



AIRSPEEDS (MPH) FOR SAFE OPERATION

V _y (all weights)	105
V _x (all weights)	90
En Route Climb	120
V _{mc}	80
V _{yse}	105
V _{xse}	93
V _r	80
V _r (25° Flaps).....	70
V _a (2743 lbs.).....	133
V _a (4200 lbs.).....	146
V _{fe} (flap extension).....	125
V _{le} (gear extension).....	150
V _{lr} (gear retraction).....	125
V _{ref} (final approach, 40° Flaps).....	90 – 95
Maximum Crosswind	15
Maximum Altitude.....	25,000'
Maximum CHT	475° F

Caution: During towing, do not turn nose gear more than 20° as this will result in damage to nose gear and steering and cause possible gear failure.

LIMITING SPEEDS

10° Flaps	160 MPH
Gear Extension	150 MPH
25° Flaps	140 MPH
40° Flaps	125 MPH
Circuit Speeds	
Proximity	120 MPH
Downwind	115 MPH
Base	110 MPH

DECISION SPEEDS (V₁)

Confined Runways	90 MPH
Non-confined Runways.....	105 MPH

WARNINGS

Warning: The **survival equipment** on board this aircraft contains minimal content for operational training in the temperate west-coast climatic area. When flying outside this area, Langley Flying School requires that it is the pilot's responsibility to ensure survival equipment appropriate to the climatic conditions as per CAR 602.61.

Warning: With the exception of emergencies, Langley Flying School prohibits the landing of this aircraft at any aerodrome not certified by Transport Canada or the US FAA.

1 COCKPIT CHECKS

Fire Extinguisher	Check/Secure
First-aid Kit.....	Check
Life Jackets (if required)	Check
Flight Supplement.....	Check
Aircraft Journey Log.....	Review for Airworthiness
Pilot Operating Handbook	Check
Oxygen Masks (if required)	Check
All Electric Switches	Off
Control Locks	Removed
Seat Belts not in Use.....	Secured
Circuit Breakers	Checked In
Radio Master	Off
Landing Gear Control.....	Down
Master	On
Landing Gear Indicators.....	3 Green
Fuel Gauges	Check
Throttles	Closed
Mixtures.....	Idle Cut-off
Fuel Pumps (Individually) .	On, pressure check, Off
Pitot Heat.....	On
Lights	On
Lights	Check
Stall Indicator.....	Check Horn and Light
Pitot Mast	Check Heat
Pitot Heat.....	Off
Master	Off
Aircraft.....	Conduct Inspection

2 PASSENGER BRIEFING

Passenger Briefing

ELT	Location and Function
Door / Emergency Exit.....	Operation
Fire Extinguisher	Location & Operation
Seat & Seat Belts	Operation
Baggage	Stowage
First Aid Kit	Location
Survival Kit	Location
Smoking	No Smoking
Emergency	Review Procedure
(Bags - stowed, seat backs- upright, seat belts - tight, harp objects – remove from pockets, eye glasses - remove, dentures – remove, door – open prior to landing, exit – out door with least obstruction or danger).	

3 PRE-START

Forward Baggage Door.....Secure/Key
Oxygen On or Off
Cowl Flaps Open
Fuel SelectorsBoth On

4 ENGINE STARTS

Caution: Limit start operation to 30-second periods, separated by several minutes cooling period.

4-1 ALL STARTS

Brake Handle On
Hobbs & Time.....Record

4-2 COLD START

Both Engines

Mixtures Idle Cut-off
Master On
Throttles..... Closed
Turbo-chargers Off
Propellers Forward
Magnetos On

Each Engine (Left Engine first—*memory/no delays*)

Propeller Clear
Fuel Pump On
Mixture Set Rich
Throttle Advance 75%
Fuel Flow.....Stabilised for 2 Seconds
Throttle Closed
Mixture Closed
Propeller Confirm Clear
Starter Engage

As Engine Starts:

Mixture Advance at engine start
Oil Pressure.....Above red line
Throttle 1000 RPM
Fuel Pump Off
Fuel Pressure Check
Alternator On

After Engine Starts:

Fuel SelectorsLEFT Crossfeed—RIGHT On
Mixtures.....Lean 40%

4-3 WARM START

Both Engines

Mixtures Idle Cut-off
Master..... On
Throttles..... Closed
Turbo-chargers Off
Propellers..... Forward
Magnetos On

Each Engine (Left Engine—from memory/no delays)

