
CHECKLISTS

MODEL A5



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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>

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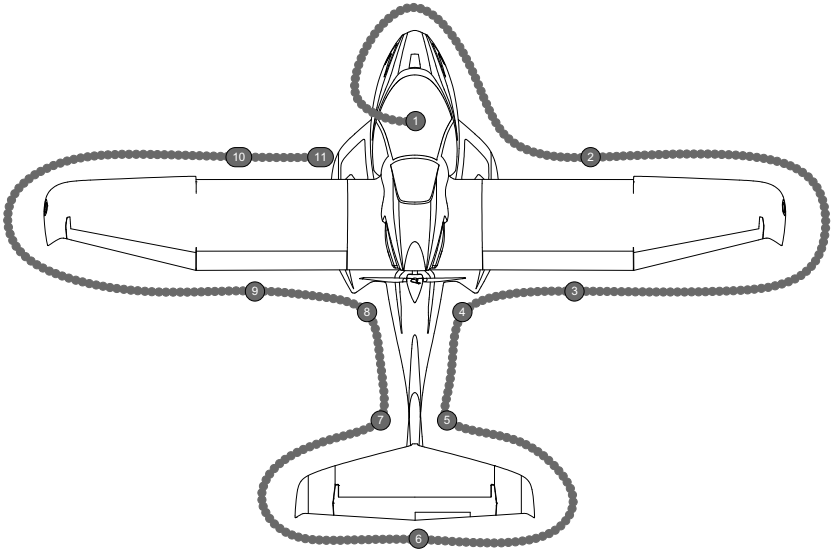
ICON A5 Normal Procedures



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

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

(2) Right Wing LE and Tip

1. Seawings™ LE – CHECK CONDITION and SECURE
2. Wing Lock Handle – CHECK LOCKED and SECURE
3. Wing Inspection Panels (2) – CHECK SECURE
4. Wing Stall Strip – CHECK SECURE
5. Wing Tie Down Fitting – REMOVE
6. Wing LE and HT Hanger Fitting – CHECK CONDITION
7. Wing Vortex Generators (17 Pair) – CHECK SECURE
8. Wing Tip and Lights – CHECK CONDITION

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ICON A5 Normal Procedures

(3) Right Wing TE

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

(4) Right Inboard Wing and Engine

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

(5) Right Tail Boom

1. Firewall Drain – CHECK CLEAR
2. Top of Tail Boom Under Propeller – CLEAR OF WATER/DEBRIS
3. Tail Boom and Hull – CHECK CONDITION and CLEAR OF DEBRIS
4. Water Rudder and Access Panel – SECURE, NO DAMAGE
5. Tail Cone Access Panel – SECURE
6. Tail Tie Down – CHECK CONDITION and UNTIE

(6) Tail Surfaces

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

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ICON A5 Normal Procedures

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

4. Static Ports (2) – CHECK CLEAN with CRESCENTS IN PLACE
5. Elevator, Hinges, and Pushrod – CHECK FREE and SECURE
6. Trim Tab and Pushrod – CHECK CONDITION and WITHOUT EXCESSIVE PLAY
7. Left HT and Tip – VERIFY CONDITION and LOCKED

(7) Left Tail Boom

1. Tail Boom and Hull – CHECK CONDITION

(8) Left Inboard Wing

1. Aft Cowl and Exhaust – SECURE, NO CRACKS
2. Seawings™ and Hull Step – NO DAMAGE
3. Fuselage Vortex Generators (5) – CHECK SECURE
4. Main Landing Gear – CHECK CONDITION
5. Tires – CHECK CONDITION, wear
6. Brakes – CHECK CONDITION, wear, fluid leaks

(9) Left Wing TE

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

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ICON A5 Normal Procedures

(10) Left Wing Tip and LE

1. Wing Tip and Lights – CHECK CONDITION
2. Wing Vortex Generators (17 pair) – CHECK SECURE
3. Wing LE and HT Hanger Fitting – CHECK CONDITION
4. AOA Ports (2) – CHECK CLEAR
5. Wing Tie Down Fitting – REMOVE
6. Wing Stall Strip – CHECK SECURE
7. Wing Inspection Panels (2) – CHECK SECURE
8. Fuel Vent – CHECK CLEAR
9. Wing Lock Handle – CHECK LOCKED and SECURE
10. Pitot Tube – CHECK CLEAR
11. Seawings™ LE – CHECK CONDITION
12. Bilge Outlet – CHECK CLEAR

