

# YOKOTA Flight Training Center CESSNA 172M N1840V / N22905

Revised: 1 February 2014

## CHECKLIST version 7.1

DO NOT REMOVE FROM AIRCRAFT

### YOKOTA AB

ATIS.....	128.40
CLEARANCE DELIVERY.....	131.40
GROUND.....	133.20
TOWER.....	134.30
YOKOTA APPROACH (<5000').....	123.80
YOKOTA APPROACH (>5000').....	118.30
BASE DISPATCH.....	119.00
AERO CLUB.....	120.30
DME.....	113.80
ILS RWY 36 (357°).....	109.70
ILS RWY 18 (177°).....	108.70

### ATSUGI NAF

YOKOSUKA VOR (HYE).....	116.20
TOWER.....	126.20
GROUND.....	126.20
DME.....	115.10

### COMMON AREA FREQUENCIES

TACHIKAWA TOWER.....	118.85
TOKYO TCA.....	124.75
HANEDA VOR / DME (HME).....	112.20
HANEDA ATIS.....	128.80
CHOFU RADIO.....	130.80
SEKIYADO VOR/DME (SYE) (117.0).....	118.00
IRUMA TOWER.....	126.20

### CROSS COUNTRY FREQUENCIES

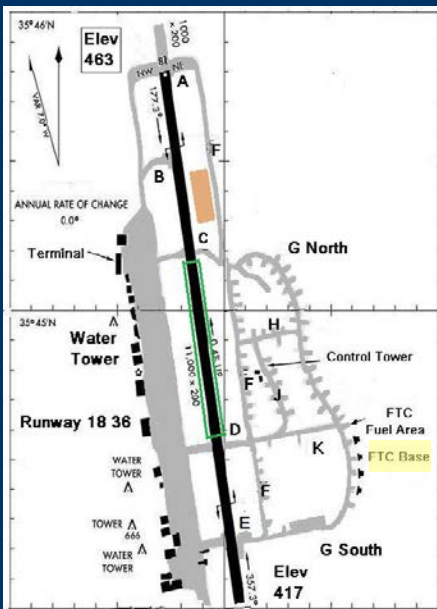
OSHIMA RADIO.....	118.60
MIHARA VOR/DME (OSE).....	109.85
IZU REMOTE.....	124.30
UTSUNOMIYA APPROACH.....	120.10
FUKUSHIMA RADIO.....	118.05
FUKUSHIMA VOR/DME (FKE).....	113.45
DAIGO VORTAC (GOC).....	115.30
FUKUSHIMA ILS (01).....	110.50
NASU VOR/DME (NZE).....	121.40
SHIZUOKA RADIO.....	118.00
SHIZUOKA VOR/DME.....	110.65
SHIZUOKA ILS (30).....	109.30
SENDAI TOWER.....	135.75
SENDAI VOR/DME (SDE).....	116.30
SENDAI ILS (27).....	111.70

### FLIGHT SERVICE CENTERS

TOKYO (HAKONE) FSC.....	134.70
TOKYO (KUMAGAYA) FSC.....	135.75
TOKYO (MATSUMOTO) FSC.....	134.85
TOKYO (NASU) FSC.....	135.65
TOKYO (NIJIMA) FSC.....	124.30
TOKYO (YAMANASHI) FSC.....	127.15
SENDAI (AKITA) FSC.....	134.70
SENDAI (JYUONBONZAN) FSC.....	135.75
SENDAI (NIIGATA) FSC.....	134.85
SENDAI (SENDAI) FSC.....	135.65
SENDAI (SADO) FSC.....	124.30

### RJTY Runway and Airfield Data INTERSECTION DEPARTURE DISTANCE

RWY	A	C	D	E
18	11,500	7,300	3,350	No Takeoff
36	No Takeoff	3,700	7,650	9,650



## 1. CABIN

- EMERGENCY AND SAFETY EQUIPMENT..... CHECK
- HOBBS TIME..... CHECK
- VOR CHECK (IFR)..... CHECKED WITHIN 30 DAYS
- A.R.O.W..... CHECK
- CONTROL AND THROTTLE LOCK..... REMOVE
- IGNITION SWITCH..... OFF

### WARNING

When turning on master switch using external power source, or pulling prop through by hand, treat as if ignition switch were on. **Do not stand, or allow anyone to stand, within arc of prop** since loose, broken wire or component malfunction could cause the propeller to rotate.

