CHECKLISTS
MODEL A5
FOUNDER'S EDITION

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ICON Aircraft / 2141 ICON Way, Vacaville, CA 95688

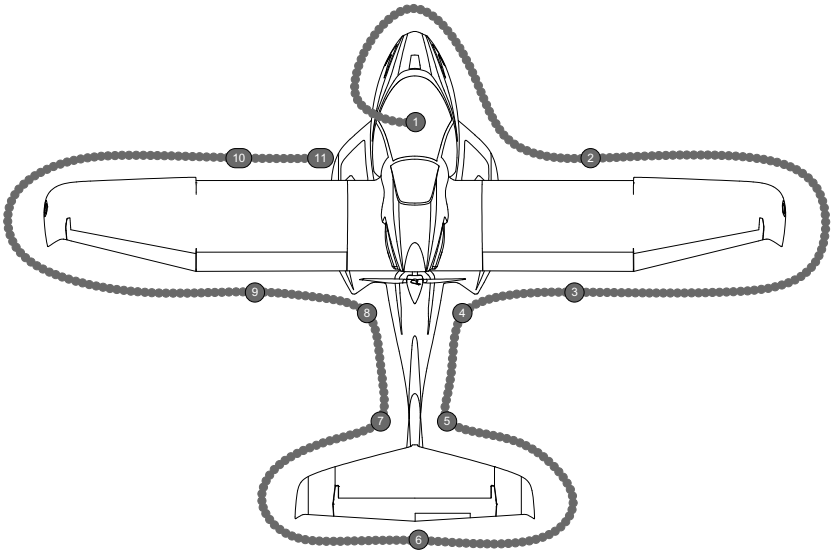
WARNING:
Sport flying has inherent risks that can result in serious injury or death. It is the pilot in command's sole responsibility to ensure the safety of themselves and their passengers. These checklists are provided for reference only and are not all inclusive. It is the pilot's responsibility to operate this aircraft IAW the POH and Maintenance Manual, as well as to comply with all applicable FAA regulations, ASTM standards, and any local government restrictions.

ICON Aircraft Inc.
2141 ICON Way
Vacaville, CA 95688
https://www.iconaircraft.com

PREFLIGHT INSPECTION

Prior to flight, the aircraft should be inspected in accordance with the following checklists and in the sequence shown in the diagram. Carefully verify that the airplane is in a condition for safe operation.

PREFLIGHT INSPECTION PROCESS



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ICON A5 Normal Procedures

(1) Cabin

Baggage Area – SECURE stored items
Throttle Lever – CHECK freedom of motion
Controls – CHECK freedom of motion to all stops
Landing Gear Switch – VISUALLY CHECK DOWN (land)/UP (water)
Rudder Pedal Area and Parking Brake – CHECK clear and no fluid leaks
Master Switch – ON
Strobe Lights – VERIFY all lights illuminate
Fuel Quantity – CHECK/CONFIRM
Landing Gear Position Indicator – VISUALLY VERIFY DOWN (land)/UP (water)
Bilge Pump – ON (verify operation & bilge empty)/OFF
Water Rudder – VISUALLY inspect and VERIFY operation
Circuit Breakers and Fuses – CHECK IN and NONE LIT
Master Switch – OFF
Canopy Frame, Seal, and Latch – CHECK CONDITION
Canopy/Windows – CHECK general condition
Fuselage Left Nose – CHECK CONDITION
Fresh Air Vent Scoop – CLEAR
Nose Gear Strut and Mechanism – CHECK CONDITION
Aft Nose Gear Doors – CHECK CONDITION and CONFIRM locked in down position
Fuselage Right Nose – CHECK CONDITION

(2) Right Wing LE and Tip

Seawings™ LE – CHECK CONDITION and SECURE
Wing Lock Handle – CHECK LOCKED and SECURE
Wing Inspection Panels (2) – CHECK SECURE
Wing Stall Strip – CHECK SECURE
Wing Tie Down Fitting – REMOVE
Wing LE and HT Hanger Fitting – CHECK CONDITION
Wing Vortex Generators (17 Pair) – CHECK SECURE
Wing Tip and Lights – CHECK CONDITION

