECK
Throttle	2000 RPM

PRE TAKE-OFF CHECKS		
<i>Too Many Pompous Fools Fly In High Cloud</i>		
T	Trim	SET
M	Mixture	CHOKE OFF
P	Propeller	NOT REQUIRED
F	Fuel (Cocks, Contents, Pressure, Pump)	CHECK, PUMP ON
F	Flap (Take-off)	SET
I	Instruments & Ignition	CHECK, BOTH ON
H	Hatches and harnesses	SECURE
C	Controls	FULL & FREE IN CORRECT SENSE

LINE UP CHECKS	
Landing light	ON
Transponder	ALT

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AFTER TAKE-OFF CHECKS ⁵	
Flap	UP
Fuel Pump	OFF ⁶
Landing Light	OFF ⁶
⁵ At 300 ft AGL	
⁶ Leave ON if remaining in the circuit	

PRE-LANDING CHECKS		
<i>UBMFH</i>		
U	Undercarriage	FIXED
B	Brakes (Brakes pressure, park brake off)	CHECK
M	Mixture	NOT REQUIRED
F	Fuel (Cocks, Contents, Pressure, Pump)	CHECK PUMP ON
H	Hatches and Harnesses	SECURE

FINAL CHECKS	
Flap	AS REQUIRED

SHORT FINAL CHECKS ⁷	
Speed	59 KIAS (± 5)
Slope	ON SLOPE
Centre-line	ON CENTRE-LINE
Landing configuration (Flaps)	SET
Windsock (Wind velocity)	WITHIN LIMITS
Runway	CLEAR
⁷ At 300 ft AGL	

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AFTER LANDING CHECKS ⁸	
Flap	UP
Landing Light	OFF
Fuel Pump	OFF
Transponder	SBY
⁸ When clear of the runway	

SHUTDOWN CHECKS	
ELT/PLB	CHECK ⁹
Avionics Master	OFF
Throttle	3000 RPM
Ignition switches (Left and Right)	OFF ¹⁰
Throttle	CLOSED ¹⁰
Master	OFF
Beacon/Strobes	OFF ¹¹
⁹ Check on radio frequency 121.50 with squelch open	
¹⁰ Simultaneously	
¹¹ Turn OFF immediately after engine shutdown to avoid battery drain	

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TRANSPONDER SSR CODES (NORMAL OPERATIONS)	
1200	In all situations unless allocated a code by ATC or situations below.
1400	In General Aviation Areas
2200	When operating in the circuit at a controlled aerodrome

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SPEEDS AND LIMITATIONS		
V _{NE}	Never exceed speed	140 KIAS
V _{NO}	Max. normal operating (exceed only in smooth air)	108 KIAS
V _A	Max. manoeuvring speed (at MAUW ¹²)	81 KIAS
V _{FE}	Max. flap extension speed	59 KIAS
V _Y	Best rate of climb speed	65 KIAS
V _X	Best angle of climb speed	55 KIAS
V _S	Stall speed (Clean @ MAUW ¹² , S&L)	48 KIAS
	Stall speed (15° flap @ MAUW ¹² , S&L)	45 KIAS
V _{SO}	Stall speed (Full flap @ MAUW ¹² , S&L)	42 KIAS
V _R	Rotate speed	54 KIAS
Best glide speed		65 KIAS
Max. demonstrated crosswind component		15 KIAS
Flight planning speed		85 KIAS
¹² MAUW = Maximum All Up Weight of 544 kg		

NORMAL OPERATIONS	
Climb (Takeoff flap)	59 KIAS
Climb (No flap)	65 KIAS
Cruise	5000 RPM (90 KIAS)
Approach	59 KIAS
Normal approach (Full flap)	59 KIAS
Short field approach (Full flap)	55 KIAS

FUEL	
Fuel capacity (Total)	90.0 L
Fuel capacity (Usable)	87.4 L
Fuel consumption (for planning purposes)	15 L/HR

WEIGHTS	
Max. take-off & landing weight	544 KG
Empty weight	317 KG
Max. baggage weight	20 KG

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EMERGENCY CHECKLISTS

Note: Checklists with bold borders are memory items otherwise refer to the checklist as the emergency arises.