Item 6 thru 16 should be completed as quickly as possible to conserve battery power.

- BATTERY MASTER SWITCH..... ON
- AVIONICS SWITCH..... ON
- AVIONICS COOLING FAN CONFIRM ON - SWITCH..... OFF
- FLAPS..... FULL EXTEND
- FUEL GAUGES..... CHECK QUANTITY
- TACH TIME..... CONFIRM
- PITOT HEAT..... REMOVE COVER TEST AS REQUIRED
- LIGHTS (EXTERIOR/INTERIOR)..... CHECK
- BATTERY MASTER SWITCH..... OFF
- LIGHT SWITCHES..... OFF
- PITOT HEAT..... OFF
- CO DETECTOR..... TEST
- LOOSE ITEMS..... SECURE

## 2. EMPENNAGE

EXTERIOR INSPECTION, CHECK CONDITION OF AIRPLANE. LOOK FOR MISSING/DAMAGED SCREWS, RIVETS, ANTENNAS ON TOP/BOTTOM OF AIRCRAFT. IF SEDIMENT/WATER INSIDE SAMPLED FUEL, DON'T DUMP ON GROUND. DUMP IN FUEL BARREL LABELED "DRAINED FUEL".

- BAGGAGE DOOR (CONFIRM FUEL OR CARGO).... CLOSED
- AUTOPILOT STATIC SOURCE (LEFT AND RIGHT).... CHECK
- TRIM..... CHECK
- RUDDER..... CHECK
- CONTROL CABLES..... CHECK
- ANTENNAS (ELT, VOR, EFIS)..... CHECK
- AUXILIARY FUEL TANK CAP..... VENTED & SECURE
- TIE-DOWN..... REMOVE

## 3. RIGHT WING

- FLAP..... CHECK
- AILERON..... CHECK
- WING TIP..... CHECK
- LEADING EDGE & WING STRUT..... CHECK
- TIE-DOWN..... REMOVE
- MAIN GEAR TIRE/BRAKE/STRUT..... CHECK
- CHOCK..... REMOVE
- DOOR HINGE..... CHECK
- TEMP PROBE..... CHECK
- RIGHT FUEL TANK SUMP..... SAMPLE
- FUEL QUANTITY..... CHECK WITH DIPSTICK
- FUEL CAP..... VENTED & SECURE

## 4. FUSELAGE

- WINDSHIELD / COWLING / ANTENNAS..... CHECK
- ENGINE OIL..... CHECK (6-8 QTS)
- FUEL STRAINER..... DRAIN FOR 2 SEC
- OIL FILLER ACCESS PANEL..... SECURE (BUTTON FLUSH)
- PROPELLER & SPINNER..... CHECK
- ENGINE INLETS..... CHECK
- AIR FILTER..... CHECK
- NOSE GEAR TIRE/STRUT..... CHECK (APPROX 2")
- STATIC SOURCE OPENING..... CHECK

## 5. LEFT WING

- LEFT FUEL TANK SUMP..... SAMPLE
- FUEL QUANTITY..... CHECK WITH DIPSTICK
- FUEL CAP..... SECURE
- DOOR HINGE..... CHECK
- CHOCK..... REMOVE
- MAIN GEAR TIRE/BRAKE/STRUT..... CHECK
- TIE-DOWN..... REMOVE
- PITOT TUBE COVER..... REMOVED
- PITOT TUBE..... CHECK
- STALL WARNING HORN/ VENT..... CHECK
- FUEL TANK VENT..... CHECK
- LEADING EDGE & WING STRUT..... CHECK
- WING TIP..... CHECK
- AILERON..... CHECK
- FLAP..... CHECK

