NORMAL PROCEDURES
CHECKLIST PA-28RT 201 Arrow IV

PREFLIGHT CHECK

COCKPIT

Control Wheel -- Release Restraints  
Avionics -- OFF  
Parking Brake -- SET All  
Switches -- OFF Mixture -- IDLE CUT-OFF  
Master Switch -- ON  
Fuel Gauges -- CHECK QUANTITY  
Annunciator Panel -- CHECK  
Master Switch -- OFF  
Primary Flight Controls -- PROPER OPERATION  
Flaps -- PROPER OPERATION  
Trim -- NEUTRAL  
Pitot and Static Systems -- DRAIN  
Windows -- CHECK CLEAN  
Required papers -- CHECK ON BOARD  
Tow Bar and Baggage -- STOW PROPERLY -SECURE  
Baggage Door -- CLOSE and SECURE SECURE

RIGHT WING

Surface Condition -- CLEAR OF ICE, FROST, SNOW  
Flaps and Hinges -- CHECK  
Aileron and Hinges -- CHECK Wing Tip and  
Lights -- CHECK Fuel Tank -- CHECK SUPPLY VISUALLY -- SECURE CAP  
Fuel Tank Vent -- CLEAR  
Fuel Tank Sump -- DRAIN  
Tie Down and Chock -- REMOVE  
Main Gear Strut -- PROPER INFLATION (2.5 ±0.25 in)  
Tire -- CHECK  
Brake Block and Discs -- CHECK  
Fresh Air Inlet -- CLEAR
NOSE SECTION

General Condition -- CHECK
Cowling -- SECURE
Windshield -- CLEAN
Propeller and Spinner -- CHECK
Air Inlets -- CLEAR
Alternator Belt -- CHECK TENSION
Chock -- REMOVE
Nose Gear Strut -- PROPER INFLATION (2.75 ± 0.25 in)
Engine Baffle Seals -- CHECK
Oil -- CHECK QUANTITY
Dipstick -- PROPERLY SEATED
Fuel Strainer -- DRAIN

LEFT WING

Surface Conditions -- CLEAR OF ICE, FROST, SNOW
Fresh Air Inlet -- CLEAR
Chock -- REMOVE
Main Gear Strut -- PROPER INFLATION

(2.5 ± 0.25 in)

Tire -- CHECK
Brake Block and Discs -- CHECK
Fuel Tank -- CHECK SUPPLY

VISUALLY - SECURE CAP
Fuel Tank Vent -- CLEAR
Fuel Tank Sump -- DRAIN
Tie Down -- REMOVE
Pitot / Static Head -- REMOVE COVER -

HOLES CLEAR
Wing Tip and Lights -- CHECK
Aileron and Hinges -- CHECK
Flap and Hinges -- CHECK
FUSELAGE

Antennas -- CHECK
Empennage -- CLEAR OF ICE; FROST; SNOW
Fresh Air Inlet -- CLEAR
Stabilator and Trim Tab -- CHECK
Tie Down -- REMOVE
Master Switch -- ON
Cockpit Lighting -- CHECK
Nav and Strobe Lights -- CHECK
Stall Warning -- CHECK
Pitot Heat -- CHECK
All Switches -- OFF
Passengers -- BOARD
Cabin door -- CLOSE AND SECURE
Seat Belts and harness -- FASTEN / AND
CHECK INERTIA REEL

BEFORE STARTING ENGINE

Brakes -- SET
Propeller -- FULL INCREASE RPM
Fuel Selector -- DESIRED TANK Alternate
Air -- OFF Radios -- OFF

STARTING ENGINE WHEN COLD

Throttle -- 1/2” OPEN Master Switch -- ON
Electric Fuel Pump -- ON
Mixture -- PRIME – THEN IDL
CUT OFF
Starter -- ENGAGE
Mixture -- FULL RICH
Throttle -- ADJUST
Oil Pressure -- CHECK
STARTING ENGINE WHEN HOT

Throttle -- 1/2” OPEN
Master Switch -- ON
Electric Fuel Pump -- ON
Mixture -- IDLE - CUT OFF
Starter -- ENGAGE
Mixture -- ADVANCE
Throttle -- ADJUST
Oil Pressure -- CHECK

STARTING ENGINE WHEN FLOODED

Throttle -- OPEN FULL
Master Switch -- ON
Electric Fuel Pump -- OFF
Mixture -- IDLE - CUT OFF
Starter -- ENGAGE
Mixture -- ADVANCE
Throttle -- RETARD
Oil Pressure -- CHECK

