



Piper Aztec "F" Model Flight Training Profiles

Normal Takeoff

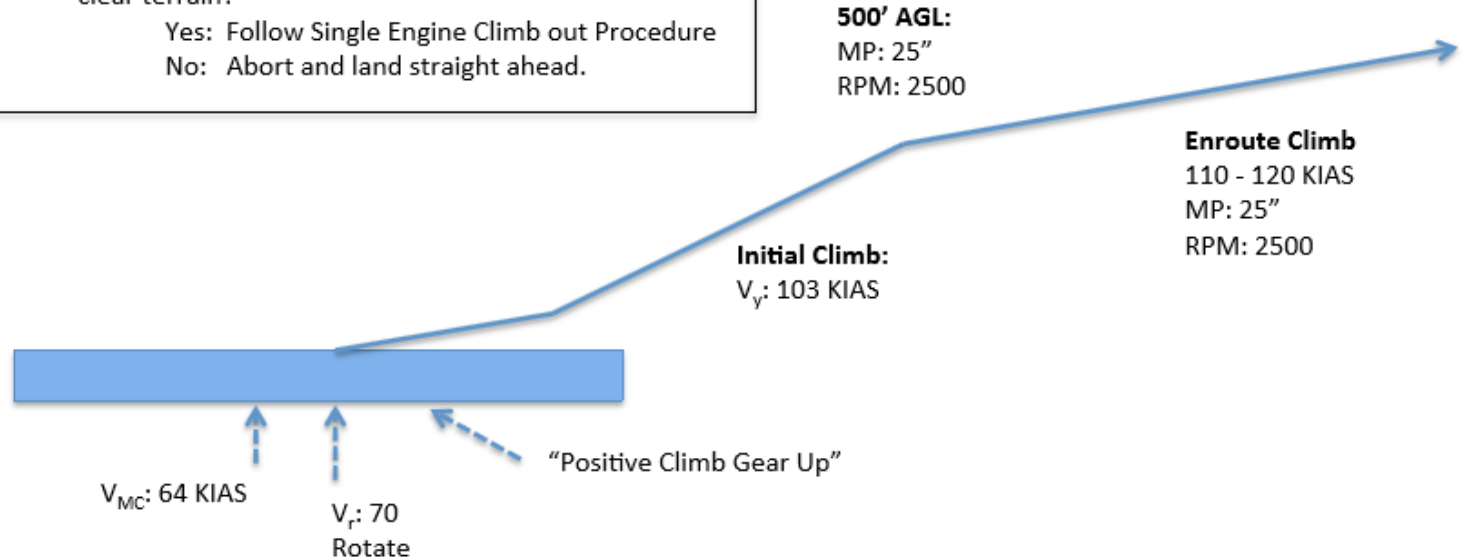
Prior to initiating Takeoff:

Complete Takeoff Briefing
Determine Abort-Continue Decision Criteria for current conditions:

Engine Failure Prior to selecting *Gear Up*
Abort & Stop on remaining runway

Engine Failure After selecting *Gear Up*
Is computed Single Engine Climb Gradient Adequate to clear terrain?

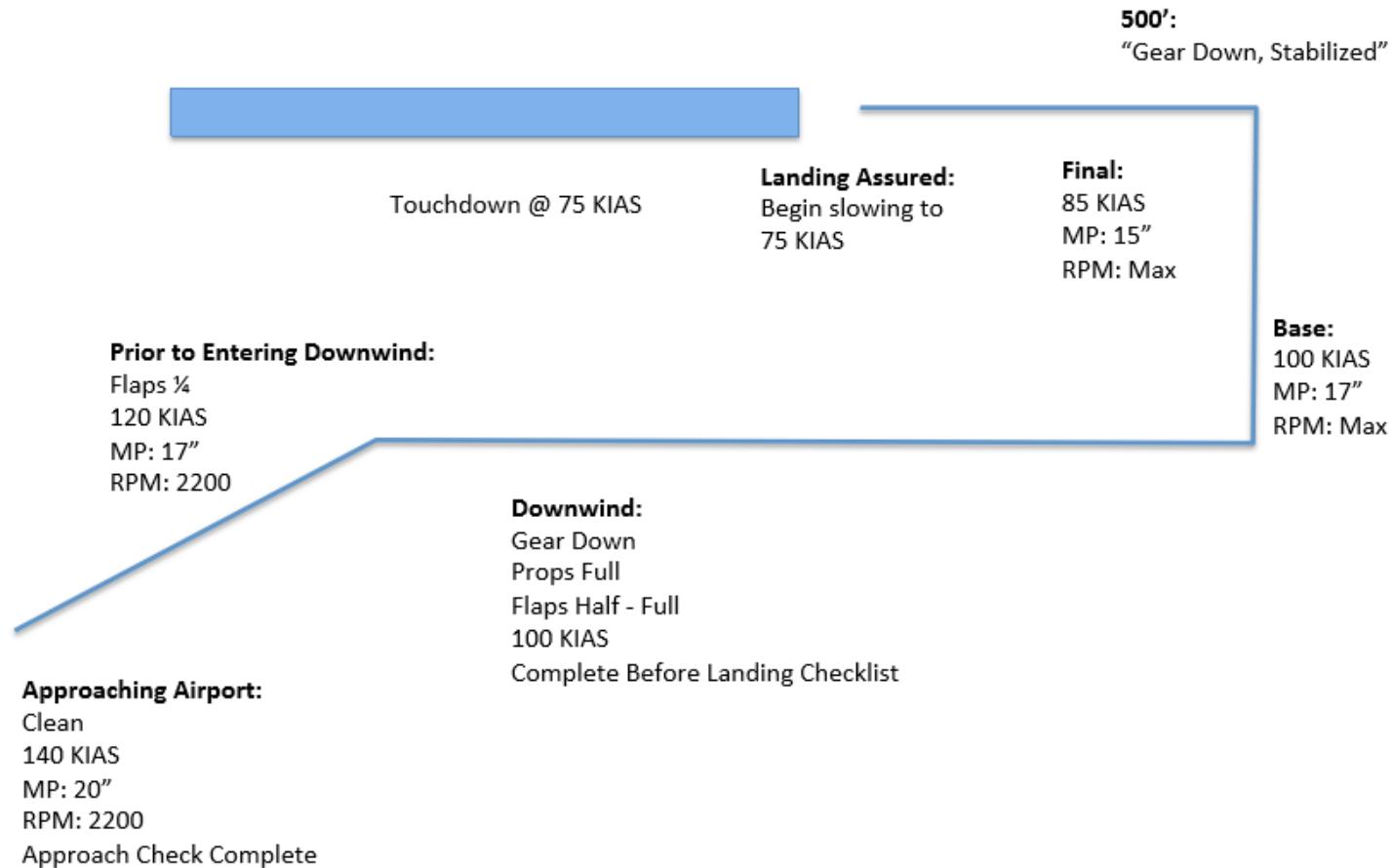
Yes: Follow Single Engine Climb out Procedure
No: Abort and land straight ahead.