STEP TO FRONT OF AIRCRAFT VISUAL INSPECTION PANELS - FLAPS - GEAR - RUDDER - TIE-DOWNS - CHOCKS - COWLING - RED/YELLOW FLAGS

## 6. BRIEFINGS

### CREW BRIEFING (if applicable)

- PIC DUTIES, CREW DUTIES
  - TRANSFER OF AIRCRAFT CONTROL
- ### DEPARTURE BRIEFING
- TYPE OF TAKEOFF (NORMAL, SHORT FIELD, SOFT FIELD)
  - V-SPEED** ( $V_R$ 66MPH,  $V_X$ 71MPH,  $V_Y$ 84MPH,  $V_{GLIDE}$ 78MPH)
  - TAKEOFF DISTANCE AND AVAILABLE RUNWAY DISTANCE
  - INITIAL HEADING AND ALTITUDE
  - EMERGENCY PROCEDURES TAKEOFF, AFTER TAKEOFF, CLIMB
- ### PASSENGER BRIEFING (if applicable)
- OPERATION OF SEAT BELTS AND SHOULDER HARNESSSES
  - OPERATION OF DOOR AND WINDOW LATCHES
  - OPERATION OF HEATING AND AIR VENTS
  - OPERATION OF INTERCOM AND USE OF HEADSETS
  - PASSENGER NONINTERFERENCE WITH FLIGHT CONTROLS
  - NO SMOKING IN AIRCRAFT
  - NORMAL / EMERGENCY EXITS AND EGRESS PROCEDURES
  - EMERGENCY EQUIPMENT (LIFE VESTS/FIRST AID KIT)

## 7. CONTROL CHECKS

- DOORS..... CLOSED AND LOCKED
- FLIGHT CONTROLS..... FREE & CORRECT
- ELEVATOR TRIM..... FLUSH W/ FULL UP ELEVATOR
- FUEL QUANTITY..... CHECK TANKS/FUEL FLOW GAUGES
- FUEL SELECTOR VALVE..... BOTH

## 8. BEFORE STARTING ENGINE

- PREFLIGHT INSPECTION..... COMPLETE
- CREW/DEPARTURE BRIEFING..... COMPLETE
- PASSENGER BRIEFING..... COMPLETE
- SEATS..... ADJUST AND **CONFIRM LOCKED**
- SEAT BELTS/HARNESS..... FASTEN
- LIGHT AND PITOT HEAT SWITCHES..... OFF
- CIRCUIT BREAKERS..... CHECK IN

## 9. STARTING ENGINE

- PRIMER..... 0-3 STROKES AS REQUIRED-**IN & LOCKED**
- CARBURETOR HEAT..... OFF
- THROTTLE..... OPEN 1/4 INCH (**CLOSED** IF ENGINE IS **HOT**)
- MIXTURE..... RICH
- BRAKES..... HOLD
- BEACON LIGHT..... ON
- PROPELLER AREA..... **CLEAR**
- MASTER SWITCH..... ON
- IGNITION SWITCH..... START (MAX 30 SECONDS)
- THROTTLE..... **1000 RPM**
- AMMETER..... CHECK GREEN **CHARGE**
- FUEL FLOW... SET FUEL ON BOARD(AUTO+STEP / STEP)
- OIL PRESSURE..... CHECK GREEN W/IN 30 SEC MAX
- NAV LIGHT (NIGHT)..... ON
- FLAPS..... RETRACT
- AVIONICS/PFD/MFD AUTOPILOT SWITCHES..... ON

