



# EMERGENCY CHECK LIST

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### ENGINE SECURING PROCEDURE FEATHERING PROCEDURE

1	THROTTLE	CLOSE
2	PROPELLER	FEATHER (800 RPM MIN)
3	MIXTURE	IDLE CUT-OFF
4	COWL FLAP	CLOSE
5	FUEL SELECTOR	OFF
6	AIRCONDITIONER (IF INSTALLED)	OFF
7	ALTERNATOR	OFF
8	STANDBY FUEL PUMP	OFF
9	MAGNETO SWITCHES	OFF
10	PROP SYNC (IF INSTALLED)	OFF
11	ELECTRICAL LOAD	REDUCE
	CROSSFEED	AS REQUIRED

### ENGINE FAILURE DURING TAKEOFF SPEED BELOW 85 KIAS OR GEAR DOWN

**If engine failure occurs during takeoff and 85 KIAS has not been attained**

1	THROTTLES	IMMEDIATELY CLOSE
2	BRAKES (OR LAND AND BRAKE)	AS REQUIRED

**If insufficient runway remains for a complete stop**

1	THROTTLES	
2	MIXTURES	
3	FUEL SELECTORS	
4	MAGNETO SWITCHES	
5	STANDBY FUEL PUMPS	
6	BATTERY MASTER SWITCH	
7	BRAKES	

**Maintain directional control, maneuvering to avoid obstacles if necessary.**

### ENGINE FAILURE DURING TAKEOFF SPEED ABOVE 85 KIAS

**If sufficient runway remains for a complete stop**

1	DIRECTIONAL CONTROL	MAINTAIN
2	THROTTLES	IMMEDIATELY CLOSE

**LAND IF AIRBORNE AND STOP STRAIGHT AHEAD**

1	BRAKES	AS REQUIRED
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### ENGINE FAILURE TAKEOFF SPEED ABOVE 85 KIAS CONTINUED

**If runway remaining is inadequate for stopping and the decision is made to continue**

**WARNING**

Negative climb performance may result from an engine failure occurring after liftoff and before the failed engine's propeller has been feathered, the gear has been retracted, the cowl flap on the failed engine is closed and a speed of 88 kias has been attained.

In many combinations of aircraft weight, configuration, ambient conditions and speed, negative climb performance may result. Refer to one engine inoperative climb chart for clean configuration positive climb performance.

1	MIXTURE CONTROLS	FULL FORWARD
2	PROPELLER CONTROLS	FULL FORWARD
3	THROTTLES	38 in. Hg. MAP
4	DIRECTIONAL CONTROLS	MAINTAIN
5	FLAPS	FULL UP
6	LANDING GEAR (IN LEVEL OR CLIMBING FLIGHT)	RETRACT
7	INOPERATIVE ENGINE	IDENTIFY BY CLOSING THROTTLE
8	PROPELLER (INOP ENGINE)	FEATHER
9	ESTABLISH BANK	2° TO 3° INTO OPERATIVE ENGINE
10	CLIMB SPEED	88 KIAS
11	TRIM	ADJUST TO 2° TO 3° BANK TOWARD OPERATIVE ENGINE WITH APPROXIMATELY 1/2 DISPLACEMENT OF THE SKID/SLIP INDICATOR
12	COWL FLAP (INOP ENGINE)	CLOSE

**When a positive rate of climb has been established**

**LAND AS SOON AS PRACTICAL AT THE NEAREST SUITABLE AIRPORT**

**ENGINE FAILURE TAKEOFF SPEED ABOVE 85 KIAS CONTINUED**

### ENGINE FAILURE DURING CLIMB

1	AIRSPEED	MAINTAIN 88 KIAS
2	DIRECTIONAL CONTROL	MAINTAIN
3	POWER	MAX. CONTINUOUS
4	INOPERATIVE ENGINE	IDENTIFY and VERIFY
5	INOPERATIVE ENGINE	COMPLETE ENGINE SECURING PROCEDURE
6	TRIM	ADJUST TO 2° to 3° BANK TOWARD OPERATIVE ENGINE WITH APPROXIMATELY 1/2 DISPLACEMENT OF THE SKID/SLIP INDICATOR
7	COWL FLAP (OPERATIVE ENGINE)	1/2 OPEN