(3) Right Wing TE

Aileron and Hinges – CHECK FREE and SECURE
Top of Wing – CHECK for DAMAGE
Flap, Hinges, and Root Fence – CHECK CONDITION

(4) Right Inboard Wing and Engine

Parachute Cover – CHECK SECURE
Main Landing Gear – CHECK CONDITION
Tires – CHECK CONDITION, wear
Brakes – CHECK CONDITION, wear, fluid leaks
Seawings™ and Hull Step – NO DAMAGE
Fuselage Vortex Generators (5) – CHECK SECURE
Aft Cowl and Exhaust – SECURE, NO CRACKS
Coolant Overflow Bottle – VERIFY LEVEL between min and max
Propeller and Spinner – SECURE, NO NICKS
Cooling Outlet and Fan – CLEAR, GOOD CONDITION

(5) Right Tail Boom

Firewall Drain – CHECK CLEAR
Top of Tail Boom Under Propeller – CLEAR OF WATER/DEBRIS
Tail Boom and Hull – CHECK CONDITION and CLEAR OF DEBRIS
Water Rudder and Access Panel – SECURE, NO DAMAGE
Tail One Access Panel – SECURE
Tail Tie Down – CHECK CONDITION and UNTIE

(6) Tail Surfaces

Vertical Tail and HT/VT Joint – CHECK CONDITION and SECURITY
Right HT and Tip – VERIFY CONDITON and LOCKED
Rudder – CHECK FREE and in GOOD CONDITION

NOTE: *The rudder is spring-centered with a minor offset to the right. This is normal and should not be adjusted.*

Static Ports (2) – CHECK CLEAN with CRESCENTS IN PLACE

Elevator, Hinges, and Pushrod – CHECK FREE and SECURE

Trim Tab and Pushrod – CHECK CONDITION and WITHOUT EXCESSIVE PLAY

Left HT and Tip – VERIFY CONDITON and LOCKED

(7) Left Tail Boom

Tail Boom and Hull – CHECK CONDITION

(8) Left Inboard Wing

Aft Cowl and Exhaust – SECURE, NO CRACKS

Seawings™ and Hull Step – NO DAMAGE

Fuselage Vortex Generators (5) – CHECK SECURE

Main Landing Gear – CHECK CONDITION

Tires – CHECK CONDITION, wear

Brakes – CHECK CONDITION, wear, fluid leaks

(9) Left Wing TE

Flap, Hinges, and Root Fence – CHECK CONDITION

Top of Wing – CHECK for DAMAGE

Aileron and Hinges – CHECK FREE and SECURE

(10) Left Wing Tip and LE

Wing Tip and Lights – CHECK CONDITION
Wing Vortex Generators (17 pair) – CHECK SECURE
Wing LE and HT Hanger Fitting – CHECK CONDITION
AOA Ports (2) – CHECK CLEAR
Wing Tie Down Fitting – REMOVE
Wing Stall Strip – CHECK SECURE
Wing Inspection Panels (2) – CHECK SECURE
Fuel Vent – CHECK CLEAR
Wing Lock Handle – CHECK LOCKED and SECURE
Pitot Tube – CHECK CLEAR
Seawings™ LE – CHECK CONDITION
Bilge Outlet – CHECK CLEAR

(11) Fuel and Engine Oil

Fuel Cap – REMOVE
Fuel – SUMP via access port and INSPECT fuel
Fuel Cap – SECURE (tab swings down)
Ignition Switch – OFF and key REMOVED
Oil Filler Cap – REMOVE via access door
Propeller – TURN SLOWLY CCW (behind prop facing forward) several times by hand, holding pressure for several seconds against each compression stroke, until oil 'burps'
Oil Level – CHECK, SERVICE as necessary, then secure cap and door
Cowling – CHECK condition/VERIFY secure
Engine Inlet – CLEAR

