

Checklist für Diamond DA40 NG - NXI

Edition #: **1.2 Nxi** Edition date: **10.11.2020**

Please observe:

The file you are receiving hereby combines all three sections of the checklist: Normal Checklist, Emergency Checklist and Abnormal Checklist.

All pages of a new edition will have the same new "edition #" and "edition date", even if only one page was amended and all other pages still have the same, unchanged content.

Therefore the "List of Effective Pages" (LEP) is provided. It is here where you can see whether a particular page was amended. Pages which have been amended by a new edition will be marked yellow. For all other pages you will see which original "edition #" (and of course any higher "edition #") is still valid.

Note:

The system of assigning "Edition #" is as follows:

- if the revision affects all types, a new edition # (without a decimal figure) will be assigned to all of the checklists
- if the revision does not affect all types, the affected checklists will get subsequent • "decimal figures" until a major revision affecting all checklists is issued.

Have a lot of nice flights and happy landings!

Peter Schmidleitner

Comments explaining Edition # 1.2 Nxi are on page 2 of this document

Page	Edition (or any	owing Date y higher) valid
Section	: Normal O	Checklist
1	15	20.05.2010
2	18.1	20.02.2019
3	16.4	01.08.2014
4	17.3	15.04.2017
5	1.0 Nxi	20.02.2019
6	16.2	01.06.2014
7	17.2	15.03.2017
8	1.0 Nxi	20.02.2019

Ig	Section: E	mergency	Checklist
Date	1	1.0 Nxi	20.02.2019
her)	<mark>2</mark>	<mark>1.2</mark>	<mark>10.11.2020</mark>
Í	3	15.2	15.12.2011
cklist	4	1.0 Nxi	20.02.2019
05.2010	5	15.2	15.12.2011
02.2019	6	15.2	15.12.2011
08.2014	7	15.3	15.12.2011
04.2017	8	17	01.03.2015
02.2019	9	15.2	15.12.2011
06.2014	10	1.0 Nxi	20.02.2019
03.2017	11	1.0 Nxi	20.02.2019

11	1.0 Nxi	20.02.2019				
Section: Abnormal Checklist						
<mark>12</mark>	<mark>1.2</mark>	10.11.2020				
13	17.1	01.06.2016				
14	1.0 Nxi	20.02.2019				
15	16.4	01.08.2014				
16	1.0 Nxi	20.02.2019				

Checklist DA40 NG - NXI LEP

Comments explaining Edition # 17.1

Emergency Prodedures Page 2: Emergency landing (Engine OFF): Fuel pumps OFF added **Abnormal Procedures** Page 13: Editorial correction

Comments explaining Edition # 17.2

Normal Procedures Page 5: Gearbox temperature before ECU Test Page 7: "SECURING THE AIRCRAFT" added Emergency Prodedures No change

Comments explaining Edition # 17.3

Normal Procedures Page 4: Engine Start Procedure: "Prop Area....CLEAR" placed on top

Comments explaining Edition # 1.0 Nxi

changes from legacy edition #17.3

Normal Procedures Page 2: Editorial changes Page 5: Props cycling 2 times > 1800RPM Page 8: Vy up to safe altitude (Flap T/O) Page 8: Cruise climb speed (Flaps UP) Page 8: Maneuvering speed (Vo) above 1180kg Page 8: Empty mass 940kg Emergency Procedures Page 1: G1000 Warnings ALTN AMPS Pg. 8 (page referral) Page 4: Engine Troubleshooting, 9. updated acc. AFM Page 10: Fire / Smoke on ground, 3. "Apply Brakes added" Page 10: Fire / Smoke during cont. TKOF, 9. "Verify Flaps position"

Abnormal Procedures

Page 14: Cool Lvl, Check Temp. check page 16 (page referral) Page 16: Fuel Temp low, changed to <-25°C

Comments explaining Edition # 1.1 Nxi

changes from NXi edition #1.0 **Emergency Procedures** Page referral "Title – Engine Fire edited" **Abnormal Procedures** Blank page deleted

Comments explaining Edition # 1.2 Nxi

changes from NXi edition #1.1 **Emergency Procedures** Page 2 referral "Restart changed p.7 to p.3" **Abnormal Procedures** Page 12 referral "COOL LVL changed from p.16 to p14"



This checklist is compiled according the guidelines of GAMA Specification No.1, SECTION 3, para 3.5, SECTION 3A, para 3A.5 and SECTION 4, para 4.5.

The "Amplified Normal Procedures", "Amplified Emergency Procedures" and "Amplified Abnormal Procedures" according GAMA Specification No. 1 are in the DA40 Airplane Flight Manual Chapters 4A, 3 and 4B.

This checklist is a Recommended Operator Checklist and for reference only.

It is not a substitute for and does not supersede the current approved Airplane Flight Manual or any of its supplements or parts thereof, or any training or procedures required by any regulatory or advisory bodies.

This checklist may not contain all procedures shown in the Airplane Flight Manual. For a comprehensive listing of all procedures consult the Airplane Flight Manual.

Use of the checklist is at the user's sole risk and discretion.

Any possible liability of Diamond Flight Training and/or Diamond Aircraft Industries for any damages, injury or death resulting from its use is excluded.

All such terms and conditions shall be deemed to be explicitly accepted in full by using the checklist. If you do not understand, or if you disagree with, any of the above terms and conditions and in any jurisdiction that does not give effect to all provisions of these terms and conditions any use of the checklist is not permitted.

Use of the electronic checklist (if available):

Before using the electronic checklist on the G1000 the following sections have to be completed using this paper checklist:

- Preflight interior + exterior
- Preflight exterior
- Check before engine start items 1 to 21 (may be completed by heart).