Fuel Pump On
Mixture.....Set Rich
Throttle Advance 75%
Fuel Flow Stabilised for 2 Seconds
Throttle Closed
Mixture.....Closed
Fuel Pump Off
Propeller..... Clear
Starter Engage

As Engine Starts:

Mixture Advance at engine start
Oil Pressure Above red line
Throttle..... 1000 RPM
Fuel Pressure Check
Alternator On

After Engine Starts:

Mixtures Lean 40%
Fuel Selectors LEFT Crossfeed—RIGHT On

4-4 HOT START

Both Engines

Mixtures Idle Cut-off
Master On
Throttles 1/8" Open
Turbo-chargers Off
Propellers Forward
Magnetos..... On

Each Engine (Left Engine First)

Propeller Clear
Starter..... Engage

As Engine Starts:

Mixture Advance at engine start
Oil Pressure Above red line
Throttle..... 1000 RPM
Fuel Pressure Check
Alternator On

After Engine Starts:

Fuel Selectors..... LEFT Crossfeed—RIGHT On
Mixtures.....Lean 40%

4-5 Flooded Start

Both Engines

Fuel Pumps..... Off
 Mixtures Idle Cut-off
 Propellers Forward
 Master On
 Magnetos On

Each Engine (Left Engine first—*memory/no delay*)

Throttle Full Open
 Propellers Clear
 Starter Engage

As Engine Starts:

Throttle..... Retard rapidly as engine starts
 Mixture Advance Slowly
 Oil Pressure Check
 Throttle 1000 RPM
 Fuel Pressure..... Check
 Alternator..... On

After Engine Starts:

Fuel Selectors LEFT Crossfeed—RIGHT On
 Mixtures Lean 40%

EFIS Select **ARC CDI/HSI Display** Mode
 Hot Key #3 (360) Toggle 360 Arc/HIS
 EFIS Set **Barometric Pressure**
 Hot Key #5 (BARO) Select
 Right Knob Select
 EFIS Set **Altitude Alert**
 Right Base Knob Press 2 times and Select
 EFIS Set **Airspeed Bug**
 Left Knob Press 2 times and Select

GPS as Required:

GPS Complete Start-up Checks
 GPS Confirm Date, Time, and Place
 GPS Check AERO Database Currency
 GPS Set Flight Plan
 GPS set Moving Map
 GPS Re-set/confirm Active Waypoint
 GPS Set OBS or LEG mode

IFR or as required:

GPS Load DEP/ARR as required
 GPS Reset NAV (Moving Map)
 EFIS Set Course Selector
 EFIS Bearing Pointers and CDI Sources
 EFIS Set **Approach Minimums**
 Hot Key #2 (MIN) Select
 Right Knob Select

EFIS (IFR or as required):

VHF Navigation Set **NAV #1 and NAV#2**
 ADF Navigation Set & Test **ADF**
 EFIS **Navigation Sources** (IFR/as required):
CDI Source... Toggle to Select
 GPS/NAV1/Nav2
Course Selector/HDG Bug Set
Left BP Toggle to Select GPS/NAV#1/ADF
Right BP Toggle to Select GPS/NAV#1/ADF
ADF BP as required Test

5 POST-START AVIONICS

Radio Master On
 EFIS Master On
 Transponder Standby
 Transponder Code Set Unassigned
 ATIS Record
 Altimeters (left and right) Set
 IFR Clearance (Pre-taxi) Contact

EFIS as Required:

EFIS..... Check EFIS Battery
 Menu Select..... On and Select 2nd Last Page
 Hot Key #1 (Battery) . Select to activate test
 Confirm 90%
 Hot Key #2 (External Power)Set External
 Menu Select..... Off
 EFIS..... Set **Moving Map Range**
 EFIS..... Select **Auto Course** On/Off
 Menu Select..... On
 Hot Key #3 (Auto course)Select to edit
 Right Knob Select On/Off
 Menu Select..... Off
 EFIS... Select **Airspeed/Altitude Tapes** On/Off
 Menu Select..... On
 Hot Key #1 (TPS)Select to edit
 Right Knob Select On/Off
 Menu Select..... Off

6 TAXI

Fuel Selectors RIGHT Crossfeed—LEFT On
 Taxi Clearance Obtain if required
 Wing Clearance Check
 Throttle Minimum Idle
 Brakes..... Release and Check
 Instrument Roll Check (EFIS/SB AI/SB TC) . Check

7 RUN-UP

Throttles confirm 1000 RPM
Propeller Blast Area Check Clear
Propeller Blades..... Clear of Water or Debris
Brakes Set