(11) Fuel and Engine Oil

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

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ICON A5 Normal Procedures

BEFORE COCKPIT ENTRY

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

AFTER COCKPIT ENTRY

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

ENGINE START

1. Strobes – ON
2. Brakes – TEST and SET
3. Throttle – OPEN 1/2"
4. Area Around Aircraft – CLEAR
5. Ignition Switch
 - a. A – pause 6 sec confirm FUEL PRESS light OUT
 - b. B – pause 6 sec confirm FUEL PRESS light OUT
 - c. BOTH – confirm ENGINE + LAND AIRCRAFT lights OUT
 - d. START – RELEASE as engine fires

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ICON A5 Normal Procedures

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

5. Throttle – ADJUST to 2000 RPM
6. Oil Pressure – MONITOR; shutdown if not up in 10 seconds

BEFORE TAXI

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

TAXIING

Land

1. Brakes – CHECK
2. Steering – CHECK

Water

1. Steering – CHECK
2. Water Rudder – DOWN as necessary for improved authority

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ICON A5 Normal Procedures

ENGINE RUN-UP

1. Throttle – ADVANCE TO 4000 RPM
2. Ignition Switch – B (pause until LAND AIRCRAFT AND ENGINE lights illuminate)
3. Ignition Switch – A (pause 6 seconds)
 - a. RPM: 180 max drop from original
 - b. FUEL PRESSURE Annunciator – OUT
3. Ignition Switch – B (pause 6 seconds)
 - a. RPM – 180 max drop from original
 - b. FUEL PRESSURE Annunciator – OUT
3. Ignition Switch – BOTH
4. Annunciator Panel – ALL LIGHTS OUT
5. Engine Instruments – CHECK
6. 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

1. Flight Controls – FREE and CORRECT
2. Flaps – CHECK operation
3. Trim – SET for takeoff
4. Instruments – CHECK
5. Canopy – LATCHED

NORMAL TAKEOFF – LAND

1. Flaps – UP (0°)
2. Throttle – MAX
3. Stick – Rotate at 50 KIAS
4. 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.

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ICON A5 Normal Procedures

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

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

CLIMB

1. Airspeed – 58 KIAS for best rate of climb
2. Instruments – MONITOR

CRUISE

1. Cruise Power – SET
2. Fuel Quantity – MONITOR
3. Instruments – MONITOR

APPROACH

Descent

1. Throttle – AS REQUIRED
2. Landing Gear – AS REQUIRED

Before Landing – Land

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

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ICON A5 Normal Procedures

Before Landing – Water

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

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

NORMAL LANDING

Land

1. Throttle – IDLE
2. Braking – MINIMUM REQUIRED

Water

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

1. Throttle – IDLE
2. Stick – FULL AFT, after touchdown if desired for maximum hydrodynamic braking

BALKED LANDING PROCEDURES

1. Throttle – MAX
2. AOA – white line
3. 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.*

1. Water Rudder – UP
2. Ignition – OFF

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ICON A5 Normal Procedures

BEFORE TAXI FROM WATER TO RAMP

1. Throttle – IDLE taxi
2. Landing Gear – DOWN

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

3. Water Rudder – UP

SHORT FIELD TAKEOFF

1. Flaps – HALF (15°)
2. Brakes – HOLD
3. Throttle – smoothly advance to MAX
4. Flight Instruments – CHECK
5. Brakes – RELEASE
6. Stick – ROTATE at 45 KIAS
7. Landing Gear – UP once safely airborne and climbing
8. Climb at V_X (50 KIAS) until obstacles cleared (if required)
9. Flaps – UP climbing through 100 ft AGL

SOFT FIELD TAKEOFF

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

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ICON A5 Normal Procedures

SHORT FIELD LANDING

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

SOFT FIELD LANDING

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

GLASSY WATER LANDING

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

No later than last visual reference:

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

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ICON A5 Normal Procedures

SHUTDOWN

1. Brakes – HOLD (on land)
2. Flaps – UP
3. Trim – SET takeoff
4. Engine – STABILIZE at idle (2 minutes in hot conditions)
5. Ignition Switch – OFF
6. Radio and Transponder – OFF
7. Lights – ALL OFF
8. Master Switch – OFF
9. Parking Brake – SET (if desired)
10. IPS Safety Pin – INSTALL

POST-FLIGHT INSPECTION

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

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**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 16.