BEFORE COCKPIT ENTRY

Chocks and Tie Downs – VERIFY REMOVED
Aircraft Documents – VERIFY/REVIEW
Preflight Planning – COMPLETE
Takeoff Data – CALCULATE as required
Life Vest(s) – GOOD CONDITION/DON (as required)
Windows – BOTH IN or BOTH REMOVED
Wind Deflectors – BOTH INSTALLED (if windows removed)

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AFTER COCKPIT ENTRY

Canopy – LOWERED to detent or CLOSED
Belts/Harnesses – FASTEN
Headsets – CONNECTED
Landing Gear Switch – DOWN (land)/UP (water)
Electrical Switches – ALL OFF (or as required)
Master Switch – ON
Annunciator Panel – PRESS to test; VERIFY all lights illuminate
Landing Gear Position Indicator – DOWN (land)/UP (water)
Bilge Pump – On (verify operation & bilge empty)/OFF
Fuel Valve – ON
IPS Safety Pin – REMOVE and stow

ENGINE START

Strobes – ON
Brakes – TEST and SET
Throttle – OPEN 1/2”
Area Around Aircraft – CLEAR
Ignition Switch – SMOOTHLY ROTATE to start; RELEASE as engine fires

NOTE: Max crank time is 10 seconds, followed by 2 minutes off

Throttle – ADJUST to 2000 RPM
Annunciator Panel – LAND AIRCRAFT and ENGINE lights OUT

NOTE: If lights not out, switch may have been rotated too rapidly. Shutdown and restart.

Oil Pressure – MONITOR; shutdown if not up in 10 seconds

BEFORE TAXI

Throttle – ADVANCE above 2500 RPM until ALTERNATOR light out
Radio and Transponder – ON ALT (VFR 1200)
AWOS – RECORD as required
Altimeter – SET/VERIFY
GPS – SET as required
Exterior Lights – ON as required
Engine Instruments – CHECK
Parking Brake – RELEASE

TAXIING

Land

Brakes – CHECK
Steering – CHECK

Water

Steering – CHECK
Water Rudder – DOWN as necessary for improved authority

ENGINE RUN-UP

Throttle – ADVANCE TO 4000 RPM
Ignition Switch – B (pause until LAND AIRCRAFT AND ENGINE lights illuminate)
Ignition Switch – A (pause 6 seconds)
RPM: 180 max drop from original
FUEL PRESSURE Annunciator – OUT

Ignition Switch – B (pause 6 seconds)
RPM – 180 max drop from original
FUEL PRESSURE Annunciator – OUT

Ignition Switch – BOTH
Annunciator Panel – ALL LIGHTS OUT
Engine Instruments – CHECK
Throttle – RETARD to idle

NOTE: During the ignition check, the RPM may increase when operating on a single lane. This is normal; the original RPM will be restored after a short time operating on both lanes.

BEFORE TAKEOFF

Flight Controls – FREE and CORRECT
Flaps – CHECK operation
Trim – SET for takeoff
Instruments – CHECK
Canopy – LATCHED

NORMAL TAKEOFF – LAND

Flaps – UP (0°)
Throttle – MAX
Stick – Rotate at 50 KIAS
Landing Gear – RETRACT when safely airborne (<75 KIAS)

STEP TAXI/NORMAL TAKEOFF – WATER

CAUTION: *Takeoff distance will be extended with less than full flap set.*

WARNING: *Contacting the wing tip with the water while in motion can create a dangerous situation and must be avoided.*

Bilge Pump – ON (verify bilge empty) / OFF
Landing Gear – UP, indicating up
Flaps – FULL (30°)
Water Rudder – UP
Throttle – MAX
Stick – POSITION for minimum water drag
Flaps – RETRACT when safely airborne above 50 KIAS (<75 KIAS)