**LAND AS SOON AS PRACTICAL AT THE NEAREST SUITABLE AIRPORT**

**ENGINE FAILURE DURING CLIMB CHECKLIST COMPLETED**

### ENGINE FAILURE DURING FLIGHT SPEED BELOW Vmca

1	RUDDER	APPLY AGAINST YAW (OPERATIVE ENGINE)
2	THROTTLES (BOTH ENGINE)	RETARD TO STOP TURN
3	PITCH ATTITUDE	LOWER NOSE TO ACCELERATE ABOVE Vmca (66 KIAS)
4	OPERATIVE ENGINE	INCREASE POWER AS AIRSPEED INCREASE ABOVE Vmca (66 KIAS)

**If altitude permits, a restart may be attempted.**

**If restart fails or if altitude does not permit restart:**

5	INOPERATIVE ENGINE PROPELLER	FEATHER
6	TRIM	ADJUST TO 2° to 3° BANK TOWARD OPERATIVE ENGINE WITH APPROXIMATELY 1/2 DISPLACEMENT OF THE SKID/SLIP INDICATOR
7	INOPERATIVE ENGINE	COMPLETE ENGINE SECURING PROCEDURE
8	COWL FLAP (OPERATIVE ENGINE)	1/2 OPEN

**LAND AS SOON AS PRACTICAL AT THE NEAREST SUITABLE AIRPORT**

**ENGINE FAILURE DURING FLIGHT SPEED BELOW Vmca COMPLETED**

### ONE ENGINE INOPERATIVE LANDING

1	INOPERATIVE ENGINE	ENGINE SECURING PROCEDURE COMPLETED
2	SEAT BELTS/HARNESSES	FASTE/ADJUST
3	FUEL SELECTOR (OPERATIVE ENGINE)	ON
4	STANDBY FUEL PUMP(OPERATIVE ENGINE)	ON
5	MIXTURE (OPERATIVE ENGINE)	FULL RICH
6	PROPELLER CONTROL(OPERATIVE ENGINE)	FULL FORWARD
7	COWL FLAP(OPERATIVE ENGINE)	1/2 OPEN
8	ALTITUDE & AIRSPEED	MAKE NORMAL APPROACH

**When landing is assured**

1	LANDING GEAR	DOWN
2	FLAPS	AS REQUIRED
3	FINAL APPROACH SPEED	90 KIAS
4	POWER	RETARD SLOWLY AND FLARE AIRPLANE
5	TRIM	AS POWER REDUCE

**WARNING**

Under some conditions of loading and density altitude, aircraft single engine climb performance and obstacles clearance may make a one engine inoperative go-around impossible. Sudden application of power during on engine inoperative



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operation can make control of the airplane more difficult.

**WARNING**

One engine Go- Around is not possible from the approach configuration unless sufficient altitude is available to raise flaps and landing gear in a descent

**CAUTION**

A one engine inoperative go-around should be avoided if at all possible.

**ONE ENGINE INOPERATIVE LANDING COMPLETED**

**ONE ENGINE INOPERATIVE GO-AROUND**

1	MIXTURE	VERIFY FULL FORWARD
2	PROPELLER	VERIFY FULL FORWARD
3	THROTTLE	MAX ON OPERATIVE ENGINE
4	FLAPS	RETRACT SLOWLY
5	LANDING GEAR	RETRACT
6	AIRSPEED	88 KIAS
7	TRIM	ADJUST TO 2° to 3° BANK TOWARD OPERATIVE ENGINE WITH APPROXIMATELY 1/2 DISPLACEMENT OF THE SKID/SLIP INDICATOR
8	COWL FLAP (OPERATING ENGINE)	1/2 OPEN