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 19 to an emergency landing site (e.g. road).

AIRSPEDS 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

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ICON A5 Emergency Procedures

ANNUNCIATOR PANEL CAUTION LIGHTS

The annunciator panel caution lights are amber in color.

Caution	Cause/Remarks	Corrective Action
BATTERY	<ol style="list-style-type: none"> 1. Low battery voltage. 2. Battery not charging with engine running. 3. Aircraft systems are discharging battery. 	<ol style="list-style-type: none"> 1. Confirm Master Switch ON. 2. Turn off non-critical equipment. 3. If accompanied by ALTER-NATOR light, consider lowering landing gear while battery is still strong.
ALTERNATOR	<ol style="list-style-type: none"> 1. Low voltage on main bus. 2. If flying, ALT B failure. 3. Battery not charging with engine running. 	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. Engine component/sensor failure/exceedance detected. 2. Engine limits may have been exceeded; check gauges. 3. 10 hours max flight time recommended. 	<ol style="list-style-type: none"> 1. Land as soon as practical for troubleshooting.
FUEL PRESS	<ol style="list-style-type: none"> 1. Excessively low or high fuel pressure. 	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. At least 1 gallon of water in bilge. 2. Could create weight or CG out of limits. 	<ol style="list-style-type: none"> 1. Bilge pump – ON. If light remains on: <ol style="list-style-type: none"> 1. Do not takeoff.
SECURE WING/TAIL	<ol style="list-style-type: none"> 1. One or more sensors indicate unlocked. 2. Does not identify affected sensor. 	On ground: <ol style="list-style-type: none"> 1. Do not takeoff. 2. Confirm wings/tails locked. In flight: <ol style="list-style-type: none"> 1. Minimize maneuvering. 2. Land as soon as practical.
LAND AIRCRAFT + FUEL PRESS	<ol style="list-style-type: none"> 1. Critically low or high fuel pressure. 	<ol style="list-style-type: none"> 1. Land as soon as possible.
LAND AIRCRAFT + ENGINE	<ol style="list-style-type: none"> 1. Critical engine component or sensor failure. 	<ol style="list-style-type: none"> 1. Land as soon as possible.

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ICON A5 Emergency Procedures

Warning	Cause/Remarks	Corrective Action
LAND AIRCRAFT + ENGINE + ALTERNATOR	<ol style="list-style-type: none"> 1. Low voltage on main bus. 2. If flying, ALT A failure. 	<ol style="list-style-type: none"> 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	<ol style="list-style-type: none"> 1. Excessively low battery. 2. If flying, Alt B failure. 3. Battery not charging with engine running. 4. ALT A may also have failed. 	<ol style="list-style-type: none"> 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. <i>NOTE: Battery life may limit engine run time.</i>
LAND AIRCRAFT + ENGINE + ALTERNATOR + BATTERY	<ol style="list-style-type: none"> 1. Excessively low battery. 2. If flying, Alt A failure. 3. Battery not charging with engine running. 4. ALT B may also have failed. 	<ol style="list-style-type: none"> 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. <i>NOTE: Battery life may limit engine run time.</i>

ABNORMAL ENGINE VIBRATION

1. Throttle – Reduce to minimum practical
2. Assess Vibration – Take action

Option	Actions
If vibration stops.	<ol style="list-style-type: none"> 1. Land as soon as practical
If vibration continues.	<ol style="list-style-type: none"> 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

1. Safety Pin – CONFIRM REMOVED, Remove if necessary
2. Parachute Handle – PULL HARD
3. Ignition Key – OFF

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ICON A5 Emergency Procedures