This checklist also serves as a back up for the electronic checklist in case the G1000 MFD is not available.

PREFLIGHT PROCEDURES

For use of fuel additives see AFM.

PREFLIGHT INTERIOR + EXTERIOR.

- 1 Check Aircraft papers
- 2 Remove pitot cover
- 3 Check interior for foreign or loose objects
- 4 Check flight controls free
- 5 Check circuit breakers
- 6 Fuel Valve NORMAL
- 7 Engine Master OFF
- 8 VOTER switch AUTO
- 9 Fuel pumps OFF
- 10 Essential bus OFF
- 11 Avionic Master + electrics OFF
- 12 Electric Master ON check voltage
- 13 Check fuel quantity + temp
- 14 External lights ON
- 15 Pitot heat ON
- 16 Parking brake SET
- 17 Check stall warning
- 18 Check pitot tube
- 19 Check external lights
- 20 Pitot heat / ext. lights OFF
- 21 Electric Master OFF, key removed

PREFLIGHT EXTERIOR

Left main gear

Wheel fairing Tire condition, slip mark Brake, hydraulic line

Left wing

Wing leading edge, top- and bottom surface Drain fuel tank and sample check Air intake (winter baffle) Stall warning Fuel vent Fuel filler cap Pitot probe (cover removed) Landing/Taxi light Wing tip, position light Static dischargers Aileron (freedom of movement, hinges, control linkage) Wing flap

Left fuselage

Canopy left side Rear door Fuselage left side Antennas

Tail

Elevator & rudder (freedom of movement, hinges) Trim - tab Tail skid + lower fin Static dischargers

Right fuselage

Fuselage right side Rear window Canopy right side

Right wing

Wing flap Aileron (freedom of movement, hinges, control linkage, security) Static dischargers Wing tip, position light Wing leading edge, top- and bottom surface Fuel filler cap Fuel vent Fuel cooler air inlet (winter baffle ?) + outlet Drain fuel tank

Right main gear

Wheel fairing Tire condition, slip mark Brake, hydraulic line

Nose section

OAT sensor Propeller surface Spinner Cowling, Air inlets

Nose gear Wheel fairing Tire condition, slip mark

Engine bay

Engine oil level (5,0 – 7,0 l) Gearbox oil level Drain gascolator and sample check

Chocks removed Towbar removed

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CHECK BEFORE ENGINE START

1	Preflight check	1
2	Baggage and tow barSECURED	2
3	Fuel valve NORMAL / SECURED	3
4	Power lever IDLE	4
5	Parking brakeSET	5
6	Alternate AirCLOSED	6
7	Electric masterOFF	7
8	Avionic masterOFF	8
9	Essential busOFF	9
10	Alternate staticCLOSED	10
11	Engine masterOFF	11
12	VOTER switch AUTO	12
13	Fuel pumpsOFF	13
14	All light switchesOFF	14
15	Emergency switch OFF / GUARDED	15
16	ELT ARMED	16
17	Circuit breakers CHECKED IN	17
18	Flap selector UP	18
19	Pitot heatOFF	19
20	Fuel transferOFF	20
	If starting with external power: External powerCONNECT	
	Check Prop clear	
21	Electric Master ON (check avionic fan noise)	21
22	Rudder pedals ADJUSTED	22
23	PassengersINSTRUCTED	23
24	Seat belts FASTENED	24
25	Rear door CLOSED and LATCHED	25
26	Front canopy POS 1 or 2	26
27 28	G1000POWERED, ACKNOWLEDGED	27
28	MFD - EIS ENGINE	28
29 30	Fuel QuantityCHECKED, RESET/SET if requ.	29
30	Fuel temperatureCHECKED	30
31	Total time in service NOTED	31
32	Power lever IDLE	33
33	ACL (strobe)ON	34

End of Checklist

ENGINE START PROCEDURE

Propeller area	CLEAR
Engine Master	ON
Annunciations / Eng.Instr	CHECKED
Glow indication	OFF
Start key	START
Oil pressure OUTSIDE	RED within 3 sec
Voltage, Electrical loadCHE	CK INDICATION
Annunciations / Eng.Instr	CHECK

CHECK AFTER ENGINE START

If external power was used:

	External powerDISCONNECT	
1	Oil pressureCHECKED	1
2	RPM 710 +/- 30 CHECKED	2
3	Circuit breakersCHECKED IN	3
4	Pitot heat ON, annunciation + Amps checked	4
5	Pitot heatOFF	5
6	Avionics master ON	6

FMS SETUP

I nitialize profile (AUX 4, MAP)

F light plan

R adios (COM,NAV,ADF,DME,CDI,BRG 1/2, AUX3,RAIM)

P erformance (speed bugs, flight ID if applicable)

AUTOPILOT TEST

DISCONN press, check electric trim not working AP ON, check annunciations and FD DISCONN press, check AP off GA button press, check FD commands climb, FD OFF

Autopilot test..... COMPLETED 8 8 9 Flood light..... CHECKED, ON as required 9 Position lights ON as required 10 10 Flapsfull travel CHECKED, then T/O 11 11 Altimeters (2).....SET 12 12 Standby horizon.....CHECKED 13 13 Transponder CODE/MODE CHECKED 14 14 15 Engine temperaturesCHECKED 15 16 Parking brakeRELEASED 16

> Max power 50% until engine temperatures in green range End of Checklist; see next page for "During taxi" – items

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DURING TAXI

Check brakes Check flight instruments

BEFORE TAKE OFF CHECK

1	Parking brakeSET	1
2	Seat beltsFASTENED	2
3	Adjustable backrestsUPRIGHT	3
4	Rear doorCLOSED + LATCHED	4
5	Front canopyCLOSED + LATCHED	5
6	Door warning lightOFF	6
7	Circuit breakersCHECKED	7
8	Electric elevator trim CHECKED, T/O SET	8
9	FlapsCHECKED T/O	9
10	Flight controlsCHECKED	10
11	Power leverIDLE	11
12	MFD - EIS ENGINE	12
13	Engine instrumentsCHECKED	13

Engine temperatures must be in green range before performing ECU test. (For gearbox min.38° recommended). For warm up max power 50%.

