



**DEPARTAMENTO “SEGURIDAD OPERACIONAL”**  
**SUBDEPARTAMENTO “LICENCIAS”**  
**SECCIÓN EVALUACIONES**

**“PIPER SÉNECA PA-34-200T”**  
**“HARRY MEYER”**

NOMBRE : \_\_\_\_\_ FIRMA: \_\_\_\_\_

FECHA : \_\_\_\_\_

**A.- Limitaciones de Operación**

1.- Limitaciones (Velocidades)

	KIAS
Va 4.750	
Va 3.205	
Vne	
Vno	
Vfe	
Vle	
Vlo extending	
Vlo retracting	
Vmca	
Vs	
Vso	
Vx	
Vy	
Vsse	
Vxse	
Vyse	
Vr	
Vapp (Flap DN)	
Max Cross Wind	

2.- Combustible (U.S. GAL)

Tipo a Utilizar	
Capacidad Total	
Combustible Usable	
Presión de Combustible (PSI)	
Mínima	
Maxima	

3.- Pesos (LBS)

Máximo TAKE-OFF	
Máximo Baggaje FWD	
Máximo Baggaje AFT	

4.- Motor (Potencia Máxima Continua)

Limitaciones Operativas de Motor	
Razón HP o BHP	
Máximas RPM	
RPM estáticas (en tierra)	
Máximas	
Mínimas	
Cylinder Heat Temperatura (°F)	
Máximas	
Mínimas	
Exhaust Gas Temperatura (°F)	
Máximas	
Mínimas	
Temperatura de aceite (°F)	
Máxima	
Mínima	
Presión de aceite (PSI)	
Máxima	
Mínima	

5.- Limites de maniobras (Cat. Normal)

MANIOBRA	KIAS
Spin (Flaps UP)	
Escarpados	

**B.- Emergencies Procedures**

**ENGINE FAILURE DURING TAKEOFF (below 85 KIAS):**

a.- If engine failure occurs during takeoff and 85 KIAS has not been attained :

**THROTTLES** \_\_\_\_\_  
**STOP STRAIGHT AHEAD**

b.- If inadequate runway remains to stop:

**THROTTLES** \_\_\_\_\_  
**BRAKES** \_\_\_\_\_  
**BATTERY SWITCH** \_\_\_\_\_  
**FUEL SELECTORS** \_\_\_\_\_  
**CONTINUE** \_\_\_\_\_

**2. ENGINE FAILURE DURING TAKEOFF (85 KIAS or above):**

If engine failure occurs during takeoff ground roll or after lift-off with gear still down and 85 KIAS has been attained:

a.- If adequate runway remains,

**THROTTLES** \_\_\_\_\_  
**LAND** \_\_\_\_\_  
**STOP** \_\_\_\_\_

If runway remaining is inadequate for stopping, decide whether to abort or continue.

b.- If decision is made to continue,

**HEADING** \_\_\_\_\_  
**AIRSPEED** \_\_\_\_\_  
**ESTABLISHING** \_\_\_\_\_  
**LANDING GEAR** \_\_\_\_\_  
**ACCELERATE TO** \_\_\_\_\_  
**INOPERATIVE ENGINE** \_\_\_\_\_

**3. ENGINE FIRE IN FLIGHT:**

a.- Affected engine:

**FUEL SELECTOR**

\_\_\_\_\_

**THROTTLE**

\_\_\_\_\_

**PROPELLER**

\_\_\_\_\_

**MIXTURE**

\_\_\_\_\_

**HEATER**

\_\_\_\_\_

**DEFROSTER**

\_\_\_\_\_

**IF TERRAIN PERMITS**

\_\_\_\_\_

**4. ENGINE FIRE ON GROUND:**

a.- If engine has not started:

**MIXTURE**

\_\_\_\_\_

**THROTTLE**

\_\_\_\_\_

**STARTER**

\_\_\_\_\_

If engine has already started and is running, continue operating to try pulling the fire into the engine.

If fire continues, extinguish with best available means.

b.- If external fire extinguish is to be applied.

**FUEL SELECTOR VALVES**

\_\_\_\_\_

**MIXTURE**

\_\_\_\_\_

**5. EMERGENCY DESCENT**

**THROTTLE**

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**PROPELLER**

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**MIXTURE**

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**LANDING GEAR**

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**AIRSPPEED**

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**6. OPEN DOOR (ENTRY DOOR ONLY)**

**If both upper and side latches are open, the door will trail slightly open and airspeed will be reduce slightly.**

**SLOW AIRPLANE**

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**STORM WINDOWS**

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**IF UPPER LATCH IS OPEN**

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**IF SIDE LATCH IS OPEN**

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**IF BOTH LATCH ARE OPEN**

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**IF THE DOOR CANNOT BE CLOSED**

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