**ONE ENGINE INOPERATIVE GO-AROUND CHECK LIST COMPLETED**

**UNFEATHERING PROCEDURE/STARTER ASSISTED**

1	FUEL SELECTOR (INOPERATIVE ENGINE)	ON
2	STANDBY FUEL PUMP	ON
3	THROTTLE	OPEN 1/2 INCH
4	MIXTURE	FULL RICH
5	MAGNETO SWITCHES (INOPERATIVE ENGINE)	ON
6	PROP CONTROL (INOPERATIVE ENGINE)	MID RANGE
7	STARTER	ENGAGE UNTIL PROP WINDMILLS
8	THROTTLE	REDUCE POWER UNTIL ENGINE IS WARM
9	STANDBY FUEL PUMP	OFF
10	ALTERNATOR (AFTER RESTART)	ON
11	ENGINE INSTRUMENTS	CHECK
12	COWL FLAP	AS REQUIRED
13	AIR CONDITIONER (IF INSTALLED)	AS DESIRED ON
14	PROPELLER	MANUAL SYNC WITH OPERATIVE ENGINE
15	THROTTLE	SET AS DESIRED
16	PROP SUNC (IF INSTALLED)	AS DESIRED ON

**UNFEATHERING PROCEDURE/STARTER ASSISTED CHECKLIST COMPLETED**

**UNFEATHERING PROCEDURE/UNFEATHERING ACCUMULATOR ASSISTED**

**NOTE**

**With the propeller unfeathering system installed, the propeller will usually windmill automatically when the propeller control is moved forward.**

1	FUEL SELECTOR (INOPERATIVE ENGINE)	
2	STANDBY FUEL PUMP (INOP ENGINE)	
3	THROTTLE	
4	MIXTURE	
5	MAGNETOS SWITCHES (INOP ENGINE)	
6	PROP CONTROL	
7	THROTTLE	
8	STANDBY FUEL PUMP (INOP ENGINE)	
9	ALTERNATOR	
10		
11		

**If engines does not start, prime as required and engage starter.**

**NOTE**

**Starter assist is required if the propeller is not windmilling freely**

**within 5-7 seconds after the propeller control has been moved forward.**

**When propeller unfeathering occurs, it may be necessary to retard the prop control slightly to keep the prop from overspeeding.**

1	ENGINE INSTRUMENTS	CHECK
2	COWL FLAP	AS REQUIRED
3	AIR CONDITIONER (IF INSTALLED)	AS DESIRED ON
4	PROPELLER	MANUAL SYNC WITH OPERATIVE ENGINE
5	THROTTLE	SET AS DESIRED
6	PROP SYNC (IF INSTALLED)	AS DESIRED ON

**UNFEATHERING PROCEDURE/UNFEATHERING ACCUMULATOR ASSISTED CHECK LIST COMPLETED**

**ENGINE FIRE DURING START**

**If engine has not started**

1	FUEL SELECTOR	OFF
2	MIXTURE	IDLE CUT-OFF
3	THROTTLE	FULL OPEN
4	STARTER	CONTINUE to Cranck Engine
<b>If fire continues</b>		
1	FUEL SELECTOR	OFF
2	STANDBY FUEL PUMP	OFF
3	MIXTURE	IDLE CUT-OFF
4	THROTTLE	FULL OPEN
5	EXTERNAL FIRE EXTINGUISHER (IF AVAILABLE)	USE
6	AIRPLANE	EVACUATE

**NOTE**

**If fire continues, shut down both engines and evacuate  
If fire has spread to the ground, it may be possible to taxi away**

**ENGINE FIRE DURING START CHECKLIST COMPLETED**

**ENGINE FIRE IN FLIGHT**

1	FUEL SELECTOR (AFFECTED ENGINE)	OFF
2	THROTTLE (AFFECTED ENGINE)	CLOSE
3	PROPELLER (AFFECTED ENGINE)	FEATHER
4	MIXTURE (AFFECTED ENGINE)	IDLE CUT-OFF
5	HEATHER	OFF
6	DEFROSTER	OFF
7	COWL FLAP	OPEN
8	AFFECTED ENGINE	COMPLETE ENGINE SECURING PROCEDURE
<b>If fire persist</b>		
9	AIRSPEED	INCREASE IN ATTEMPT TO BLOW OUT FIRE

**LAND AS SOON AS POSSIBLE AT THE NEAREST SUITABLE AIRPORT  
ENGINE FIRE IN FLIGHT CHECK LIST COMPLETED**

**COMPLETE LOSS OF ENGINE FAILURE**

**If a suspected turbocharger or turbocharger control system failure result in a complete loss of engine power, the following procedure is recommended**