14 VOTER switch A, AUTO, B, AUTO 14

ECU TEST

	ECU test buttonpress and hold "ECU A/B fail"ON Prop cycling 2 times > 1800 RPM	
	"ECU A/B fail" OFF ECU test buttonrelease	
15	ECU test PERFORMED	15
16	Pitot heatAS REQUIRED	16
17	Transponder CODE/MODE CHECKED	17
18	Fuel pumps ON	18
19	MFD - EISDEFAULT	19
20	Parking brakeRELEASED	20

End of Checklist

LINE UP PROCEDURE

Landing light	ON
Approach sector	
Runway	
and the set of the set	

Available power check (see pg.6) PERFORMED

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Available Power Check:

10 sec. power MAX, RPM 2200 – 2300 (min. 2100 below -10°C), min. load acc. table below

					ΟΑΤ				
Altitude [ft]	-35°C	-20°C	-10°C	0°C	10°C	20°C	30°C	40°C	50°C
Annuae [n]	-31°F	-4°F	14°F	32°F	50°F	68°F	86°F	104°F	122°F
0		0.40/					95%	92%	90%
2000		94%					95%	92%	
4000							95%	92%	
6000			96	5%			95%	92%	\langle
8000						95%	94%	91%	\nearrow
10000				94%	93%	91%	88%		

AFTER TAKE-OFF PROCEDURE

After passing safe altitude:
FlapsUP
Climb power SET

CLIMB TO CRUISE CHECK

1	Flaps CHECKED UP	1
2	Fuel pumps OFF	2
3	Climb power SET	3
4	Landing lightOFF	4

End of Checklist

PERIODICALLY DURING CRUISE

Fuel transferrepeat as requi	red
Maximum fuel unbalance - Long range tank: 9	USG

DESCENT / APPROACH CHECK

1	Landing data RECEIVED	1
2	Altimeters (2)SET	2
3	COM / NAV / FMSSET	3
4	SeatbeltsFASTENED	4
5	Adjustable backrestsUPRIGHT	5
6	Fuel transferAS REQUIRED	6
7	Parking brake CHECKED RELEASED	7
8	Fuel pumps ON	8
9	Landing light ON	9

End of Checklist

BEFORE LANDING PROCEDURE

Downwind, latest base leg:
<i>Flaps</i>
On final:
FlapsLDG

GO AROUND PROCEDURE

PowerMA	Χ
Flaps	0
Continue with take-off profile	

AFTER LANDING CHECK

1	FlapsUP	1
2	Pitot heatOFF	2
3	Fuel pumps OFF	3
4	Alternate air CLOSED	4
5	Landing/Taxi lightAS REQUIRED	5
	End of Checklist	

End of Checklist

PARKING CHECK

1	Parking brakeSET	1
2	Power lever max 10% for 1 min.	2
3	ELTCHECK not activated	3
4	MFD - EIS ENGINE PAGE - CHECKED	4
5	MFD - EIS TTL TIME IN SVC NOTED	5
6	Avionic masterOFF	6
7	Electrical consumers except ACL (strobe) OFF	7
8	Engine MasterOFF	8
9	ACL (strobe)OFF	9
	When engine indications x-out:	

10	Electric MasterOFF	10
11	Start key REMOVED	11

End of Checklist

SECURING THE AIRCRAFT

Release parking brake, use chocks. Cover the pitot probe. Attach tie down ropes to mooring points

STALLING SPEEDS KIAS					
	1000kg	1100kg	1200kg	1310kg	
Stalling speed (V_S) Flaps UP	58	61	64	66	
Stalling speed (V _S) Flaps T/O	54	56	60	62	
Stalling speed (V _{so}) Flaps LDG	55	57	59	60	

OPERATING SPEEDS KIAS

	940kg	1000kg	1100kg	1200kg	1280kg + above
Rotation speed	56	58	61	65	67
V ₅₀ up to 50 ft	62	65	67	70	72
Vy up to safe altitude (Flaps T/O)			72		
Cruise climb speed (Flaps UP)	88				
Max. cruising speed (VNO)			130		
Never exceed speed (VNE)			172		
Max. flap speed (V _{FE}) Flaps T/O			110		
Max. flap speed (V _{FE}) Flaps LDG	98				

	940kg	1000kg	1100kg	1200kg	1216kg	1280kg +above	
Approach V _{REF} Flaps UP	71	73	78	82	82	83	
Approach V _{REF} Flaps T/O	68	70	74	77	77	78	
Approach V _{REF} Flaps LDG	66	68	72	76	76	77	
Min. GA speed Flaps T/O		72				-	
	up t	up to 1080 kg 1081-1180 k 101 108					
Maneuvering speed (V_0)		101			1	.13	
88							
Best gliding		Gliding ratio 1:9,7 1,59 NM / 1000 ft					
Flaps UP, windmilling prop	Witho	Without wheel fairings:					

Gliding ratio 1:9,4 1,54 NM / 1000 ft

Max demonstrated X-wind: 25 kt

MASS					
		Option °574″	Option °662″		
Max. TKOF mass	1280 kg		1310 kg		
Max ZF mass	1200 kg	1265 kg			
Max. LDG mass	1216 kg	1280 kg			
Empty mass	940 kg		-		
Max. baggage in FWD compartment	45 kg				
Max. baggage in AFT extension	18 kg				
Total in both	45 kg				

EMERGENCY + ABNORMAL CHECKLIST

For conditions to use this Emergency + Abnormal Checklist see page 1 of the Normal Checklist. All such conditions are fully applicable also for this checklist.