CLIMB

Airspeed – 58 KIAS for best rate of climb
Instruments – MONITOR

CRUISE

Cruise Power – SET
Fuel Quantity – MONITOR
Instruments – MONITOR

APPROACH

Descent

Throttle – AS REQUIRED
Landing Gear – AS REQUIRED

Before Landing – Land

Landing Gear – DOWN for the runway (<75 KIAS), indicating down
Flaps – UP (0°), or as desired for type of landing
Water Rudder – UP
Brakes – CHECK for firmness and parking brake OFF
AOA – WHITE LINE

Before Landing – Water

WARNING: *Confirm landing gear up for water landing. Aircraft may flip inverted if landed on water with landing gear extended.*

Landing Gear – UP for water, indicating up
Flaps – FULL (30°, <75 KIAS)
Water Rudder – UP
AOA – WHITE LINE

NORMAL LANDING

Land

Throttle – IDLE
Braking – MINIMUM REQUIRED

Water

NOTE: *Normal water landing and short field water landing procedures are identical.*

Throttle – IDLE

Stick – FULL AFT, after touchdown if desired for maximum hydrodynamic braking

BALKED LANDING PROCEDURES

Throttle – MAX

AOA – white line

Flaps – RETRACT after positive rate of climb

BEFORE BEACHING

NOTE: *Select a beaching surface that will not damage the hull and arrive at the beach with little or no speed.*

Water Rudder – UP

Ignition – OFF

BEFORE TAXI FROM WATER TO RAMP

Throttle – IDLE taxi

Landing Gear – DOWN

CAUTION: *Ramping with landing gear not fully down will damage the landing gear.*

Water Rudder – UP

SHORT FIELD TAKEOFF

Flaps – HALF (15°)

Brakes – HOLD

Throttle – smoothly advance to MAX

Flight Instruments – CHECK

Brakes – RELEASE

Stick – ROTATE at 45 KIAS

Landing Gear – UP once safely airborne and climbing

Climb at V_X (50 KIAS) until obstacles cleared (if required)

Flaps – UP climbing through 100 ft AGL

SOFT FIELD TAKEOFF

Flaps – HALF (15°)
Stick – FULL AFT
Throttle – smoothly advance to MAX
Flight Instruments – CHECK
At Nosewheel Liftoff – Modulate stick to avoid excessively steep climb angle
Landing Gear – UP once safely airborne and climbing
Climb at V_X (50 KIAS) until obstacles cleared (if required)
Flaps – UP climbing through 100 ft AGL

SHORT FIELD LANDING

Landing Gear – DOWN for the runway (<75 KIAS), indicating down
Flaps – FULL (30°, <75 KIAS) before short final
Water Rudder – UP
AOA – YELLOW LINE
After Touchdown – apply brakes as needed

SOFT FIELD LANDING

Landing Gear – DOWN for the runway (<75 KIAS), indicating down
Flaps – FULL (30°, <75 KIAS) before short final
Water Rudder – UP
AOA – YELLOW LINE
After Touchdown – Apply back stick to hold nose off ground
Minimize braking and maintain AFT stick during roll out

GLASSY WATER LANDING

Locate suitable shoreline visual reference
GPS – Select HSI/panel display for VSI reference (if on-board and desired)
Final Approach Path – as close to visual reference as practical
Wheels – UP for water, indicating up
Flaps – FULL (30°,<75 KIAS)
Water Rudder – UP

No later than last visual reference:

AOA – YELLOW LINE
Throttle – Set RPM to establish 100-150 ft/min decent (approx 3700-4000 RPM)
After Touchdown – throttle to idle

SHUTDOWN

Brakes – HOLD (on land)
Flaps – UP
Trim – SET takeoff
Engine – STABILIZE at idle (2 minutes in hot conditions)
Ignition Switch – OFF
Radio and Transponder – OFF
Lights – ALL OFF
Master Switch – OFF
Parking Brake – SET (if desired)
IPS Safety Pin – INSTALL

POST-FLIGHT INSPECTION

Propeller – CHECK for nicks, water damage
Bilge Pump – RUN until no water; then confirm bilge pump and master switch OFF
Tie Downs and Chocks – AS REQUIRED
General Aircraft Condition – INSPECT

Emergency Procedures

GENERAL INFORMATION

This section provides checklists and procedures for coping with emergencies that may occur. Emergencies caused by airplane malfunctions are rare if proper preflight inspections and maintenance are practiced. En-route weather emergencies may be minimized by careful flight planning and good judgment when unexpected weather is encountered. Should an emergency arise, the basic guidelines in this section should be considered and applied as necessary to correct the problem.