ENGINE FAILURE DURING TAKEOFF RUN	
Throttle	IDLE
Brakes	AS REQUIRED
Ignition switches (Magnetos)	OFF
Master Switch	OFF
<i>When aircraft is under control:</i>	
Fuel selectors	OFF
Electric Fuel Pump	OFF

ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF (EFATO)	
Pitch	DOWN ¹³
Immediate checks (below)	EXECUTE
Locate landing area	AS REQUIRED
Flaps	AS REQUIRED
<i>If time permits or immediately after landing:</i>	
Throttle	IDLE
Fuel selectors	OFF
Electric Fuel Pump	OFF
Ignition switches (Magnetos)	OFF
Master Switch	OFF
¹³ Sufficient to achieve and maintain best glide speed (60 KIAS with T/O Flap or 65 KIAS No Flap)	

<i>Immediate checks:</i>	
1. Fuel Selectors ON	CHECK
2. Fuel Pump	ON
3. Ignition switches (Magnetos)	ON

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EMERGENCY CHECKLISTS

IRREGULAR ENGINE RPM	
Throttle	CHECK
Engine gauges	CHECK
Fuel quantity indicators	CHECK
Electric Fuel Pump	ON
Fuel selectors	BOTH ON
<i>If engine continues to run irregularly:</i>	
Land as soon as possible	

LOW FUEL PRESSURE	
<i>If the fuel pressure indicator falls below the (0.15 bar) limit:</i>	
Fuel quantity indicators	CHECK
Electric Fuel Pump	ON
Fuel selectors	BOTH ON
<i>If fuel pressure continues to be low:</i>	
Land as soon as possible	

LOW OIL PRESSURE	
Oil temperature	CHECK
<i>If the temperature tends to increase:</i>	
If stable within green arc	LAND ASAP
If increasing	LAND ASAP ¹⁴
¹⁴ And be alert for impending engine failure	

GENERATOR LIGHT ILLUMINATES (ALTERNATOR FAILURE)	
Fully charged battery will last 20 mins in normal flight after which all electrical devices (radio, transponder, flaps etc.) will not operate	
Flight can continue without electrics if necessary	
Shutdown non-essential electrical devices	

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EMERGENCY CHECKLISTS

TRIM SYSTEM FAILURE	
Fuses	CHECK
LH/RH switch	CHECK
Adjust speed to control aircraft without excessive stick forces	

RADIO FAILURE	
SQUAWK	7600
Refer pink pages of AIP	

ENGINE FIRE ON THE GROUND	
Fuel selectors	OFF
Electric Fuel Pump	OFF
Cabin heat	OFF
Ignition switches (Magnetos)	OFF
Master switch	OFF
Escape rapidly from aircraft	

ENGINE FIRE DURING TAKEOFF	
Throttle	IDLE
Brakes	AS REQUIRED
<i>When aircraft is under control:</i>	
Fuel selectors	OFF
Electric Fuel Pump	OFF
Cabin heat	OFF
Ignition switches (Magnetos)	OFF
Master switch	OFF
Escape rapidly from aircraft	

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EMERGENCY CHECKLISTS

ENGINE FIRE IN FLIGHT	
Fuel selectors	OFF
Electric Fuel Pump	OFF
Cabin heat	OFF
Throttle	FULL
Ignition switches (Magnetos)	OFF
Forced Landing Without Power	EXECUTE

CABIN FIRE IN FLIGHT	
Cabin heat	OFF
Cabin vents	CLOSED
Doors	UNLOCKED
Master Switch	OFF
Land as soon as possible	

<i>Trouble checks:</i>	
1. Throttle	SET ½ cm
2. Fuel (Selector, Contents, Pump)	CHECK
3. Choke	OFF
4. Ignition switches (Left, Right and Both)	CHECK
5. Partial Power	CHECK