G1000 WARNINGS

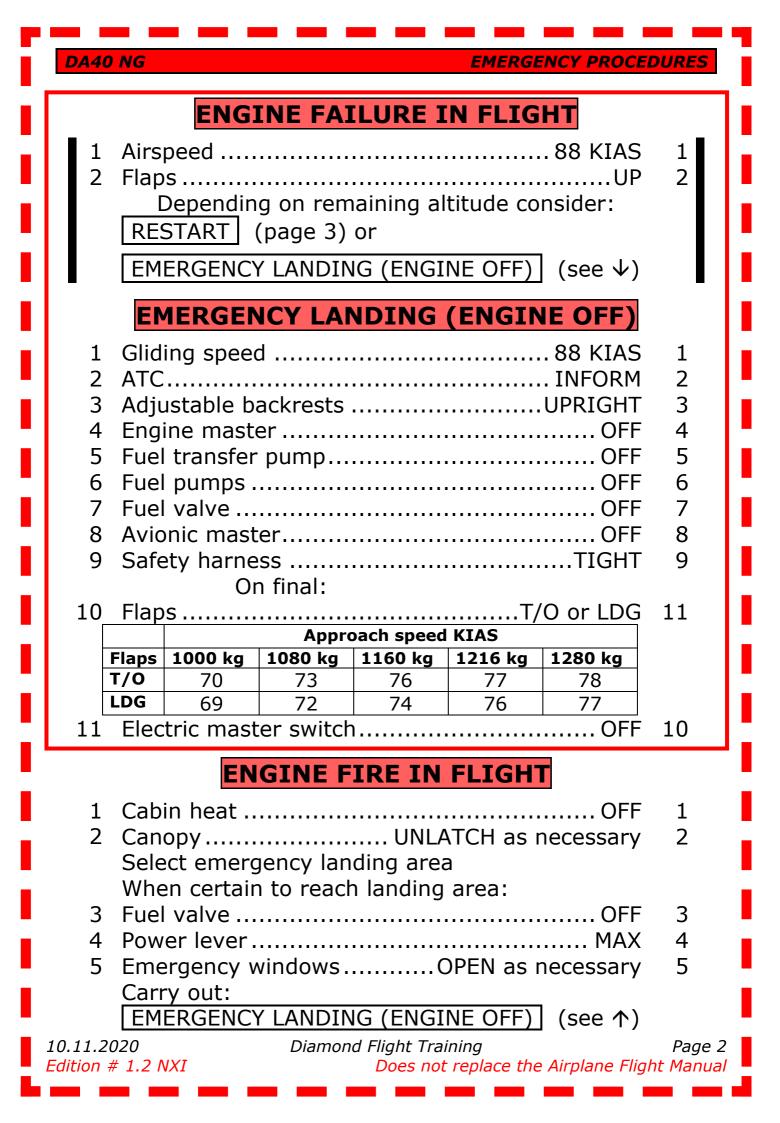
Pg. 6	Coolant temperature high (red range)
Pg. 6	Oil temperature high (red range)
Pg. 6	Oil pressure low (red range)
Pg. 7	Gearbox temperature high (red range)
Pg. 7	Fuel temperature high (red range)
Pg. 7	Fuel pressure low
Pg. 7	Alternator failed
Pg. 8	High Current (red range)
Pg. 8	Starter not disengaging
Pg. 8	Unlocked doors
	Pg. 6 Pg. 6 Pg. 7 Pg. 7 Pg. 7 Pg. 7 Pg. 7 Pg. 8 Pg. 8

For other parameters "out of green range" see Abnormal Checklist

Abnormal Checklist starts at page 12

Emergency landing (engine off)...... page 2 Engine Engine failure / Engine Fire in flight page 2 Windmill engine start page 3 Engine troubleshooting......page 4 Oscillating RPM..... page 5 RPM underspeed page 5 Electric System High current page 9 Total electrical failpage 9 Smoke and Fire Engine fire in flight page 2 Electric fire / smoke in flight page 9 Fire / smoke on groundpage 10 Fire / smoke in continued TKOF...... page 10 **Other Emergencies** Unintentional flight into icing page 8 Landing with defective main gear tire page 11 Landing with defective brakes page 11 Fuel transfer pump u/s page 11 Suspicion of carbon monoxide page 11