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

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

If high coolant temperature persists:

2. Shutdown as soon as practical

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

In Flight

1. Throttle – REDUCE power to minimum required
2. Airspeed – INCREASE

If high coolant temperature persists:

3. Land as soon as possible

EMERGENCY RAPID DESCENT

1. Throttle – IDLE
2. Flaps – UP
3. Airspeed – 120 KIAS max in smooth air or 90 KIAS max in rough air **(90 KIAS max with windows removed on MY17 aircraft)**

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ICON A5 Emergency Procedures

ENGINE FAILURE DURING TAKEOFF PRIOR TO LIFTOFF

1. Throttle – IDLE
2. Brakes – AS REQUIRED

ENGINE FAILURE AFTER TAKEOFF

1. AOA – White line
2. Landing Area – Select, land within 45° of straight ahead unless sure of sufficient altitude for a turn

ENGINE FAILURE IN-FLIGHT

1. AOA – white line
2. Landing Site – SELECT
3. Confirm:
 - a. Throttle – above idle
 - b. Master Switch – ON
 - c. Ignition – BOTH
 - d. Fuel Valve – ON
5. 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

1. Ignition – OFF
2. Master Switch – OFF
3. Egress Airplane

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ICON A5 Emergency Procedures

ENGINE FIRE IN FLIGHT

1. Ignition – OFF
2. Master Switch – OFF
3. Fuel Valve – OFF
4. Land As Soon As Possible

ELECTRICAL FIRE IN FLIGHT

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

INADVERTENT SPIN

1. IPS Handle – PULL HARD
2. Ignition Key – OFF

ICING ENCOUNTER

1. 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

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

THIS IS NOT ALL INCLUSIVE. IT IS THE PILOT'S RESPONSIBILITY TO EXERCISE GOOD JUDGEMENT AND TO COMPLY WITH ALL ASPECTS OF THE ICON A5 PILOT'S OPERATING HANDBOOK, FAA REGULATIONS, ASTM STANDARDS, AND APPLICABLE LAWS.

ICON A5 Emergency Procedures

LANDING GEAR FAILS TO RETRACT – ON WATER

1. Speed – Idle taxi
2. Landing Gear Handle – DOWN
3. Fuses – CHECK Landing Gear Fuses and REPLACE as required
4. Landing Gear – CHECK nose wheel centered; debris/seaweed clear of all landing gear
5. Landing Gear handle – UP
6. If Landing Gear Does Not Retract:
 - a. Landing Gear Handle – DOWN
 - b. Aircraft – SECURE on ramp, beach or dock for further troubleshooting

LANDING GEAR FAILS TO RETRACT – IN FLIGHT

1. Landing Gear Handle – DOWN
2. 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 troubleshooting
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

1. Landing Gear handle – UP
2. 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

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ICON A5 Emergency Procedures

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

LOSS OF CONTROL

1. IPS Handle – PULL HARD
2. Ignition Key – OFF

LOSS OF PRIMARY INSTRUMENTS

1. Land as soon as practical
2. Use GPS for speed and altitude (if needed)

OIL PRESSURE-LOW/HIGH (IN THE RED)

Ground

1. Throttle – IDLE
2. Ignition – OFF as soon as practical

In Flight

1. Throttle – Reduce
2. Land as soon as possible

OIL TEMPERATURE HIGH

Ground

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

If high oil temperature persists:

2. Shutdown as soon as possible

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ICON A5 Emergency Procedures

In Flight

1. Throttle – REDUCE
2. Airspeed – INCREASE

If high oil temperature persists:

3. Land as soon as possible

OVERVOLTAGE

1. 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 20.)

PRECAUTIONARY LANDING WITH ENGINE POWER

1. AOA – White line (-60 KIAS)
2. Landing Area – SELECT
3. Landing Gear and Flaps – As required for type of landing
4. Communicate intentions (time permitting, as required)
5. 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.

1. If possible, land with cross wind from side of failed brake
2. Rudder Pedal – MAINTAIN directional control
3. Wheel Brake (Operable) – LIGHT APPLICATION as needed
4. Shut down engine and tow back

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