



ISO 9001: 2015 CERTIFIED

# CHECK FLIGHT REPORT

<b>REGISTRATION</b>		<b>DATE</b>	
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## INTRODUCTION

- The following functional checks are required, in addition to completing CFS 2, for aircraft which are pressurised and/or turbocharged. When complete, this appendix should be attached to the main AFTS.
- Cabin Altitude Warning.**

With The pressurisation system OFF, climb until the cabin altitude warning operates. Do not climb above the upper tolerance of the cabin altitude warning (see AFM) without oxygen. Record:

Schedule cabin altitude warning:		ft
Allowable tolerance:		+/-ft
Achieved Cabin Altitude Warning:		ft

## 3. Engine Control at Altitude

Climb with pressurisation on, at the scheduled en-route climb speed with the engine cooling flaps set as recommended (from AFM) and with the propeller pitch control fully forward (fine). Do not exceed 10,000 ft cabin altitude without oxygen. Continually advance the power to maintain maximum boost until the throttle(s) reaches the forward stop. Check that this point coincides with the published critical altitude to within 1” Hg MAP.

Note: If fuel pressure / flow fluctuates switch on the booster pump(s)

MAP	
Throttle Position	
RPM	
Altitude	
Critical Alt (from AFM)	
Stability of engine Ts & Ps	
Oil Temperature	
Cylinder Head Temp	

## 4. Maximum Cabin Differential Pressure

With maximum cabin pressure selected, continue climbing if necessary (do not exceed maximum permissible operating altitude), until the indicated cabin differential pressure stabilises. Record:

Scheduled maximum differential pressure		psi
Scheduled maximum differential pressure		+/- psi
Achieved maximum differential pressure		psi

**WARNING: DO NOT EXCEED THE MAXIMUM PERMISSIBLE DIFFERENTIAL PRESSURE**

Check the operation of the dump valve(s) or depressurisation switch as appropriate:	SAT/UNSAT
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