The A5 has a series of annunciator lights that assist the pilot in assessing the criticality of various situations. See “Annunciator Panel Caution Lights” on page 14.

The following terminology is used to categorize the level of urgency to land the aircraft during an abnormal or emergency situation:

Land as soon as practical

Extended flight is not recommended. The landing site and duration of flight is at the discretion of the pilot. Flying to a nearby airport with support services is recommended.

Land as soon as possible

Fly toward the nearest normal landing area (runway or water) while being prepared to execute the “Engine Failure In-Flight” on page 17 to an emergency landing site (e.g. road).

AIRSPEEDS FOR EMERGENCY OPERATIONS

Condition	Airspeed
Engine Failure After Takeoff	AOA-Pitch for white line (~60 KIAS)
Engine Failure In-Flight	AOA-Pitch for white line (~60 KIAS)
Precautionary Landing with Engine Power	AOA-Pitch for white line (~60 KIAS)
Operating Maneuvering Speed – 1510 lb_f	87 KIAS
Operating Maneuvering Speed – 1145 lb_f	76 KIAS
Best Glide Speed	AOA-Pitch for white line (~60 KIAS)
Emergency Descent Speed for Rapid Descent	Max 120 KIAS

ANNUNCIATOR PANEL CAUTION LIGHTS

The annunciator panel caution lights are amber in color.

Caution	Cause/Remarks	Corrective Action
BATTERY	1. Low battery voltage. 2. Battery not charging with engine running. 3. Aircraft systems are discharging battery.	1. Confirm Master Switch ON. 2. Turn off non-critical equipment. 3. If accompanied by ALTERNATOR light, consider lowering landing gear while battery is still strong.
ALTERNATOR	1. Low voltage on main bus. 2. If flying, ALT B failure. 3. Battery not charging with engine running.	1. Reset 30 Amp circuit breaker if tripped. If trips again then: 2. Turn off non-critical equipment. 3. Consider lowering landing gear while battery is still strong.
ENGINE	1. Engine component/sensor failure/exceedance detected. 2. Engine limits may have been exceeded; check gauges. 3. 10 hours max flight time recommended.	1. Land as soon as practical for troubleshooting.
FUEL PRESS	1. Excessively low or high fuel pressure.	1. Land as soon as practical for troubleshooting. 2. Power reduction may help.

ANNUNCIATOR PANEL WARNING LIGHTS

The annunciator panel warning lights are red in color.

Warning	Cause/Remarks	Corrective Action
PURGE BILGE	1. At least 1 gallon of water in bilge. 2. Could create weight or CG out of limits.	1. Bilge pump – ON. If light remains on: 1. Do not takeoff.
SECURE WING/TAIL	1. One or more sensors indicate unlocked. 2. Does not identify affected sensor.	On ground: 1. Do not takeoff. 2. Confirm wings/tails locked. In flight: 1. Minimize maneuvering. 2. Land as soon as practical.
LAND AIRCRAFT + FUEL PRESS	1. Critically low or high fuel pressure.	1. Land as soon as possible.
LAND AIRCRAFT + ENGINE	1. Critical engine component or sensor failure.	1. Land as soon as possible.