1	MIXTURE	IDLE CUT-OFF
2	THROTTLE	CRUISE
3	PROPELLER CONTROL	FULL FORWARD
4	MIXTURE	ADVANCE SLOWLY UNTIL ENGINE RESTARTS AND ADJUST FOR SMOOTH ENGINE OPERATION

**Reduce power and land as soon as possible**

**COMPLETE LOSS OF ENGINE FAILURE CHECKLIST COMPLETED**

**PARTIAL LOSS OF ENGINE POWER**

**If the turbocharger wastegate fails in the OPEN position, a partial loss of engine power may result. The following procedure is recommended if a suspected turbogharger or turbocharger wastegate control failure results in a partial loss of engine power.**



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1	THROTTLE	AS REQUIRED
2	PROPELLER	AS REQUIRED
3	MIXTURE	AS REQUIRED
<b>LAND AS SOON AS POSSIBLE</b>		
<b>PARTIAL LOSS OF ENGINE POWER CHECKLIST COMPLETED</b>		

<b>ENGINE POWER OVERBOOST</b>		
If the turbocharger wastegate fails in the CLOSE position, an engine power overboost condition may occur. The following procedure is recommended for an overboost condition		
1	THROTTLE	REDUCE AS NECESSARY TO KEEP MANIFOLD PRESSURE WITHIN LIMITS
<b>NOTE</b>		
Expect manifold pressure response to throttle movements to be sensitive.		
2	PROPELLER	REDUCE POWER TO REDUCE CHT/CT
3	MIXTURE	PERFORM
<b>LAND AS SOON AS POSSIBLE</b>		
<b>ENGINE POWER OVERBOOST CHECKLIST COMPLETED</b>		

<b>TURBINE INLET TEMPERATURE TIT INDICATOR FAILURE</b>		
If failure occurs during takeoff, climb, or landing		
1	MIXTURE	FULL RICH
If failure occurs prior to setting cruise power		
2	POWER	REDUCE POWER TO MIN APPLICABLE
3	MIXTURE	KEEP PROPELLER SPEED HIGHER THAN 2000 RPM
<b>CAUTION</b>		
Aircraft POH range and endurance data presented in Section 5 will no longer be applicable. Less range/endurance will result due to higher fuel flow/fuel consumption		
If failure occurs after setting cruise power and mixture		
4	POWER	NOTE/MAINTAIN POWER SETTING
5	MIXTURE	INCREASE INDICATED FUEL FLOW +1 GPH MONITOR CHT and OIL TEMP
If failure occurs prior to or during descent		
6	POWER	SET FOR DESCENT
7	MIXTURE	FULL RICH
<b>TURBINE INLET TEMPERATURE TIT INDICATOR FAILURE CHECK LIST COMPLETED</b>		

<b>FUEL MANAGEMENT DURING ONE ENGINE INOPERATIVE OPERATION</b>		
<b>CRUISING- CROSSFEED</b>		
1	FUEL SELECTOR	CROSSFEED
2	FUEL SELECTOR	OFF
<b>NOTE</b>		
USE CROSSFEED IN LEVEL CRUISE FLIGHT ONLY		
<b>COMING OUT OF CROSSFEED (PRIOR TO LANDING)</b>		
1	STANDBY FUEL PUMP (OPERATIVE ENGINE)	ON
2	FUEL SELECTOR(OPERATIVE ENGINE)	ON
3	FUEL SELECTOR(INOPERATIVE ENGINE)	OFF
4	STANDBY FUEL PUMP(INOPERATIVE ENGINE)	OFF
<b>LANDING</b>		
5	FUEL SELECTOR(OPERATIVE ENGINE)	ON
6	FUEL SELECTOR(INOPERATIVE ENGINE)	OFF
7	STANDBY FUEL PUMP(OPERATIVE ENGINE)	ON
<b>FUEL MANAGEMENT DURING ONE ENGINE INOPERATIVE OPERATION CHECK LIST COMPLETED</b>		
<b>ENGINE DRIVEN FUEL PUMP FAILURE</b>		
1	THROTTLE	RETARD
2	STANDBY FUEL PUMP (AFFECTED ENGINE)	ON
3	THROTTLE	RESET(AS REQUIRED)