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WINDMILL ENGINE START

EMERGENCY PROCEDURES

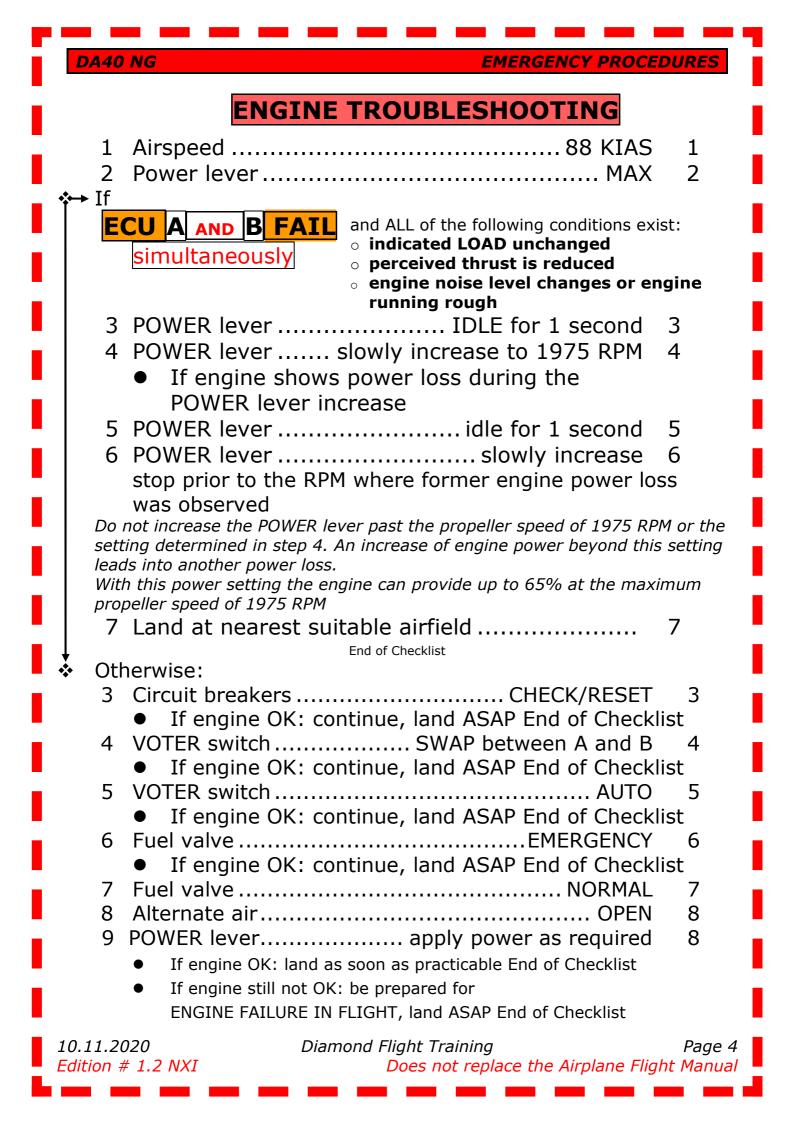
Do not consider starter assisted restart if propeller has stopped

Max. altitude:

	16.400 ft PA for immediate restart	
	10.000 ft PA for restart within 2 minutes	
1	Airspeed	1
2	Power lever IDLE	2
3	VOTER switch CHECKED AUTO	3
4	Fuel valve CHECKED NORMAL	4
5	Alternate airAS REQUIRED	5
6	Fuel quantity CHECKED	6
7	Fuel transfer pumpAS REQUIRED	7
8	Electric masterCHECKED ON	8
9	Engine masterCHECKED ON	9
	 If engine does not start: 	
10	Fuel valve EMERGENCY	10
	 If engine does not start: 	
11	FlapsUP	11
	Carry out:	
	EMERGENCY LANDING (ENGINE OFF) (page 2)	