AIRCRAFT

Trim Set
Electric Trim..... Test
Vacuum.....Check 4.6 – 5.2”Hg
Landing and Navigation Lights..... On
Alternators Check
Landing and Navigation Lights..... Off
Pitot Heat..... Check load draw
Fuel Sectors RIGHT & LEFT On
Mixtures.....Full Rich
Throttles 2000 RPM
Magnetos..... Check¹
Oil Temperatures and Pressures Check
Propellers (Individually) 3 Cycles of 300 RPM
Governor Check (*From Memory*):
 Propellers Reduce to 1900 RPM
 Throttles Increase 2”Hg
 RPMs Check 1900
 Throttles..... Decrease 2”Hg
 Propellers Set Full Forward
Mixtures..... Check Flow
Throttles Set 1500RPM
Propellers (Individually) Feather Check²
Throttles Close
Oil Pressure..... Check
Throttles 1000 RPM
Mixtures..... Lean as required

¹ Maximum Drop 175 RPM; maximum difference 50 RPM.

² RPM must drop to 1000 RPM in 1 to 3 seconds—
slower feathering indicates inadequate dome
pressure.

8 PRE-TAKEOFF

Harness/Hatches/Seat Check and Secure
Flight Instrument Set and Checked
Magnetos Both
Auto Pilot All Off
Fuel Supply Sufficient
Engine Gauges..... Check
Propellers Full Forward
Turbochargers Off
Flaps Check and Set
Control Column Free and Correct

Takeoff and Departure Procedures Briefing

Runway “___”
Crosswind “___”
Takeoff Procedure: V_r , V_1 , V_2 , V_3 “___”
Departure Procedures “___”

IFR and Communications Failure (IFR Only)

..... Brief

Engine Failure Procedures Briefing (*from memory*)

In the event of an engine failure **below** V_1 :

Throttle Idle
Aircraft Land or Stop Straight Ahead
Control Column..... Full Back
Brakes Maximum

In the event of an engine failure **above** V_1 :

Control Direction & V_{mc}
Power Maximum
Drag Retract gear & flaps
Identify..... Dead foot, dead engine
Verify Confirm with power
Feather..... Dead engine
Fire Check Check dead engine
Emergency Destination..... Select
ATC..... Declare Emergency

Ground Control Advise Run-up Complete
Time Record

9 RUNWAY

Anti-collision Lights On
Fuel Pumps..... On
Pitot Heat (IFR Only) On
Mixtures Full Rich
Transponder Set ALT

10 TAKEOFF (from memory)

Landing Lights..... On
Power Set 2000 RPM
Engine Gauges..... Check
Throttles..... Advance Maximum Power
Power Gauges .. Check for Equal (no split needles)
ASI Check
VSI Check

11 POST TAKEOFF (from memory)

Speed V_2 —105 MPH
VSI Positive Rate
Gear Selector..... Up (no runway remaining)

12 POST TAKEOFF—400' (from memory)

(not below 400'—clear all obstacles)

Speed V_2+15 —120 MPH
Power Set 25" Hg
Propeller..... Set 2500
Flaps Retract

13 POST TAKEOFF—1000'

(from memory; not below 1000')

Landing Lights..... Off
Fuel Pumps..... Off Individually
Engine Gauges Check

14 LEVEL/CRUISE

Throttles Set
Propellers..... Set
Mixture Set
Cowl Flaps..... Close
EGT Check
Mixtures..... Adjust as required
Confirm:
Landing Lights Off
Fuel Pumps..... Off Individually
Engine Gauges Check

15 PRE LANDING

Seat backs Erect
Seat belts Secure
Landing Light and Fuel Pumps On
Fuel Selectors On
Brakes Checked

Approach Briefing

Wind Conditions Anticipated/ATIS
Runway & Procedures..... Briefed
 V_{ref} ___ MPH
Flap Configuration Flaps ___

16 FINAL APPROACH (from memory)

G (Gas) Fuel pumps and Selectors On
U (Undercarriage) Gear—3 green one in the Mirror
M (Mixtures)..... Mixtures full Forward
P (Propellers) Propellers full Forward
Final (40° Flaps) ___ MPH

17 POST LANDING

Landing Lights Off
Anti-collision Lights..... Off
Pitot Heat..... Off
Fuel Pumps Off
Transponder Standby
Mixtures..... Set as required
Cowl Flaps..... Open
Landing Time Record