4	MIXTURE	RESET(AS REQUIRED)
<b>CAUTION</b>		
If normal engine operation and fuel flow is not immediately re-established, the standby fuel pump should be turned off. The lack of a fuel flow indication could indicate a leak in the fuel system, or fuel exhaustion. If system leak is verified, switch fuel selector to OFF. Proceed with engine securing procedure.		
<b>ENGINE DRIVEN FUEL PUMP FAILURE CHECK LIST COMPLETED</b>		

<b>LANDING GEAR UNSAFE WARNINGS</b>		
Red gear warning annunciator light indicates when the gear is in transit. Recycle gear if indication continues		
Red gear warning annunciator light will illuminate along with the gear warning horn should the gear not be down and locked if throttles are brought to a low setting		
<b>LANDING WITHOUT ENGINE CHECK LIST COMPLETED</b>		

<b>MANUAL EXTENSION OF LANDING GEAR</b>		
If emergency gear extension is required due to electrical power failure, the gear position indicator lights will not illuminate.		
Check following before extending gear manually		
1	DAY/NIGHT DIMMING SWITCH (DAYTIME)	
2	CIRCUIT BREAKERS	
3	BATTERY MASTER SWITCH	
4	ALTERNATORS	
To extend, reposition guard clip downward clear of knob and proceed as follows		
5	AIRSPPEED	
6	GEAR SELECTOR	
7	EMERG. GEAR EXTEND KNOB	
8	INDICATOR LIGHTS	

Leave emergency gear extension knob out.		
<b>WARNING</b>		
If the emergency gear extension knob has been pulled out to lower the gear due to gear system malfunction, leave the control in its extended position until the airplane has been put on jacks to check the proper function of the landing gears hydraulic and electrical system.		
<b>MANUAL EXTENSION OF LANDING GEAR CHECK LIST COMPLETED</b>		

<b>GEAR UP LANDING</b>		
1	GROUND PERSONNEL	INFORM (IF POSSIBLE)
2	FUEL	BURN OFF (IF TIME ALLOWED)
3	SEATBELTS and HARNESS	FASTEN/ADJUST CHECK INERTIA REEL
4	PASSENGERS	BRIEF
5	NORMAL LANDING CHECKLIST	COMPLETE
6	AUTOPILOT	OFF
7	BATTERY MASTER (DAYTIME)	OFF
8	APPROACH	NORMAL

When runway is made and landing is assured		
9	MIXTURES	IDLE CUT OFF
10	PROP CONTROLS	FEATHER
11	FUEL SELECTORS	OFF
Touch down at minimum airspeed and level attitude		
12	BATTERY MASTER(NIGHT)	OFF
Evacuate when aircraft comes to a stop		
<b>GEAR UP LANDING CHECKLIST COMPLETED</b>		

<b>SINGLE ALTERNATOR FAILURE</b>		
1	VERIFY FAILURE	CHECK AMMETER INDICATION
2	ELECTRICAL LOAD	REDUCE UNTIL TOTAL LOAD IS LESS THAN 85 AMPS
3	FAILED ALTERNATOR SWITCH	OFF
4	FAILED ALTERNATOR CIRCUIT BREAKER	CHECK AND RESET
5	FAILED ALTERNATOR SWITCH(AFTER OFF AT LEAST 1 SECOND)	ON
If power is not restored		
6	FAILED ALTERNATOR SWITCH	OFF