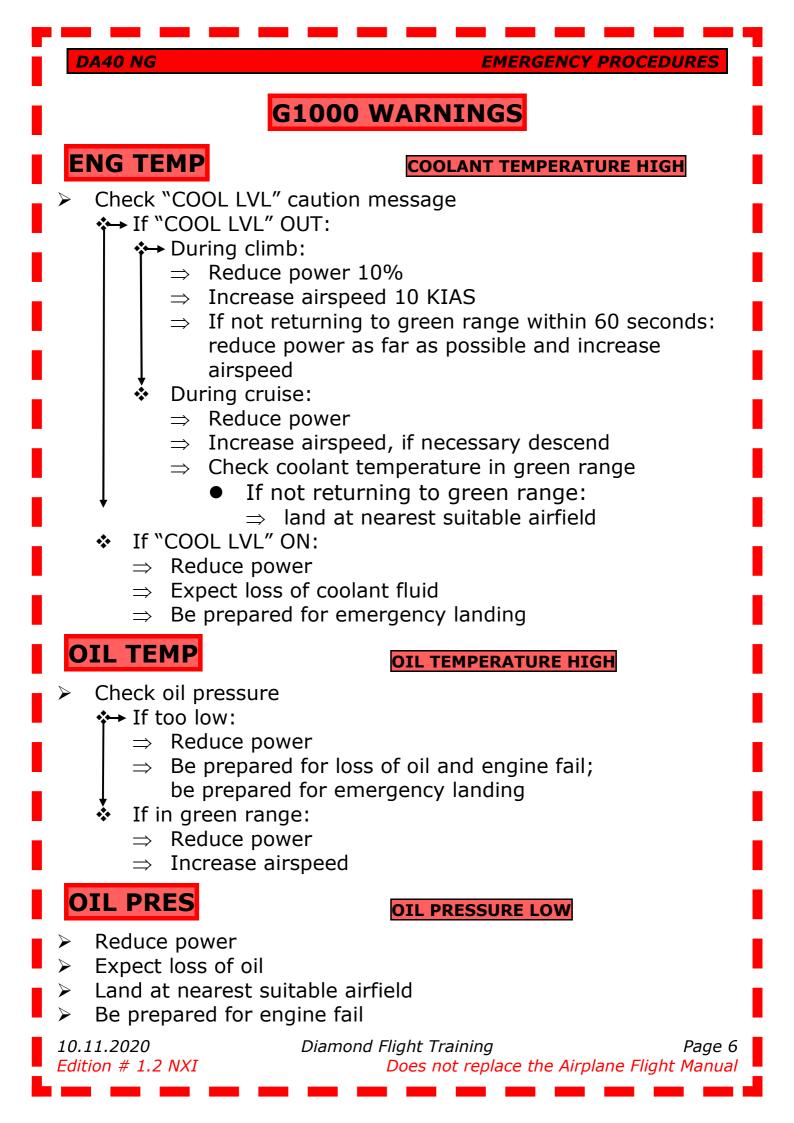
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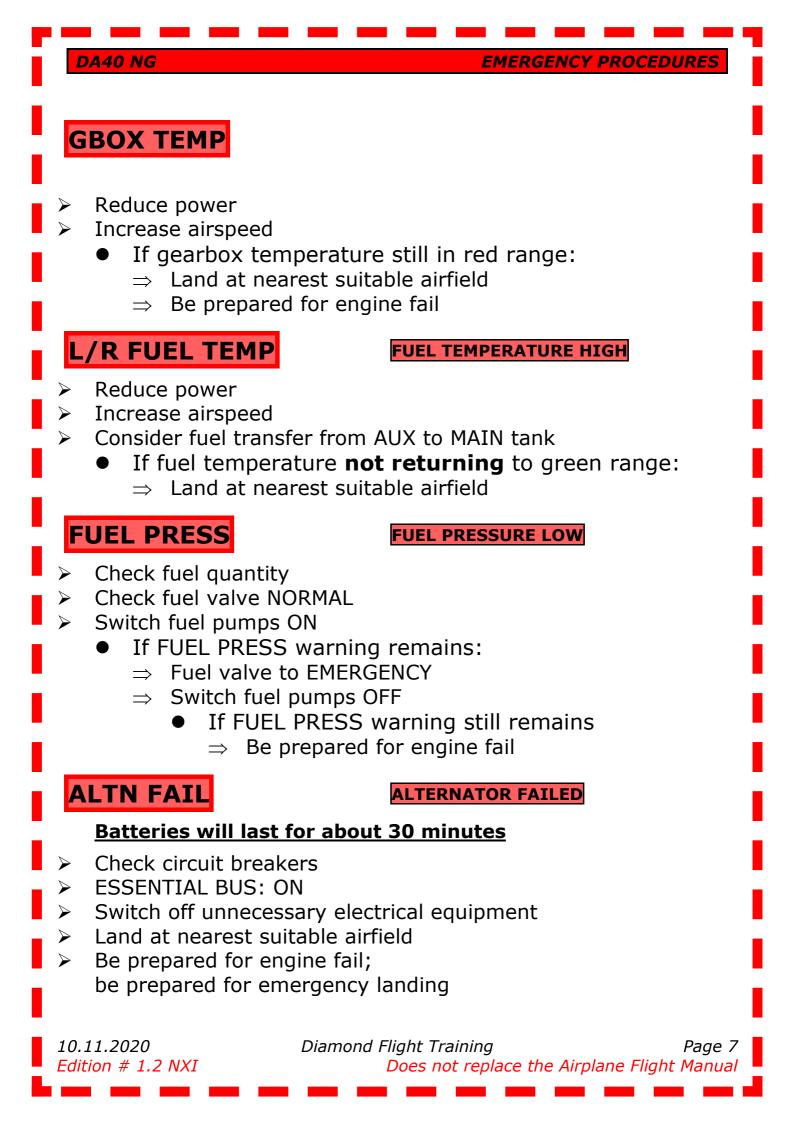