## 10. AVIONICS SETUP

### GPS / PFD / MFD

- AVIATION DATABASE..... CONFIRM EXPIRATION DATE
- PFD / MFD..... CHECK
- FUEL ON BOARD..... CHECK TANKS/FUEL FLOW/GPS
- PRESENT POSITION..... CONFIRM
- FLIGHT PLAN/VNAV..... PROGRAM & ACTIVATE
- CDI/BEARING POINTERS..... SET AND CHECK
- BARO SETTING FOR EFIS AND ALTIMETER..... SET
- HDG/ALT/IAS/MIN BUGS..... SET
- AUTOPILOT..... **ON / TEST / STANDBY**

### RADIOS

- AUDIO PANEL..... SET PILOT/COPILOT VOLUME & SQUELCH
- ATIS..... OBTAIN (IF AVAILABLE)
- COMM & NAV FREQUENCIES..... SET DESIRED

### TRANSPONDER

- MODE..... STANDBY
- SQUAWK CODE..... SET **1200** OR AS INSTRUCTED







## 11. ENGINE RUN-UP

- MIXTURE..... RICH
- THROTTLE / CLEAR AREA..... **1700 RPM**
- MAGNETOS..... CHECK (**MAX125/MAX DIFF50**)
- CARBURETOR HEAT..... CHECK RPM DROP THEN **OFF**
- ENGINE INSTRUMENTS..... CHECK GREEN
- AMMETER..... CHECK GREEN
- THROTTLE..... CHECK IDLE
- THROTTLE..... **1000 RPM**
- THROTTLE FRICTION..... SET

-----**IF MAGNETO DROP EXCEEDS LIMITS**-----

- THROTTLE..... **2000 RPM**
- MIXTURE: LEAN TO RPM DROP 20 SECONDS THEN RICH
- THROTTLE..... 1700 RPM
- MAGNETO..... CHECK (**MAX125/MAX DIFF50**)  
If MAGNETO drop still out of limits **ABORT Flight Shutdown**

**ATC LIGHT SIGNALS**

COLOR/TYPE OF SIGNAL	AIRCRAFT ON GROUND	AIRCRAFT IN FLIGHT
<b>Steady Green</b> 	Cleared for takeoff	Cleared to land
<b>Flashing Green</b> 	Cleared for taxi	Return for landing (to be followed by steady green)
<b>Steady Red</b> 	STOP	Give way to other aircraft and continue circling
<b>Flashing Red</b> 	Taxi clear of runway in use	Airport unsafe, do not land
<b>Flashing White</b> 	Return to starting point on airport	Not applicable
<b>Alternating Red / Green</b> 	Exercise extreme caution	Exercise extreme caution

**PERFORMANCE DATA**

**TAKE-OFF DATA**  
TAKE-OFF DISTANCE FROM HARD SURFACE RUNWAY, FLAPS 10°

Gross Weight AT 50 ft. Lbs	IAS MPH	HEAD WIND KNOTS	At Sea Level 59° F	At 2500' 50° F	At 5000' 41° F	At 7500' 32° F
2500	70	10	405	905	1205	1420
2200	65	10	295	690	955	1160
1900	61	10	205	520	715	830

Notes: 1. Increase distance 10% for each 25° F above standard temperature for particular altitude  
 2. For operation on a dry, grass runway, increase distance (both "ground roll" and "total to 50ft obstacle") by 7% of the "total to clear 50ft obstacle" figure.

**CRUISE FUEL CONSUMPTION**

Conditions	2550 Lbs Recommended Lean Mixture		20° C Below Standard Temp		20° C Above Standard Temp		
	Pressure Altitude Feet	RPM	%BPH	GPH	%BPH	GPH	
2000	2550	---	---	76	10.2	72	9.6
4000	2500	77	10.3	72	9.6	68	9.1
6000	2400	69	9.2	64	8.7	61	8.3
8000	2300	61	8.3	58	7.9	55	7.6
10,000	2200	55	7.5	52	7.2	49	6.9
12,000	2100	49	6.8	46	6.6	43	6.3