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7	AMPERAGE	MONITOR AND MAINTAIN BELOW 85 AMPS
<b>SINGLE ALTERNATOR FAILURE CHECK LIST COMPLETED</b>		
<b>DUAL ALTERNATOR FAILURE</b>		
1	VERIFY FAILURE	CHECK AMMETER INDICATION
2	ELECTRICAL LOAD	OFF
3	ALTERNATOR SWITCHES	OFF
4	ALTERNATOR CIRCUIT BREAKERS	CHECK & RESET
5	ALTERNATOR SWITCHES (ONE AT A TIME AFTER OFF AT LEAST 1 SECOND)	ON
<b>IF ONLY ONE ALTERNATOR RESETS</b>		
6	OPERATING ALTERNATOR SWITCH	ON
7	FAILED ALTERNATOR SWITCH	OFF
8	ELECTRICAL LOAD	MAINTAIN LESS THAN 85 AMPS
9	AMPERAGE	MONITOR
<b>DUAL ALTERNATOR FAILURE CHECK LIST COMPLETED</b>		
<b>DUAL ALTERNATOR FAILURE CONTINUED</b>		
<b>If neither alternator rests</b>		
1	BOTH ALTERNATOR SWITCHES	OFF
<b>CONTINUE FLIGHT WITH REDUCED ELECTRICAL LOAD ON BATTERY POWER ONLY.</b>		
<b>DUE ALTERNATOR FAILURE CONTINUED CHECK LIST COMPLETED</b>		
<b>AVIONICS SYSTEM FAILURE</b>		
<b>Failure of pilot's electronic attitude direction display screen(PFD) PFD DISPLAY GOES BLANK</b>		
1	STANDBY ATTITUDE GYRO	VERIFY ON and FLAG IS PULLED ON GYRO
<b>If time and condition permit</b>		
2	PFD BRIGHTNESS CONTROL	RUN TO FULL BRIGHT
3	PFD CIRCUIT BREAKER	PULL and RESET
<b>If PFD Screen cannot be reinstated On aircraft equipped with the optional second Nav Indicator (OBS)</b>		
4	MECHANICAL NAV INDICATOR (OBS)	UTILIZE FOR PRIMARY NAVIGATION
5	ENGINE INSTRUMENTS	REFER TO ENGINE PAGE OF MFD
<b>LAND AS SOON AS PRACTICAL</b>		
<b>AVIONIC SYSTEM FAILURE CHECK LIST COMPLETED</b>		
<b>AVIONICS SYSTEM FAILURE CONTINUED</b>		
<b>Loss of PFD engine Indicator needle removed from dial and digital readout replaced with white dashes</b>		
1	ENGINE INSTRUMENTS	REFER TO ENGINE PAGE OF MFD
<b>LAND AS SOON AS PRACTICAL</b>		
<b>Invalid Air Data Airspeed, altimeter, and vertical speed data replaced with Red X's</b>		
2	PFD CIRCUIT BREAKER	PULL AND RESET
<b>LAND AS SOON AS PRACTICAL</b>		
<b>Invalid Heading Data Heading Bug and Heading Data removed and replaced with Red X's</b>		
3	PFD CIRCUIT BREAKER	PULL AND RESET
<b>Maintain heading control using magnetic compass and other directional indications such as MFD,MAP/NAV page</b>		
<b>Invalid Attitude and Heading Data Attitude and Heading Data removed with Red X's</b>		
1	STANBY ATTITUDE GYRO	
2	PFD CIRCUIT BREAKER	
<b>If attitude and heading data is still invalid</b>		

