



Pilots IFR PLOG PA34

FLIGHT PLANNING	
Date	
Callsign	
NAV Db	
Student	
Instructor	
Aircraft Reg.	
Lesson	

DEPARTURE PLANNING	
Start Eng. Time	
Est Off-Blocks (Eng. Start +25 mins)	
Off Blocks	
Take Off	
Landing	
On-Blocks	

LINE-UP CHECKS	
Fuel: On, Mixture Rich	
Altimeters: Set, X-Chk	
Transponder: Set to ALT	
Pitot: On (if temp <3°)	
Landing Light On	
DESCENT PLANNING	
Altitude to Lose	
Time @ 500'/Min RoD (Alt' to lose x2 Mins)	
Time @ 750'/Min RoD (Alt' to lose x1.5 Mins)	
Dist.: 145Kt @ 500'/m RoD (Alt' to lose x 5nm)	
Dist.: 130Kt @ 750'/m RoD (Alt' to lose x 3nm)	
HOLD PLANNING	
InBnd Track	
OutBnd Track	
Gate	
60° Turn Fix	
Single Drift	
OutBnd Heading	
OutBdn Time	
Corrected Gate	
Crctd. Gate QDR	

TOP of CLIMB CHECKS	
Fuel Contents: Flow & Chk	
Eng T's & P's: Chk	
Cowl Flaps: Closed	
HSI / Compass: Slaving & Synch	
CO Detector: Chk	
Mixture: Lean	
Altimeters: Set, X-Chk, STD Baro?	
Vacuum Pump: Check	
MSA Achieved: SID, MORA, RadarChart	
Location: Check	

Pre-DESCENT CHECKS	
ATIS: Obtain	
Altimeters: Set, X-Chk	
Safety Altitude: Chk	
Plan Desc.Rate: RoD & Start	
Ice / Clouds: ~1000' in Descent	
Approach Brief: Plan & Brief	
- Plate & Date	
- Nav aids Set & ID	
- Brief Minimas	
- Brief Std M/App	
Hold Entry: Plan	
Comms: Tower & Next	
App Beacon: Tune & ID	

INITIAL APPROACH CHECKS	
Altimeters: Set, X-Chk, QNH?	
Avionics: Set for Hold / App	
Approach Brief: Completed	
Hold: Planned	

PRE-APPROACH CHECKS	
ATIS: Get latest	
Wx Minimas: Check	
Cloudbase- Above Minimas	
RVR- Above Minimas	
Approach Ban: Decide (Go / No-Go)	
Comms: Request App & M/App	
Nav: Set M/App Bcn. / RNAV	

PRE-LANDING CHECKS	
Brakes: Pressure Felt	
Handbrake Off	
Heels on Floor	
U-TURN: M/App Procedure	
M/App Nav Aids Set	
Minimas: Platform	
DA / MDA	
Viz / RVR in limits	
Propellers: Fully Fine	
Fuel: Sufficient for M/App	
Instruments: T's & P's	
Idents / RAIM	
Altimeter X-Chk	
Bug Appr for wind	
Cowl Flaps: Open	
Comms: Tower & Next	
Hatches & Harn: Secure	
Landing: Light On	

WINDS & TEMPS		
ALT	W/V	TEMP
10000		
5000		
2000		
1000		
FREEZING LEVEL		
Dept.		
Dest.		
Altern.		

DEPARTURE CLEARANCE	
Runway / Hold	/
QNH	
ON TRACK	
LIMIT (ROCAS?)	
HDG	
ALTITUDE	
SQWK	

SANITY CHECK	
NAV1: T.I.M.S. & HSI set	
NAV2: T.I.M.S. & OBI set	
DME: Nav1	
Comms: Now & Next	
F/Plan: Programmed	
RNAV: Set Mode - Chk RAIM	

ATIS / WEATHER			
AIRPORT			
INFORMATION			
UTC			
R/W			
W/V			
VIZ			
CLOUD			
CLOUD			
TEMP			
Dew Pt			
QNH			

(c) Stephen R.S. Evans 2022 www.evansabove.us

WPT	WPT	MSA	ALT/FL	TRACK	HDG	DIST	TAS	TIME	ETA / ATA	FUEL (USG)	NOTES / CLEARANCES / M-App Proc's
									ETA	Planned	
									ATA	Used	
									ETA	Planned	
									ATA	Used	
									ETA	Planned	
									ATA	Used	
									ETA	Planned	
									ATA	Used	
									ETA	Planned	
									ATA	Used	
									ETA	Planned	
									ATA	Used	
									ETA	Planned	
									ATA	Used	

Consumption
Climb
48 G/Hr.
Cruise T/Eng
28 G/Hr
Descent
16 G/Hr
Hold T/Eng
24 G/Hr
Single/Eng
36 G/Hr
Usable Fuel
93 USG Total

FUEL PLANNING						
% Power / MAP	TIME	USG / Hr	STAGE	Reqrd.	Accum.	
			Taxi	2		
			Climb			
			Trip			
			10% Cont. Fuel			
			Final Reserve			
			Alternate 1			
			Alternate 2			
			Min. Block			
			Extra Remaining			
			Endurance			

DEPARTURE PLANNING	
	Deprt #1
TAKE-OFF Weight	
Runway Required (TODR)	
Runway Available (TODA)	
MAX Landing Weight	
Excess Weight above Max Landing	
Time to Burn Off Excess (assume 24 USG/Hr @ 6Lb/USG)	

LANDING PLANNING			
	Dest #1	Divrs. #1	Divrs. #2
Landing Weight			
Land Dist. Req'd.			
LDA			

PA34 200-T Seneca-II Power / Speed Settings			
Phase	Seneca	Seneca - Asym	Sim
Take-off / Go-Around	38 / 2500 ~ 100Kts	38" / 2500 ~ 85Kts	25 / 2500
Cruise Climb	35 / 2300 ~ 110Kts	38" / 2500 ~ 85Kts	25 / 2500
Cruise	32 / 2300 ~ 135 kts	35" / 2500 ~ 100Kts	23 / 2300
Descent	21 / 2300 ~145 Kts 800 fpm	23 / 2300 ~145 Kts 800 fpm	18 / 2300 ~145 Kts 800 fpm
Early Downwind	23 / 2500 ~ 120 kts	35" / 2500 ~ 100Kts	18 / 2300
Pre-landing	Max RPM, Gear, Flaps 10	35" / Max RPM ~100Kts	Max RPM, Gear
Base	19" Flaps 25, 90-95 kts	28", Gear, 10° Flap	15" Flaps TO/APPR, 90-95 kts
Final	19" 85-90 kts, Flaps 40°, Vref 79	21", 90Kts ACH: 250' AGL Vref: 79 Flaps 40° once over threshold	85-90, Flaps Landing (seems to need more power to maintain 85) Vref 79
Holding	23 / 2300 ~ 120 kts	35" / 2500 ~ 95Kts	As Seneca
Approach	19"-21" Flaps 10° 1nm from Drop-In, Gear down when lozenge on GS lubber-line. PWR for 100Kts	26"-29" Flaps 10° 0.5nm from Drop-In, Gear down when lozenge on GS lubber-line. PWR for 90Kts	As Seneca