**LANDING DATA**

LANDING DISTANCE ON HARD SURFACE RUNWAY  
NO WIND - 30° FLAPS - POWER OFF

Gross Weight Lbs	IAS MPH	Altitude Feet	Ground Roll	Total to clear 50' Obs	Ground Roll	Total to clear 50' Obs	Ground Roll	Total to clear 50' Obs	Ground Roll	Total to clear 50' Obs	Ground Roll	Total to clear 50' Obs
2500	71	4000	630	1425	655	1480	675	1495	710	1535	725	1570
2200	66	4000	460	1050	480	1100	495	1120	515	1155	530	1185
1900	61	4000	330	795	345	830	355	860	365	895	375	925

Notes: 1. Reduce landing distance 10% for each 5 knots headwind  
 2. For operation on a dry, grass runway, increase distance (both "ground roll" and "total to 50ft obstacle") by 20% of the "total to clear 50ft obstacle" figure.  
 3. If landing with flaps up is necessary, increase approach speed by 10mph IAS and allow for 35% longer landing distance.

**CROSSWIND COMPONENT CHART**  
Reference Checklist Supplement  
**YOKOTA AB (042-552-2510)**

BASE OPERATIONS.....225-7214 (EXT 5-7214)

**12. BEFORE TAXI**

- TAXI INSTRUCTIONS .....
- TAXI LIGHTS .....
- PARKING BRAKES .....
- MIXTURE .....

**13. TAXI**

- BRAKES .....
- FLIGHT INSTRUMENTS .....

**14. BEFORE TAKEOFF CHECK**

- AUTOPILOT .....
- FLAPS .....
- CARBURETOR HEAT .....
- HSI / COMPASS .....
- TAKEOFF CLEARANCE .....
- STROBE AND NAV LIGHTS (NIGHT) .....
- LANDING LIGHT .....
- MIXTURE .....
- TIME OFF .....

**15. NORMAL TAKEOFF**

- FLAPS .....
- THROTTLE .....
- ROTATE (V<sub>R</sub>) .....
- CLIMB SPEED (V<sub>y</sub>) .....

**16. SHORT-FIELD TAKEOFF**

- FLAPS .....
- BRAKES .....
- THROTTLE .....
- BRAKES .....
- ROTATE .....
- CLIMB SPEED .....

**17. CLEAR OF OBSTRUCTION**

- AIRPEED (V<sub>y</sub>) .....
- FLAPS .....

**17. SOFT-FIELD TAKEOFF**

- FLAPS .....
- ELEVATOR CONTROL .....
- THROTTLE .....
- LIFTOFF .....
- ACCELERATE IN GROUND EFFECT .....
- CLIMB (V<sub>y</sub>) .....
- FLAPS .....

**18. CLIMB**

- AIRPEED .....
- CARBURETOR HEAT .....
- THROTTLE .....
- MIXTURE (ABOVE 3000' AS REQUIRED) .....
- FLAPS .....

**19. CRUISE**

- CIRCUIT BREAKERS .....
- LANDING/TAXI LIGHTS .....
- THROTTLE .....
- MIXTURE .....
- ENGINE GAUGES .....
- FUEL SELECTOR SWITCH .....
- FUEL TRANSFER SWITCH .....

MAKE SURE RIGHT MAIN TANK FUEL IS APPROPRIATELY DEPLETED PRIOR TO FUEL TRANSFER. TRANSFER TO RIGHT TANK WHEN FUEL SELECTOR IS ON LEFT MAIN TANK. USE CARBURETOR HEAT WHEN IN CRUISE FLIGHT WITH POWER SETTINGS LESS THAN 2200 RPM. WHEN CRUISING ALTITUDE AT OR ABOVE 5000' MSL, SWITCH FUEL SELECTOR VALVE FROM BOTH TO LEFT OR RIGHT TANK.

**WARNING - IMPROPER LEANING PROCEDURES WILL GREATLY REDUCE ENDURANCE.**

**20. DESCENT**

- LANDING LIGHT .....
- CARBURETOR HEAT .....
- THROTTLE .....
- MIXTURE .....
- FUEL SELECTOR VALVE .....