18 ENGINE SHUTDOWN

Parking Brake..... On
Throttles Set 1000 RPM
ELT Check 121.5 MHz
Avionics Times Record
EFIS and Radio Master Off
Navigation Lights Off
Overhead Lights..... Off
Avionics and Instrument Lights Off
Throttles Close
Magneto..... Dead Mag. Check
Mixtures..... Idle Cut-off
Magneto, Alternators, and Master Off
Parking Brake..... Off
Aircraft..... Secured

19 HIGH ALTITUDE OPERATIONS

CLIMB PASSING 13,000'

Oxygen Masks..... All On
Oxygen Flow Confirmed
Engine Temperatures Check
Cowl Flaps.....Set as required

CLIMB PASSING FL180

AltimeterSet 29.92”Hg
Oxygen Flow Confirmed
Passengers Oxygen Check
Engine Temperatures Check
Cowl Flaps.....Set as required

Caution: **Maximum Continuous** Turbocharger
Operation above FL200 is 25”Hg @ 2700 RPM
Caution: Reduce V_{ne} 5 MPH per 1000’ above
19,200’.

Caution: **Minimum speed** at Maximum
Turbocharged Power: 112 MPH IAS plus 1 MPH
per 1000’ above 10,000’.

DESCENT PASSING FL180

AltimeterSet Local Pressure

20 EMERGENCY PROCEDURES

Note: Items delineated in dotted lines indicate
Phase I Emergency Actions that must be
performed from memory.

21 ENGINE FAILURE—TAKEOFF

Below V_1 :
Reject Takeoff
Land/Stop Straight Ahead
Maximum Braking
Above V_1 :
Control.....Aircraft and guard V_{mc}
Power..... Maximum
Drag..... Flaps and Gear Retracted
Identify.....Dead Engine
Verify.....Dead Engine
Feather Dead Engine
Idle Cut-off Dead Engine
Speed.....Blue Line
Fire-checkDead Engine

IF FIRE—COMPLETE ENGINE FIRE IN FLIGHT CHECKLIST

AT SAFE ALTITUDE—COMPLETE SECURING FEATHERED ENGINE CHECKLIST

22 ENGINE FAILURE—CRUISE

Control—Aircraft
Power—mixtures, propellers, throttles (as
required)
Drag—Flaps and Gear Retracted
Identify—Bad Engine
Verify—Bad Engine
Fire-check Bad Engine—if fire, conduct **ENGINE
FIRE—FLIGHT** checklist.

Cause Checks—Bad Engine:

Fuel Pump ON
Fuel SelectorCROSS-FEED
Magnetos VARIABLE SETTINGS
Throttle VARIABLE SETTINGS
Problem Not Rectified—Feather Bad Engine:
Throttle CLOSED
Propeller..... FEATHER
Mixture IDLE CUTOFF
Conduct **SECURING FEATHERED ENGINE**
checklist

23 ENGINE FIRE—FLIGHT

Fuel selector Off
Throttle Close
Propeller Feather
Mixture Idle cut-off
Firewall Closed³

Conduct **SECURING FEATHERED ENGINE** checklist

24 SECURING FEATHERED ENGINE

Operating Engine:

Throttle Set as required
Propeller Set as required
Mixture Set as required
Oil Temperature Check
Cowl Flaps Set as required

Feathered Engine:

Magnetos Off
Fuel Pump Off
Alternator Off
Fuel Selector Off

Alternator Load Check
Electrical Load Reduce as required

25 UN-FEATHERING PROCEDURE

Inoperative Engine:

Fuel Selector On
Electric Fuel Pump Off
Throttle Open ¼ Inch
Propeller Control Cruise Position
Mixture Rich
Magnetos On
Starter Engage until prop windmills
Throttle Reduced power until warm
If engine does not start:
 Prime by turning electric fuel
 pump on for 3 seconds and repeat
 #7, 8, and 9 above.
Alternator On

³ Heater/defroster off.

26 ENGINE FIRE—GROUND

Fuel Selectors Off
Throttles Close
Mixtures Idle cut-off
Firewall Closed⁴
Magnetos Off
Passengers Evacuate (left or right)
Fire Extinguisher Remove
Radio Communicate if safely able
Master Off

27 ENGINE FIRE—START

Starter Crank Engine to start if possible
Mixture Idle cut-off
Throttle Open
Fuel Pump Off
Fuel Selectors Off
Firewall Closed⁵
Passengers Evacuate left or right Passengers
Fire Extinguisher Remove
Magnetos Off
Radio Communicate if safely able
Master Off

28 ELECTRICAL FIRE IN CABIN

Master Off⁶
Cabin Vents Open
Land as soon as practicable

29 SINGLE ENGINE LANDING

Feather inoperative engine.
Do not extend landing gear until landing is likely.
Do not extend full flaps unless landing is assured.