<i>Shutdown checks:</i>	
1. Throttle	CLOSED
2. Fuel	OFF
3. Ignition switches (Magnetos)	OFF
4. Master switch (If radio/flaps no longer required)	OFF

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EMERGENCY CHECKLISTS

FORCED LANDING WITHOUT POWER (FLWOP)	
AVIATE:	
Maintain altitude until reaching best glide speed (68 KIAS)	
Immediate checks (Page 9)	EXECUTE
Throttle	CLOSED
Trim to descend at 65 KIAS	
NAVIGATE:	
Field	SELECT
Low key (1,000 ft AGL) point	SELECT
High key (1,500 ft AGL) point	SELECT
Turn towards High Key point if sufficient altitude otherwise a reachable point on the flight path between the High Key point and the Touchdown point.	
Trouble checks (Page 12)	EXECUTE
If unable to re-start engine then continue with FLWOP below.	
Throttle	CLOSED
COMMUNICATE:	
MAYDAY	TRANSMIT
SQUAWK	7700
Passenger	BRIEF
Aim point (1/3 into field)	SELECT
Shutdown checks (Page 12)	EXECUTE
Landing:	
Doors	UNLATCH
Flaps	AS REQUIRED
Touchdown airspeed	44 KIAS

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EMERGENCY CHECKLISTS

FORCED LANDING WITH POWER (PRECAUTIONARY LANDING)	
AVIATE (HASELL):	
Height (500 ft AGL or 100 ft below cloud base)	SET
Airspeed	68 KIAS
Security (Hatches, harnesses & loose objects)	SECURE
Engine (Fuel Pump)	ON
Location	CHECK
Lookout	CHECK
Lights	ALL ON
NAVIGATE:	
Field	SELECT
Fly overhead centre of field to assess wind direction.	
Wind direction, gradient, approach & overshoot	ASSESS
COMMUNICATE:	
PAN PAN (possibly MAYDAY)	TRANSMIT
Passenger	BRIEF
SQUAWK	7700
Turn downwind & fly normal approach descending to 200 ft AGL.	
Approach, obstacles, wind, go around point, alignment and land marks	ASSESS
Fly to right of field.	
Surface condition, length & aim point	ASSESS
Climb to 500 ft AGL and fly normal circuit & approach to land.	
Pre-landing Checks (Downwind)	EXECUTE
Landing:	
Doors	UNLATCH
Flaps	FULL
Touchdown airspeed	46 KIAS
After landing:	
Ignition Switches (Magnetos)	OFF
Master Switch	OFF

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EMERGENCY CHECKLISTS

LANDING WITH A FLAT NOSE TYRE	
Pre-landing checks	COMPLETE
Flaps	FULL
Land and maintain aircraft NOSE HIGH attitude as long as possible	

LANDING WITH A FLAT MAIN TYRE	
Pre-landing checks	COMPLETE
Flaps	FULL
Align aircraft on opposite side of runway to the side with the defective tyre to compensate for change in direction which is to be expected during final rolling	
Touchdown with GOOD TYRE FIRST and hold aircraft with flat tyre off the ground as long as possible	

RECOVERY FROM UNINTENTIONAL SPIN	
Power (Throttle)	IDLE
Ailerons	NEUTRAL
Rudder (Opposite to direction of spin)	FULL
Elevators	FORWARD
<i>When spin stops:</i>	
Rudder	NEUTRAL
Elevators	RECOVER ¹⁵
Throttle	RESET ¹⁶
¹⁵ Ease elevators back to ensure neither V_{NE} nor max. load factor are exceeded	
¹⁶ When desired attitude achieved (Straight & Level or Climb)	

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TRANSPONDER SSR CODES (EMERGENCIES)	
7700	In flight emergency when no code has been allocated by ATC
7600	Loss of Radio Communication
7500	Unlawful Interference