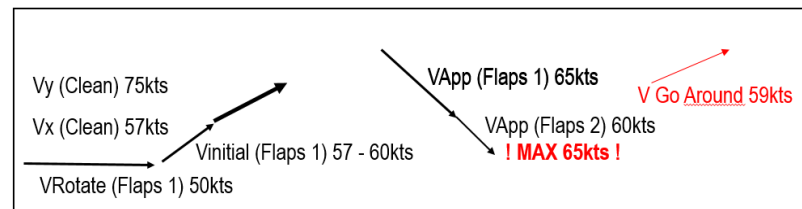


PREFLIGHT CHECK inside	
1. All switches	Off
2. If / When Charger connected	Check EPSI for any error message
PREFLIGHT CHECK outside	
3. General condition	Checked (covers - chocks)
PREFLIGHT CHECK COMPLETED	
CHECK BEFORE ENGINE START	
1. Parking brake	SET
2. Circuit Breakers	In - Including PWR CTRL
3. MASTER	ON - Ready to check: Batt overtemp / Annunciator / Haptic Stall Wng SELFTEST
4. AVIONICS	ON
5. Intercom / Radio / Transponder	ON - Volume checked / STBY - 7000
6. ATIS	Noted
7. ELT	Position Arm
8. BATT EN	ON
9. EPSI Flight page	AUX BATT Voltage > 13V Checked BATTERY Temp Checked
10. EPSI System page	Hobbs NOTED Batteries ACTIVE Checked Min Volt ~4'000V both BATT Voltage ~390V both BATT Back to Flight Page
CHECK BEFORE ENGINE START COMPLETED	
ENGINE START	
1. Propeller Area	Left wing to Right wing checked
2. Power lever	Cut Off
3. POWER EN	ON
ENGINE START COMPLETED	

CHECK BEFORE TAXI / Propeller area continuously free	
1. Flight Controls	FREE
2. Propeller (Hélice)	Fix Pitch
3. Energy	SOC ≥ 50% sufficient for flight
4. Trim	FREE / NEUTRAL
5. Flight Instruments	Checked - SET
6. Flaps	Checked Symmetrical (1 and 2) / UP
7. Security	Pedals Locked - Belts Fastened - Doors Locked
CHECK BEFORE TAXI COMPLETED	
Before moving on tarmac	BRAKES RELEASED
For every stop	Power lever CUT OFF / Parking BRAKE SET
TAXI CHECK	
1. Brakes	Checked
2. Compass	Right turn Hdg incr. - Left turn Hdg decr.
3. Slip indicator	Ball opposite
4. Attitude Indicator (Horizon)	Stable / Ball opposite
TAXI CHECK COMPLETED	
POWER CHECK	
1. Parking Brake	Set
2. Power Lever	FULL
3. POWER	≥ 50 kW
4. Power Lever	CUT OFF
5. EPSI System page	Check BATTERIES ACTIVE
6. EPSI Flight page	ENGINE and BATTERY Temp. Checked
POWER CHECK COMPLETED	
CHECK BEFORE DEPARTURE	
1. Take OFF Briefing	Completed (VBest glide clean 70 kts)
2. EPSI	Checked (Temperatures - Cautions Warnings)
3. Transponder / FLARM.....	ACS Mode / ON
4. Flaps	1 SET
5. Energy	SOC ≥ 50%
6. Doors	CLOSED
CHECK BEFORE DEPARTURE COMPLETED	

NOTES: VNE-108kts / VNO 98kts / VA 100kts / VFE 1 81kts / VFE 2 **65kts**
Xwind demonstr15 kts Max T/O Mass 600kg / NO Baggage / **Max weight per seat 110kg**