30 SINGLE ENGINE GO-AROUND

Throttle Open Cautiously, guarding V_{mc}
Speed Blue line
Flaps and Gear Retract

⁴ Heater/defroster off.

⁵ Heater/defroster off.

⁶ If select electrical equipment is required, turn off all individual electrical items; then cautiously turn on master and required items, observing for smoke and fire.

31 EMERGENCY DESCENT

Throttle..... Close
Speed..... 150 MPH
Gear Selector Down

32 PROPELLER OVERSPEED

Throttle..... Close
Speed..... Blue line
Overspeed Propeller..... Low RPM
Throttle..... Slowly open to engage governor
Throttle and Propeller Slowly increase as required⁷
Terminate flight as soon as practicable.

33 INDUCTION ICING

Turbocharger air source may be used as an additional head source in accordance with the following:

Each engine individually:

1. Retard throttle to 15”Hg.
2. Smoothly engage turbocharger control full ON.
3. Advance throttle carefully to desired MP.
4. Caution: monitor closely to avoid over-boost during descent; adjust throttle accordingly.
5. Smoothly disengage turbochargers exiting icing conditions or prior to landing.

34 GEAR EXTENSION FAILURE

Check the following before proceeding:

1. Check Circuit breakers.
2. Ensure Master is on.
3. Ensure alternators are on.
4. Ensure navigation lights are off.

To manually extend gear:

1. Reposition the clip covering the emergency disengage control—move downward to clear the knob.
2. Reduce speed—not to exceed 100 MPH.
3. Place Landing Gear Selector in “GEAR DOWN LOCKED” position.
4. Pull emergency gear extension knob.
5. Check for 3 green lights

⁷ See Pilot Operating Handbook, P. 3-20.

35 GEAR-UP EMERGENCY LANDING

Depending on skill level and safety consideration should be given to landing at normal speed with engines shut-down and propellers feathered.

1. Approach at normal speed.
2. Leave flaps up to reduce wing damage.
3. Close throttles and feather engines before touchdown.
4. Turn off the master and ignition switches.
5. Turn fuel selectors to OFF.
6. Contact surface at minimum airspeed.

36 ALTERNATOR FAILURE

1. Verify failure.
2. Reduce electrical load as much as possible.
3. Alternator circuit breaker CHECK.
4. Alternator—switch OFF for one second, then ON.
5. If no output, Alternator switch OFF, reduce electrical load, and land as soon as practical.

37 LOSS OF FUEL PRESSURE

Fuel Pump On
Fuel Selector Crossfeed
Land as soon as possible.

38 DOOR OPEN IN FLIGHT

If both upper and lower latches are open, the door will trail slightly open and airspeeds will be reduced slightly.

To close the door in flight:

Speed 100 MPH
Cabin vents Close
Storm Window Open

If **upper latch** is open, Latch.

If **lower latch** is open, open top latch, push door further open and close rapidly. Then latch top latch.

Note: Slipping in direction of open door will assist latching

39 CROSS FEED PROCEDURES— SINGLE ENGINE OPERATIONS

Using fuel from the tanks **Same Side of operating engine:**

Fuel selector operating Engine ON
Fuel Selector inoperative engine OFF
Electric Fuel Pumps OFF

Using fuel from the tank on side **Opposite the operating engine:**

Fuel selector operating Engine X-FEED
Fuel Selector inoperative engine OFF
Electric Fuel Pumps OFF

CAUTION: Use cross-feed selection only in level flight. For more information, see POH P. 3-9.

40 EFIS—PITOT TUBE ICING

Pitot Tube Icing resulting in Attitude Indicator Failure and Erroneous Airspeed Indication

Pitot Heat On
Attitude Refer to Standby sources
Consider exiting IMC.

41 EFIS—“ON BAT” ANNUNCIATION

“ON BAT” indicates the alternators have failed.

Aircraft Electrical Power Restore as per Checklist.
EFIS Circuit Breaker Pull to isolate.
Select Menu and turn left knob Dim Display.
Exit IMC as soon as practical.

NOTE: The duration of the internal battery system (at 99% remaining) is less than 30 minutes. The duration of the Emergency Backup Battery (at 99% remaining) is more than 30 minutes.