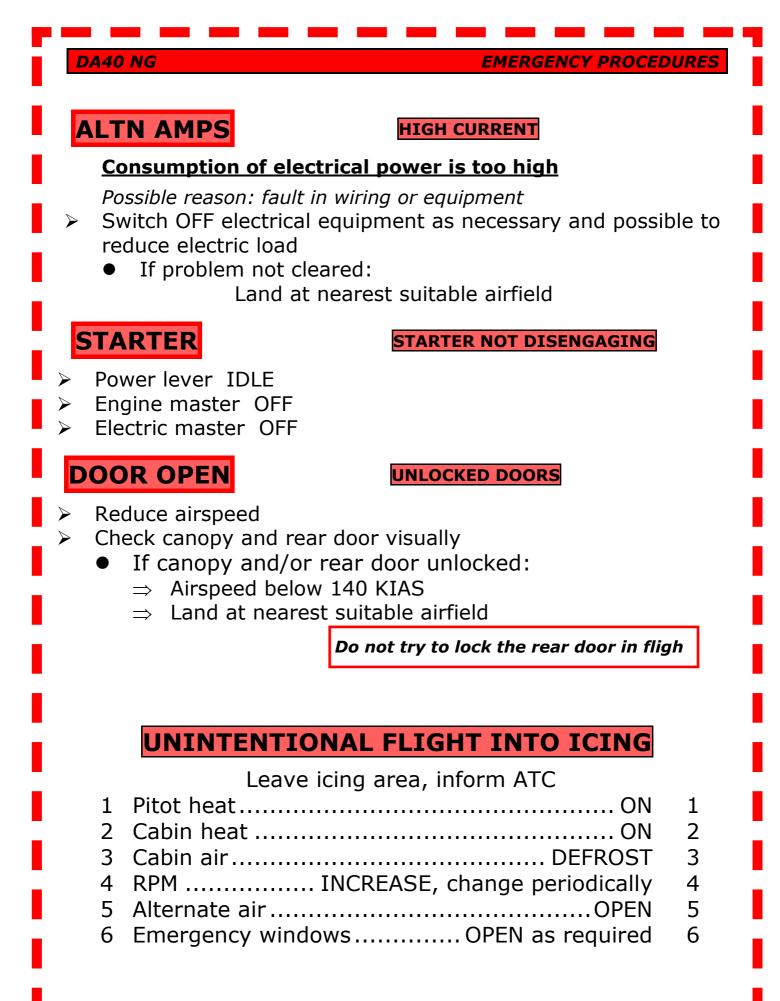
EMERGENCY PROCEDURES

OSCILLATING RPM

1 Power lever	
 If no success: 2 VOTER switchSWAP between A and B 2 If no success 	
 If no success: 3 VOTER switchAUTO 3 Land at nearest suitable airfield 	
RPM OVERSPEED	
1 Power leverADJUST to max. 2300 RPM 1 2 Airspeed	
 4 AirspeedAS REQUIRED 4 5 Power leverAS REQUIRED 5 but do not exceed 2300 RPM 4 AirspeedAS REQUIRED 5 5 Power leverAS REQUIRED 5 	
 6 VOTER switchSWAP between A and B 6 If no success: 	
 7 VOTER switchAUTO 7 adjust RPM with power lever Land at nearest suitable airfield 	
If increased climb rate required:	
8 Flaps T/O 8	
9 Airspeed	
RPM UNDERSPEED	
1 Power lever	
 2 VOTER switchSWAP between A and B 2 If no success: 	
3 VOTER switch	
4 Power lever 4 Land at nearest suitable airfield	
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Page 8

EMERGENCY PROCEDURES

HIGH CURRENT

Refer to Emergency Checklist page 8 "ALTN AMPS"

TOTAL ELECTRIC FAIL

1	Circuit breakersCHECK ALL IN	1
2	Essential bus ON	2
	 If no success: 	
3	Emergency switch ON	3
4	Flood light, if necessaryON	4
5	PowerSET	5
	according power lever position and/or engine noise	
6	Flaps VERIFY POSITION	6
	Land at nearest suitable airfield	

ELECTRIC FIRE / SMOKE IN FLIGHT

1	Emergency switch ON	1
	Avionic master OFF	2
3	Electric master OFF	3
4	Cabin heat OFF	4
5	Emergency windowOPEN as necessary	5
6	Canopy UNLATCH as necessary	6
	Land immediately	
	Consider:	

EMERGENCY LANDING (ENGINE OFF) (page 2)



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EMERGENCY PROCEDURES

1

FIRE / SMOKE ON GROUND

1	Power lever IDLE	1
2	Cabin heat OFF	2
3	Brakes apply -airplane to stop	3
4	Fuel valve OFF	3
5	Fuel transfer pumpOFF	4
6	Engine master OFF	5
7	Fuel pumps OFF	6
8	Electric master OFF	7
	After standstill and when engine stopped:	
9	CanopyOPEN	8
	Evacuate	

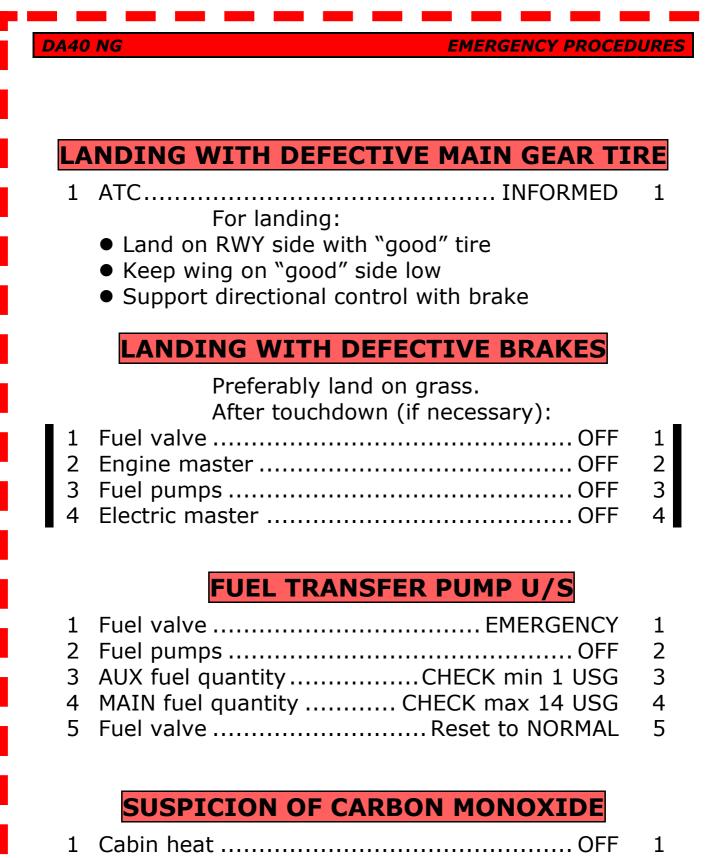
FIRE / SMOKE DURING CONTINUED TKOF

1	Cabin heat OFF
	If possible climb to safe height and land ASAP
	When landing assured:
2	

2	Fuel valve OFF	2
3	Fuel transfer pump OFF	3
4	Engine master OFF	4
5	Fuel pumps OFF	5
6	Electric master OFF	6
7	Emergency windowOPEN as necessary	7
8	Canopy UNLATCH as necessary	8
9	FlapsVerify Flap position	9

	Approach speed KIAS				
Flaps	1000 kg	1080 kg	1160 kg	1216 kg	1280 kg
T/O	70	73	76	77	78
LDG	69	72	74	76	77

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T	Cabin neat OFF	T
2	VentilationOPEN	2
3	Emergency windowsOPEN	3
4	Airspeed max 117 KIAS	4
5	Canopy UNLATCH	5
	Push up and lock in cooling gap position	