STARTING WITH EXTERNAL POWER SOURCE

Master Switch -- OFF
All Electrical Equipment -- OFF
Terminals -- CONNECT
External Power Plug -- INSERT in FUSELAGE
Proceed with normal start
Throttle -- LOWEST POSSIBLE RPM
External Power Plug -- DISCONNECT FROM FUSELAGE
Master Switch -- ON - CHECK AMMETER
Oil Pressure -- CHECK
WARM-UP

Throttle-- 1400 to 1500 RPM

TAXING

Chocks -- REMOVED
Taxi area -- CLEAR
Throttle -- APPLY SLOWLY
Propeller -- HIGH RPM
Brakes -- CHECK
Steering -- CHECK

GROUND CHECK

Propeller -- FULL INCREASE
Throttle -- 2000 RPM
Magnetos -- MAX. DROP 175 RPM
  MAX. DIFF. 50 RPM
Vacuum -- 4.8” Hg. To 5.1” Hg.
Oil Temperature -- CHECK
Oil Pressure -- CHECK
Air Conditioner. -- CHECK
Annunciator Panel -- PRESS-TO-TEST
Propeller -- EXERCISE – THEN FULL INCREASE
Alternate Air -- CHECK
Engine is warm for takeoff when throttle can be opened without engine faltering.
Electric Fuel Pump -- OFF
Fuel Pressure -- CHECK
Throttle -- RETARD
BEFORE TAKE OFF

Master Switch -- ON
Flight Instruments -- CHECK
Fuel Selector -- PROPER TANK
Electric Fuel Pump -- ON
Engine Gauges -- CHECK
Alternate Air -- CLOSED
Seat Back -- ERECT
Mixture -- SET Prop -- SET
Belts/Harness -- FASTENED/ADJUSTED
Empty Seats -- SEAT BELTS SNUGLY FASTENED
Flaps -- SET
Trim Tab -- SET
Controls -- FREE
Doors -- LATCHED
Air Conditioner -- OFF

TAKE OFF

NORMAL

Flaps -- SET Tab -- SET
Accelerate to 65 to 75 KIAS
Control Wheel -- BACK PRESSURE TO ROTATE TO CLIMB ATTITUDE

SHORT FIELD, OBSTACLE CLEARANCE

Flaps -- 25º (SECOND NOTCH)
Accelerate to 50 to 60 KIAS depending on aircraft weight. Control wheel -- BACK PRESSURE TO ROTATE TO CLIMB ATTITUDE
After breaking ground, accelerate to 55 to 65 KIAS depending on aircraft weight.
Gear (Override engaged on aircraft equipped with backup gear extender) -- UP
Accelerate to best flaps up angle of climb speed 77 KIAS, slowly retract the flaps and climb past the obstacle. Accelerate to best flaps up rate of climb speed 87 KIAS
SOFT FIELD

Flaps -- 25º (SECOND NOTCH)
Accelerate to 50 to 60 KIAS depending on aircraft weight.
Control wheel -- BACK PRESSURE to ROTATE TO CLIMB ATTITUDE
After breaking ground, accelerate to 55 to 65 KIAS depending on aircraft weight Gear (Override engaged on aircraft equipped with backup gear extender) -- UP
Accelerate to best flaps up rate of climb speed 87 KIAS Flaps -- RETRACT SLOWLY

CLIMB

Best Rate (2750 lb) (Gear Up) (Flaps Up) -- 87 KIAS
Best Rate (2750 lbs) (Gear Down) (Flaps Up) -- 76 KIAS
Best Angle (2750 lbs) (Gear Up) (Flaps Up) -- 77 KIAS
Best Angle (2750 lbs) (Gear Down) (Flaps Up) -- 70 KIAS
En Route -- 104 KIAS
Electric Fuel Pump -- OFF AT DESIRED ALTITUDE

CRUISING

Normal Max Power -- 75%
Power -- SET PER POWER TABLE
Mixture -- ADJUST

APPROACH AND LANDING

Fuel Selector -- PROPER TANK
Seat Backs -- ERECT
Belts/Harness -- FASTEN/ADJUST
Electric Fuel Pump -- ON
Mixture -- SET
Propeller -- SET
Gear -- DOWN -- 130 KIAS max
Flaps -- SET -- 108 KIAS max
Air Conditioner -- OFF
Trim to 75 KIAS
STOPPING ENGINE

Flaps -- Retract
Electric Fuel Pump -- OFF
Air Conditioner -- OFF
Radios -- OFF
Propeller -- FULL INCREASE
Throttle -- FULL AFT
Mixture -- IDLE CUT-OFF
Magnetos -- OFF
Master Switch -- OFF

PARKING

Parking Brake -- SET
Control Wheel -- SECURE WITH BELTS
Flaps -- FULL UP
Wheel Chocks -- IN PLACE
Tie Downs -- SECURE