Maintain attitude control by using standby gyro Maintain heading control by utilizing magnetic compass and other directional indications such as MFD, MAP/NAV page		
<b>LAND AS SOON AS PRACTICAL</b>		
<b>Failure of Attitude, Airspeed and Heading References System (ADAHRS) Airspeed, Attitude, Heading and Altitude replaced with Red X's</b>		
1	STANDBY ATTITUDE GYRO	VERIFY ON AND FLAG IS PULLED ON GYRO
<b>If time and conditions permit</b>		
PFD CIRCUIT BREAKER		PULL AND RESET
<b>If ADAHRS initialization does not occur On aircraft equipped with the optional second Nav Indicator (OBS)</b>		
1	MECHANICAL NAV INDICATOR	UTILIZE FOR PRIMARY NAVIGATION
2	ENGINE INSTRUMENTS	REFER TO ENGINE PAGE OF MFD
<b>Cross check monitor Yellow Crosscheck Attitude Annunciator on PFD</b>		
1	AIRCRAFT ATTITUDE	CROSSCHECK AIRCRAFT ATTITUDE WITH STANDBY ATTITUDE GYRO
<b>Total loss of Engine Instruments Indicator needle removed from dial and digital readout replaced with white dashes</b>		
1	DAU CIRCUIT BREAKER	PULL AND RESET
<b>If engine data is still invalid</b>		
<b>Check OIL TEMP</b>		
<b>Check OIL PRESS</b>		
<b>Check CHT</b>		
<b>Check RPM</b>		
<b>Check Manifold Pressure</b>		
<b>Check TIT</b>		
<b>If failure occurs during takeoff</b>		
1	MIXTURE	MAINTAIN FULL RICH
2	PROPELLER CONTROL	FULL FORWARD
3	MANIFOLD PRESSURE	AS REQUIRED
<b>RETURN TO AIRPORT FOR LANDING</b>		
<b>If failure occurs during climb or landing</b>		
1	MIXTURE	
2	PROPELLER CONTROL	
3	MANIFOLD PRESSURE	
<b>LAND AS SOON AS PRACTICAL</b>		
<b>If failure occurs after setting cruise power and mixture</b>		
1	POWER	MAINTAIN FULL RICH
<b>LAND AS SOON AS PRACTICAL</b>		
<b>If failure occurs prior to or during descent</b>		
1	MANIFOLD PRESSURE	SET FOR DESCENT
2	MIXTURE	FULL RICH
<b>ELECTRICAL FIRE</b>		
1	FIRE	EXTINGUISH
2	STANDBY ATTITUDE GYRO	VERIFY ON AND FLAG IS PULLED ON GYRO
3	BATTERY MASTER SWITCH	OFF
4	ALTR SWITCH	OFF
5	GROUND CLEARANCE SWITCH(IF INSTALLED)	ON
6	VENTS	OPEN
7	CABIN HEAT	OFF
<b>LAND AS SOON AS PRACTICAL</b>		
<b>COMPLETE ELECTRICAL FAILURE</b>		
1	STANBY ATTITUDE GYRO	SELECT STANBY(STBY)POWER BUTTON
2	STANDBY ATTITUDE GYRO	VERIFY ON AND FLAG IS PULLED ON GYRO
3	BATTERY SWITCH	OFF
2	GROUND CLEARANCE	ON
<b>LAND AS SOON AS POSSIBLE</b>		
<b>AVIONIC SYSTEM FAILURE CONTINUED CHECKLIST COMPLETED</b>		

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## VACUUM SYSTEM FAILURE

**Left or right Vacuum Inop. Light Illuminated-Annunciator Panel**

1	GYRO SUCTION GAUGE	CHECK (WITHIN NORMAL OPERATING RANGE)
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**Left and right Vacuum Inop. Light Illuminated-Annunciator Panel. If both vacuum system are inoperable, the wing and tail deicer boots will be inoperable. A precautionary landing should be considered depending on operating conditions.**

**VACUUM SYSTEM FAILURE CHECKLIST COMPLETED**

## SPIN RECOVERY (INTENTIONAL SPINS PROHIBITED)

1	THROTTLES	RETARD to IDLE
2	RUDDER	FULL OPPOSITE TO DIRECTION OF SPIN
3	CONTROL WHEEL	FULL FORWARD if nose does not drop
4	AILERONS	NEUTRAL
5	RUDDER	NEUTRALIZE when rotation stops
6	CONTROL WHEEL	SMOOTH BACK PRESSURE to recover from dive

**SPIN RECOVERY CHECKLIST COMPLETED**

## EMERGENCY DESCENT

1	THROTTLES	CLOSED
2	PROPELLERS	FULL FORWARD
3	MIXTURE	AS REQUIRED for smooth operation
4	LANDING GEAR	EXTEND below 128 KIAS
5	AIRSPEED	128 KIAS Max

**EMERGENCY DESCENT CHECK LIST COMPLETED**

## COMBUSTION HEATER OVERHEAT

UNIT WILL AUTOMATICALLY CUT-OFF  
DO NOT ATTEMPT TO RESTART

**COMBUSTION HEATER OVERHEAT CHECKLIST COMPLETED**

## PROPELLER OVERSPEED

1	THROTTLE (AFFECTED ENGINE)	RETARD
2	OIL PRESSURE (AFFECTED ENGINE)	CHECK
3	PROP CONTROL(AFFECTED ENGINE)	FULL DECREASE RPM (DO NOT FEATHER) THEN SET if any control available
4	AIRSPEED	REDUCE
5	THROTTLE (AFFECTED ENGINE)	AS REQUIRED to remain below 2600 rpm

**PROPELLER OVERSPEED CHECK LIST COMPLETED**



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