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ABNORMAL PROCEDURES

G1000 CAUTION LIGHTS

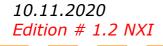
ECU A FAIL	Page 13	Fault in ECU A
ECU B FAIL	Page 13	Fault in ECU B
FUEL LOW	Page 14	Main tank fuel qty low
VOLTS LOW	Page 14	Bus voltage too low
PITOT FAIL	Page 14	Pitot heating system failed
COOL LVL	Page 14	Engine coolant level low
PITOT HT OFF	No procedure	Pitot heating system OFF

Indications outside of green range

RPM high	.page 15
OIL PRESSURE high/low	.page 15
OIL TEMPERATURE high/ low	.page 15
FUEL TEMPERATURE high/low	.page 16
COOLANT TEMPERATURE high/low	.page 16
GEARBOX temperature high	.page 16
ALTERNATOR load yellow range	.page 16

Other abnormal situations

Flap failurepage 16



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Page 12



ABNORMAL PROCEDURES

ECU A OR B FAIL

ON GROUND

2	Alternate AirOFF	2
3	VOTER switch check AUTO	3
4	Other ECU caution check OFF	4

Clearing procedure:

- 5 VOTER switch set to failed ECU 5 Wait 5 seconds
- - If ECU caution persists termimate flight preparation

ECU A OR B FAIL

Remark: in case of ECU fail the system automatically switches to the other ECU

- 1Alternate AirOPEN12Fuel pumpsON2
- 3 Circuit breakers CHECK/RESET if necessary 3
- - If ECU caution persists:
 - \Rightarrow Land at nearest suitable airfield
 - If additional engine problems are observed:
 - ⇒ Go to Emergency Checklist page 4 ENGINE TROUBLESHOOTING

Remark: after landing the clearing procedure for "ECU FAIL ON GROUND" may be used.





Go to Emergency Ckl page 4 ENGINE TROUBLESHOOTING

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ABNORMAL PROCEDURE

FUEL LOW

- Fuel transfer pump: ON
- Check fuel quantity
- Avoid uncoordinated flight
 - If light still ON:
 - \Rightarrow Expect fuel leak
 - \Rightarrow Fuel value to EMERGENCY
 - \Rightarrow Fuel transfer pump OFF
 - \Rightarrow Be prepared for emergency landing

VOLTS LOW

BUS VOLTAGE TOO LOW

Remark: possible reason is a fault in the electrical power supply

- On ground
 - \Rightarrow Terminate flight preparation
- In flight
 - \Rightarrow Check circuit breakers
 - \Rightarrow Switch off unnecessary electrical equipment
 - If light still ON:

Apply "ALTERNATOR FAIL"-emergency procedure (Emergency Checklist page 7)

PITOT FAIL

PITOT HEATING SYSTEM FAILED

- check pitot heat ON \triangleright
 - If in icing conditions
 - expect loss of airspeed indication
 - leave area with icing conditions \Rightarrow

COOL LVL

ENGINE COOLANT LEVEL LOW

- Monitor annunciations and instruments
- Check "Coolant temperature" procedure, page 16

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ABNORMAL PROCEDURE

INDICATIONS OUTSIDE OF GREEN RANGE

RPM high

Yellow range is permitted for up to 5 minutes if required

- Reduce power \succ
- \triangleright Keep RPM in green range using the power lever
 - If problem not solved
 - Go to "RbM overspeed" procedure, \Rightarrow **Emergency Checklist page 5**
 - Land at nearest suitable airfield

OIL pressure high

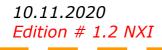
- On ground during warm up with low oil temperature
 - Reduce power until oil pressure green, \triangleright
 - continue warm up at reduced power
- During flight
 - Check oil temperature
 - Check coolant temperature \triangleright
 - If temperatures within green range
 - \Rightarrow Oil pressure indication may be faulty; watch temperatures
 - If temperatures outside of green range **
 - \Rightarrow Reduce power;
 - \Rightarrow Land at nearest suitable airfield, be prepared for engine fail

Oil pressure low

- Refer to Emergency Checklist page 6, "OIL PRES" \succ **Oil temperature high**
- Refer to Emergency Checklist page 6, "OIL TEMP" \geq

Oil temperature low

- Increase power \succ
- Reduce airspeed \geq



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Fuel temperature high

Refer to Emergency Checklist page 7, "L/R FUEL TEMP"

FUEL temperature low

- Monitor fuel temperature
 - If fuel temperature decreases to red range (< -25°C):
 - \Rightarrow Increase power
 - \Rightarrow Reduce airspeed
 - If not returning to yellow range:
 - \Rightarrow Land at nearest suitable airfield

ABNORMAL PROCEDURE

Coolant temperature high

Refer to Emergency Checklist page 6, "ENG TEMP"

Coolant temperature low

Remark: During low power descent from high altitude coolant temperature may decrease

- Check "COOL LVL" caution light
 - If ON
 - \Rightarrow Reduce power
 - \Rightarrow Expect loss of coolant fluid
 - \Rightarrow Be prepared for engine failure

Gearbox temperature high

Refer to Emergency Checklist page 7, "GBOX TEMP"

Alternator load yellow range

- Switch off unnecessary electrical equipment
 - If indication still outside of green range:
 - \Rightarrow Land at nearest suitable airfield

Flap failure

- Check flaps visually, recheck all flap switch positions
- Approach speeds with abnormal flap setting:

	Approach speed KIAS								
Flaps	940 kg	1000 kg	1100 kg	1200 kg	1216 kg	1280 kg + above			
T/O	68	70	74	77	77	78			
UP	71	73	78	82	82	83			

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