LINE UP CHECK (Before line-up)	
1. Approach free	Checked
2. Runway	XX Identified
(On Centerline)	
3. Runway Heading (Compass)	Checked
4. Wind	Checked within limits
READY FOR DEPARTURE	
TAKE/OFF RUN CHECK	
1. T/O Power	Below upper limit of yellow sector & ≥ 50 kW Checked
2. Speed	Rising
CLIMB CHECK	
1. Climb Power	Set (48 kW)
2. Flaps	Up
CLIMB CHECK COMPLETED	
CRUISE CHECK	
1. Power	Set (20 - 36 kW)
2. Energy	Endurance (XX minutes) / PNR
3. EPSI	Parameters checked
4. Altimeter	Set (QNH or STD 1013,2 hPa for FL)
5. Transponder	ACS Mode - CODE Checked
CRUISE CHECK COMPLETED	
CHECK FOR APPROACH (GAREL)	
1. ATIS	Noted
2. Approach Briefing	Completed
3. Gyro / Avionics	Synchronized / Set for approach
4. Altimeter	QNH Set - Reading XXXX feet
5. Radio	Set - Volume Checked
6. Energy	Checked (XX minutes)
7. Lights	NO LIGHTS
CHECK FOR APPROACH COMPLETED	
FINAL CHECK	
1. Final Approach	Stabilized (Centerline - Glidepath - Speed)
2. Configuration	Full Flaps / or as necessary
3. Energy	Checked / (NO G/A if < 15%)
FINAL CHECK COMPLETED	

CHECK AFTER LANDING	
1. Flaps	UP
2. Transponder / FLARM	STBY - 7000 / OFF
3. Trim	NEUTRAL
CHECK AFTER LANDING COMPLETED	
PARKING CHECK	
1. Parking Brake	SET
2. Power lever	CUT OFF
3. POWER EN	OFF
4. EPSI System page	Hobbs Noted
5. BATT EN	OFF
6. Intercom	OFF
7. AVIONICS	OFF
8. MASTER	OFF
9. PWR CTRL Fuse	PULLED OUT
PARKING CHECK COMPLETED	

Circuit patterns with one charge

The following table provides information about maximum number of circuit patterns that can be performed starting with 100% SOC.

LOCAL FLIGHT with 100% SOC at take off	Battery State of Health (%SOH)					
	100	80	60	40	20	0
NUMBER OF TRAFFIC PATTERNS:	8	7	6	5	4	3
RESERVE:	+ 10 minutes (@ 20 kW power setting)					

NOTE: reference circuit pattern is a 12 km circuit at 1000 ft AGL.

FLIGHT PHASE	Battery State of Health (%SOH)						
	100	80	60	40	20	0	
Take off and initial climb to 300 ft AGL	%SOC	4	4	5	6	7	8
1000 ft climb at V _y - 48 kW	%SOC	7	7	8	10	12	14
10 min cruise - 20 kW (69 KCAS)	%SOC	15	17	19	22	26	32
10 min cruise - 25 kW (78 KCAS)	%SOC	19	22	25	28	34	41
10 min cruise - 30 kW (86 KCAS)	%SOC	24	26	30	35	41	50
10 min cruise - 35 kW (92 KCAS)	%SOC	28	31	36	41	49	59
Touch and go and climb to 300 ft AGL	%SOC	3	3	4	4	5	6
Energy for the first traffic pattern	%SOC	10	11	13	15	18	22
Energy for a generic traffic pattern	%SOC	9	10	12	13	16	20
Aborted landing and climb to 1000 ft AGL at V _y - 64 kW	%SOC	7	8	9	10	12	15

PNR REFERENCE TABLES

The following tables provide quick reference for PNR calculation, depending on cruise power/speed and wind. PNR SOC is the SOC value at which the return to the initial cruise point is possible, with 30% SOC remaining.

20 kW	Tailwind outbound, headwind inbound (kts)				No wind	Headwind outbound, tailwind inbound (kts)				
	-20	-15	-10	-5		5	10	15	20	
69 KCAS	-20	-15	-10	-5	0	5	10	15	20	
INITIAL SOC:	90	69	67	64	62	60	58	56	53	51
	80	62	60	59	57	55	53	51	50	48
	70	56	54	53	51	50	49	47	46	44
	60	49	48	47	46	45	44	43	42	41

25 kW	Tailwind outbound, headwind inbound (kts)				No wind	Headwind outbound, tailwind inbound (kts)				
	-20	-15	-10	-5		5	10	15	20	
78 KCAS	-20	-15	-10	-5	0	5	10	15	20	
INITIAL SOC:	90	68	66	64	62	60	58	56	54	52
	80	61	60	58	57	55	53	52	50	49
	70	55	54	53	51	50	49	47	46	45
	60	49	48	47	46	45	44	43	42	41