CAUTION: When the EFIS is operated until its battery is exhausted, the screen may fade to solid white for several seconds before blanking. To avoid this condition at night, manually turn off the EFIS once the display shows 0% battery remaining.

42 EFIS—ATTITUDE & HEADING (AHRS) RESET

Maintain straight and level flight.

EFIS Select **AHRS RESET**
Menu Select On
Hot Key #5 (AHRS) Select RESET?
Hot Key #5 (AHRS) CONFIRM RESET.
Menu Select Off

43 TURN OFF EFIS IN FLIGHT

EFIS Switch Off
REV Button Push and hold until display turns off

Power Setting Table - Lycoming Model IO-360-C Series, 200 HP Engine

Press. Alt Feet	Std. Alt Temp °F	110 HP - 55% Rated RPM AND MAN. PRESS.		130 HP - 65% Rated RPM AND MAN. PRESS.		150 HP - 75% Rated RPM AND MAN. PRESS.		Press. Alt Feet					
		2100	2200	2300	2400	2100	2200		2300	2400			
SL	59	22.9	22.0	21.0	20.4	25.9	24.8	23.8	22.9	26.5	25.5	24.4	SL
1,000	55	22.7	21.8	20.8	20.2	25.6	24.5	23.5	22.7	26.2	25.2	24.4	1,000
2,000	52	22.4	21.5	20.6	20.0	25.4	24.3	23.3	22.5	25.9	25.0	24.4	2,000
3,000	48	22.2	21.3	20.4	19.8	25.1	24.0	23.0	22.2	25.7	24.7	24.4	3,000
4,000	45	21.9	21.1	20.2	19.5	24.8	23.8	22.8	22.0	FT	24.4	24.4	4,000
5,000	41	21.7	20.8	20.0	19.3	FT	23.6	22.6	21.7	-	FT	24.4	5,000
6,000	38	21.4	20.6	19.8	19.1	-	FT	22.3	21.5	-	FT	24.4	6,000
7,000	34	21.2	20.4	19.6	18.9	-	-	22.1	21.3	-	FT	24.4	7,000
8,000	31	21.0	20.1	19.4	18.7	-	FT	21.0	21.0	-	FT	24.4	8,000
9,000	27	FT	19.9	19.2	18.5	-	-	-	FT	-	FT	24.4	9,000
10,000	23	-	19.7	19.0	18.3	-	-	-	FT	-	FT	24.4	10,000
11,000	19	-	FT	18.7	18.1	-	-	-	FT	-	FT	24.4	11,000
12,000	16	-	-	FT	17.8	-	-	-	FT	-	FT	24.4	12,000
13,000	12	-	-	-	17.6	-	-	-	FT	-	FT	24.4	13,000
14,000	9	-	-	-	FT	-	-	-	FT	-	FT	24.4	14,000

temperature from standard altitude temperature. Add manifold pressure for air temperatures above standard; subtract for temperatures below standard.

Operational Telephone Numbers:

Langley Flying School	(887) 532-6461
LFS outside office hours	(778)-255-2560
Kamloops FIC	(866) 992-7433
Canadian FSS Toll Free	(800) 463-6377
US FSS Toll Free	(800) WX-BRIEF
Canadian Customs ⁸	(888) CAN-PASS
CYNJ TWR (emergency Only)	604-534-9443
CYXX TWR (emergency Only)	604-855-1199
CYYJ TWR (emergency Only)	604-946-0911
VIC TML (emergency Only)	604-586-4500
IFR Data	604-586-4592

Operational Requirements

Add oil at the 6 US quarts level.

Keep cabin doors secured at all times.

Langley Flying School's *Aircraft Status Board* must be reviewed prior to flight.

Relay all emergencies through Flight Service (1-800-INFO-FSS).

Also contact Langley Flying School at (604) 532-6461 or, after hours, (778) 255-2560.

As per Transport Canada requirements, maintenance on this aircraft (other than the adding of fuel, oil, or air) is prohibited without the consent of the *Maintenance Manager* for Langley Flying School.

The pilot is responsible to ensure that the aircraft is properly equipped with survival equipment as per the *Canadian Aviation Regulation 602.61*.

⁸ Note: Canada Customs must be advised prior to departure for a return flight to Canada, including the estimated ETA, the airport of entry, the citizenship, name, and birthdate of all passengers on board the aircraft, and any declarations related to purchases made in the US. Also note the limited times at which CYXX is a valid airport of entry.