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Warning	Cause/Remarks	Corrective Action
LAND AIRCRAFT **+ ENGINE** **+ ALTERNATOR**	1. Low voltage on main bus. 2. If flying, ALT A failure.	1. Turn off non-critical equipment. 2. Land as soon as possible. 3. Consider lowering landing gear while battery still strong.
LAND AIRCRAFT **+ ALTERNATOR** **+ BATTERY**	1. Excessively low battery. 2. If flying, Alt B failure. 3. Battery not charging with engine running. 4. ALT A may also have failed.	1. Confirm Master Switch ON. 2. Turn off non-critical equipment. 3. Land as soon as possible. 4. Lower landing gear now if land landing. *NOTE: Battery life may limit engine run time.*
LAND AIRCRAFT **+ ENGINE** **+ ALTERNATOR** **+ BATTERY**	1. Excessively low battery. 2. If flying, Alt A failure. 3. Battery not charging with engine running. 4. ALT B may also have failed.	1. Confirm Master Switch ON. 2. Turn off non-critical equipment. 3. Land as soon as possible. 4. Lower landing gear now if land landing. *NOTE: Battery life may limit engine run time.*

ABNORMAL ENGINE VIBRATION

Throttle – Reduce to minimum practical

Assess Vibration – Take action

Option	Actions
If vibration stops.	1. Land as soon as practical
If vibration continues.	1. Land as soon as possible (suitable landing area)

ICON PARACHUTE SYSTEM (IPS) ACTUATION

IPS actuation is recommended for any of the following:

- Loss of Aircraft Control
- Engine Failure and < 1000 ft AGL with NO SUITABLE landing area
- Pilot Incapacitation or inability to cope with situation or flight conditions

Parachute Deployment

Safety Pin – CONFIRM REMOVED, Remove if necessary

Parachute Handle – PULL HARD

Ignition Key – OFF

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Notes:

Approximately 48 lb_f of force is required to actuate the IPS.

Optimal IPS actuation is from level flight above 500 ft AGL.

Descent rate under parachute will be approximately 1200 ft/min.

Landing gear will automatically extend following IPS actuation. Once extended, it cannot be raised.

Seat belts should remain secure during descent until contact with the surface and all motion stops.

At pilot's discretion, consider unlocking canopy and removing windows during descent.

Exit the aircraft after all motion stops.

The ELT may not activate during IPS deployment or touchdown. It is therefore recommended to manually activate the ELT during the descent.

COOLANT TEMPERATURE HIGH

Ground

Throttle – ADVANCE to 3000-4000 RPM (if feasible)

If high coolant temperature persists:

Shutdown as soon as practical

NOTE: Use of cabin heater may help reduce coolant temperature.

In Flight

Throttle – REDUCE power to minimum required

Airspeed – INCREASE

If high coolant temperature persists:

Land as soon as possible

EMERGENCY RAPID DESCENT

Throttle – IDLE

Flaps – UP

Airspeed – 120 KIAS max in smooth air or 90 KIAS max in rough air

ENGINE FAILURE DURING TAKEOFF PRIOR TO LIFTOFF

Throttle – IDLE

Brakes – AS REQUIRED

ENGINE FAILURE AFTER TAKEOFF

AOA – White line

Landing Area – Select, land within 45° of straight ahead unless sure of sufficient altitude for a turn

ENGINE FAILURE IN-FLIGHT

AOA – white line

Landing Site – SELECT

Confirm:

- Throttle – above idle
- Master Switch – ON
- Ignition – BOTH
- Fuel Valve – ON

Evaluate Landing Site Options and Take Action

Option	Actions
Suitable water or soft surface is available for landing.	1. Landing Gear – UP 2. Flaps – FULL (landing assured)
Suitable hard surface is available for landing.	1. Landing Gear – DOWN
Less than 1,000 ft AGL with no suitable landing area.	1. IPS Handle – PULL HARD 2. Ignition Key – OFF

ENGINE FIRE ON GROUND/START

Ignition – OFF

Master Switch – OFF

Egress Airplane

ENGINE FIRE IN FLIGHT

Ignition – OFF
Master Switch – OFF
Fuel Valve – OFF
Land As Soon As Possible

ELECTRICAL FIRE IN FLIGHT

Master Switch – OFF
Alternator Circuit Breaker – PULL (in overhead console)
Land As Soon As Possible