**21. BEFORE LANDING**

- LANDING / TAXI LIGHTS .....
- CARBURETOR HEAT .....
- MIXTURE .....
- FUEL SELECTOR VALVE .....
- SEATS BELTS AND HARNESSSES .....
- AUTOPILOT .....

**22. NORMAL LANDING**

- AIRPEED .....
- WING FLAPS (BELOW 100MPH) .....
- AIRPEED .....
- TOUCHDOWN .....
- LANDING ROLL .....
- BRAKING .....

**23. SHORT-FIELD LANDING**

- WING FLAPS .....
- AIRPEED .....
- TOUCHDOWN .....
- BRAKING .....
- FLAPS .....

**24. SOFT-FIELD LANDING**

- WING FLAPS .....
- AIRPEED .....
- TOUCHDOWN .....
- NOSE WHEEL .....

**25. BALKED LANDING- GO AROUND**

- THROTTLE .....
- CARBURETOR HEAT .....
- FLAPS .....
- AIRPEED .....
- FLAPS .....

**26. AFTER CLEARING RUNWAY**

- TIME ON .....
- FLAPS .....
- CARBURETOR HEAT .....
- TRANSPONDER .....
- LANDING LIGHT .....
- PITOT HEAT .....
- TAXI LIGHT .....
- STROBE LIGHT .....
- GROUND .....

**27. SHUTDOWN**

- BRAKE .....
- AVIONICS / PFD / MFD / AUTOPILOT SWITCH .....
- THROTTLE .....
- MAGNETO GROUND CHECK .....
- MIXTURE .....
- IGNITION SWITCH .....
- MASTER SWITCH .....
- LIGHTS (EXTERIOR/INTERIOR) .....

**28. REFUELING**

USE AVGAS (100/100LL) OR MOGAS (MINIMUM OCTANE 91) SERVICE BOTH TANKS TO FULL TOP (19 GALLONS EACH / 38 GALLONS TOTAL) UNLESS SPECIFICALLY REQUESTED OTHERWISE. **NOTE** - INTERNAL FUSELAGE TANK SHOULD BE SERVICED AS REQUIRED (18 GALLONS USABLE). **WHEN ADDING OIL, REFILL USING INCREMENTS OF WHOLE QUARTS. FUELING NOT PERMITTED IN RAIN, AT NIGHT, OR WITH LIGHTNING ACTIVITY WITHIN 5NM.**

- FUEL TRUCK GROUND WIRE .....
- AIRFRAME GROUND WIRE .....
- FUEL PUMP COUNTER .....
- FUEL TRUCK VENT .....
- LADDER .....
- NOZZLE GROUND WIRE .....
- FUEL .....

**AFTER REFUELING**

- FUEL CAPS .....
- FUEL TRUCK VENT .....
- WINDSCREEN/LEADING EDGES .....
- OIL QUANTITY .....
- OIL .....
- OIL CAN .....
- OIL FILLER CAP .....

**29. PARKING AND SECURING**

- PITOT TUBE/THERMOMETER COVERS .....
- TIE-DOWNS (3) OUTDOORS .....
- CHOCKS .....
- HOBBS AND TACH TIME .....
- MASTER SWITCH .....
- FUEL AND OIL QUANTITY .....
- WINDOWS, VENTS & CABIN AIR .....
- CONTROL AND THROTTLE LOCKS .....
- CHECKLISTS (3) .....
- SUN SCREEN .....
- PERSONAL ITEMS/TRASH .....
- ENGINE HEATER (OCT-APR) .....
- BIRD SCREEN (LAST AIRCRAFT IN) .....

**IF DISCREPANCIES FOUND, NOTIFY AERO CLUB STAFF AND ANNOTATE DISCREPANCIES ON MAINTENANCE FORM AND DISPATCH PROGRAM.**