INADVERTENT SPIN

IPS Handle – PULL HARD
Ignition Key – OFF

ICING ENCOUNTER

Exit Icing Conditions

CAUTION: *The presence of even small amounts of ice on the airframe may increase stall speed, decrease stall angle of attack and reduce performance including climb rate.*

BOX-CANYON REVERSAL

Power – Full
Pitch – slightly up (~5-10° above horizon)
Immediately roll and pull (in most open direction)
AOA – pull mid yellow (or stall horn)
Keep nose above horizon (out of buffet)

LANDING GEAR FAILS TO RETRACT – ON WATER

Speed – Idle taxi

Landing Gear Handle – DOWN

Fuses – CHECK Landing Gear Fuses and REPLACE as required

Landing Gear – CHECK nose wheel centered; debris/seaweed clear of all landing gear

Landing Gear handle – UP

If Landing Gear Does Not Retract:

Landing Gear Handle – DOWN

Aircraft – SECURE on ramp, beach or dock for further troubleshooting

LANDING GEAR FAILS TO RETRACT – IN FLIGHT

Landing Gear Handle – DOWN

Evaluate Landing Gear Position and Landing Site Options – Take action

Option	Actions
If the landing gear position indicates down.	1. Land on suitable hard surface for trouble-shooting
If the landing gear fails to extend.	1. Proceed to Landing Gear Fails to Extend
If water landing is the only option and the landing gear must be raised.	1. Leave landing gear handle in DOWN position 2. CHECK/REPLACE overhead landing gear fuses as needed 3. Landing Gear Handle – UP

LANDING GEAR FAILS TO EXTEND

Landing Gear handle – UP

Evaluate Landing Gear Position and Landing Site Options – Take action

Option	Actions
If the landing gear position indicates up and suitable water is available.	1. Land on water for further troubleshooting
If no suitable water is available for landing.	1. Landing Gear Handle – DOWN 2. CHECK/REPLACE overhead landing gear fuses as needed
If the landing gear fails to extend.	1. Landing Gear Handle – UP 2. CHECK/REPLACE overhead landing gear fuses as needed 3. Landing Gear Handle – DOWN

Option	Actions
If the landing gear still fails to extend and suitable water is unavailable.	1. Perform gentle, minimum speed, full flap, runway landing *NOTE: Use of a grass runway may reduce hull damage if forced to land with landing gear not fully down.*

LOSS OF CONTROL

IPS Handle – PULL HARD

Ignition Key – OFF

LOSS OF PRIMARY INSTRUMENTS

Land as soon as practical

Use GPS for speed and altitude (if needed)

OIL PRESSURE-LOW/HIGH (IN THE RED)

Ground

Throttle – IDLE

Ignition – OFF as soon as practical

In Flight

Throttle – Reduce

Land as soon as possible

OIL TEMPERATURE HIGH

Ground

Throttle – ADVANCE to 3000-4000 RPM (if feasible)

If high oil temperature persists:

Shutdown as soon as possible

In Flight

Throttle – REDUCE

Airspeed – INCREASE

If high oil temperature persists:

Land as soon as possible

OVERVOLTAGE

Land as soon as possible

NOTE: *The A5 has no overvoltage indicator, but smoke or an acid smell in the cockpit is an indication of overvoltage. (See "Electrical Fire in Flight" on page 18.)*

PRECAUTIONARY LANDING WITH ENGINE POWER

AOA – White line (~60 KIAS)

Landing Area – SELECT

Landing Gear and Flaps – As required for type of landing

Communicate intentions (time permitting, as required)

AOA – mid-yellow prior to touchdown

WHEEL BRAKE FAILURE

NOTE: *Wheel brakes are needed for steering at low speeds. Failure in-flight would be indicated by low or no brake pedal resistance.*

If possible, land with cross wind from side of failed brake

Rudder Pedal – MAINTAIN directional control

Wheel Brake (Operable) – LIGHT APPLICATION as needed

Shut down engine and tow back