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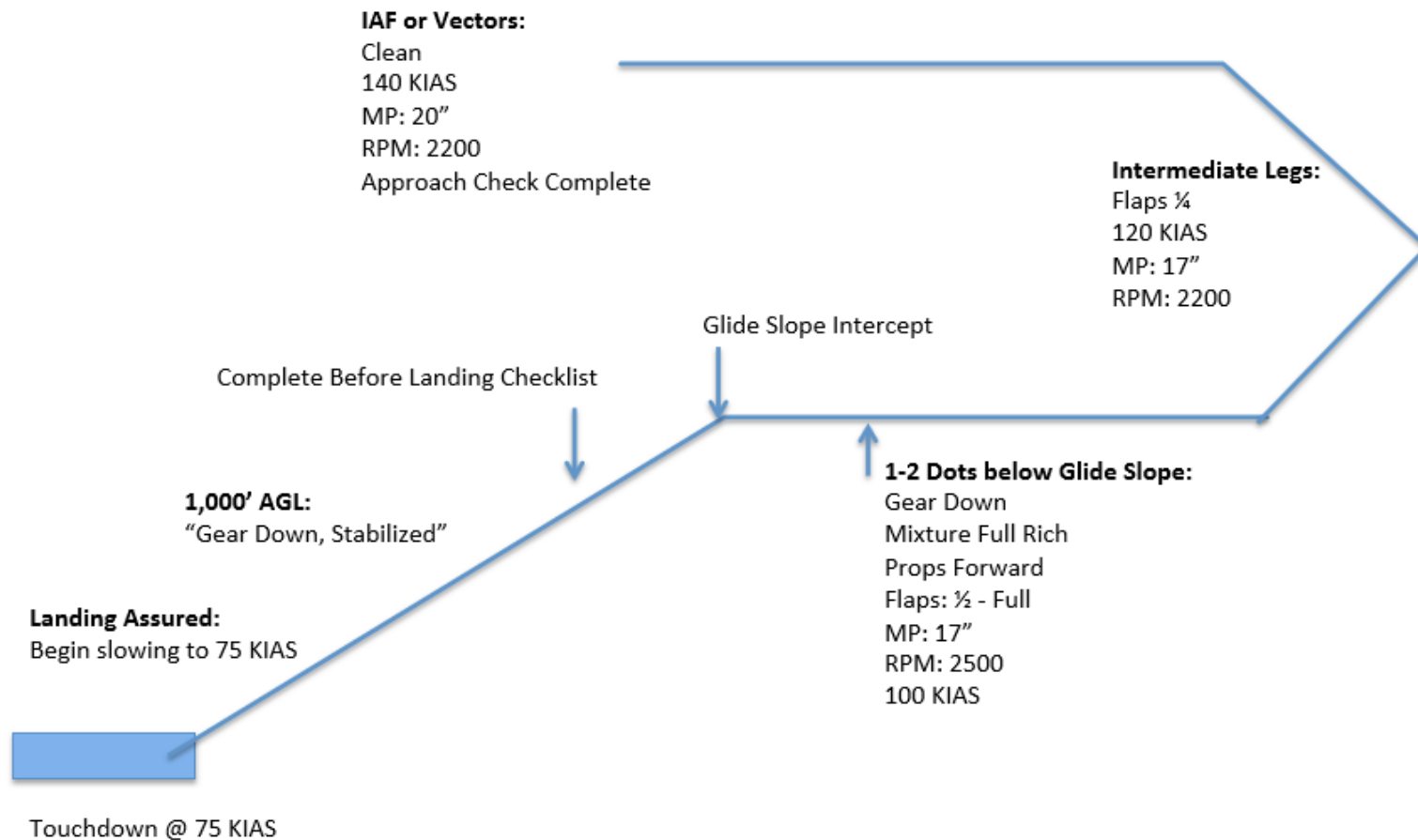
Visual Approach





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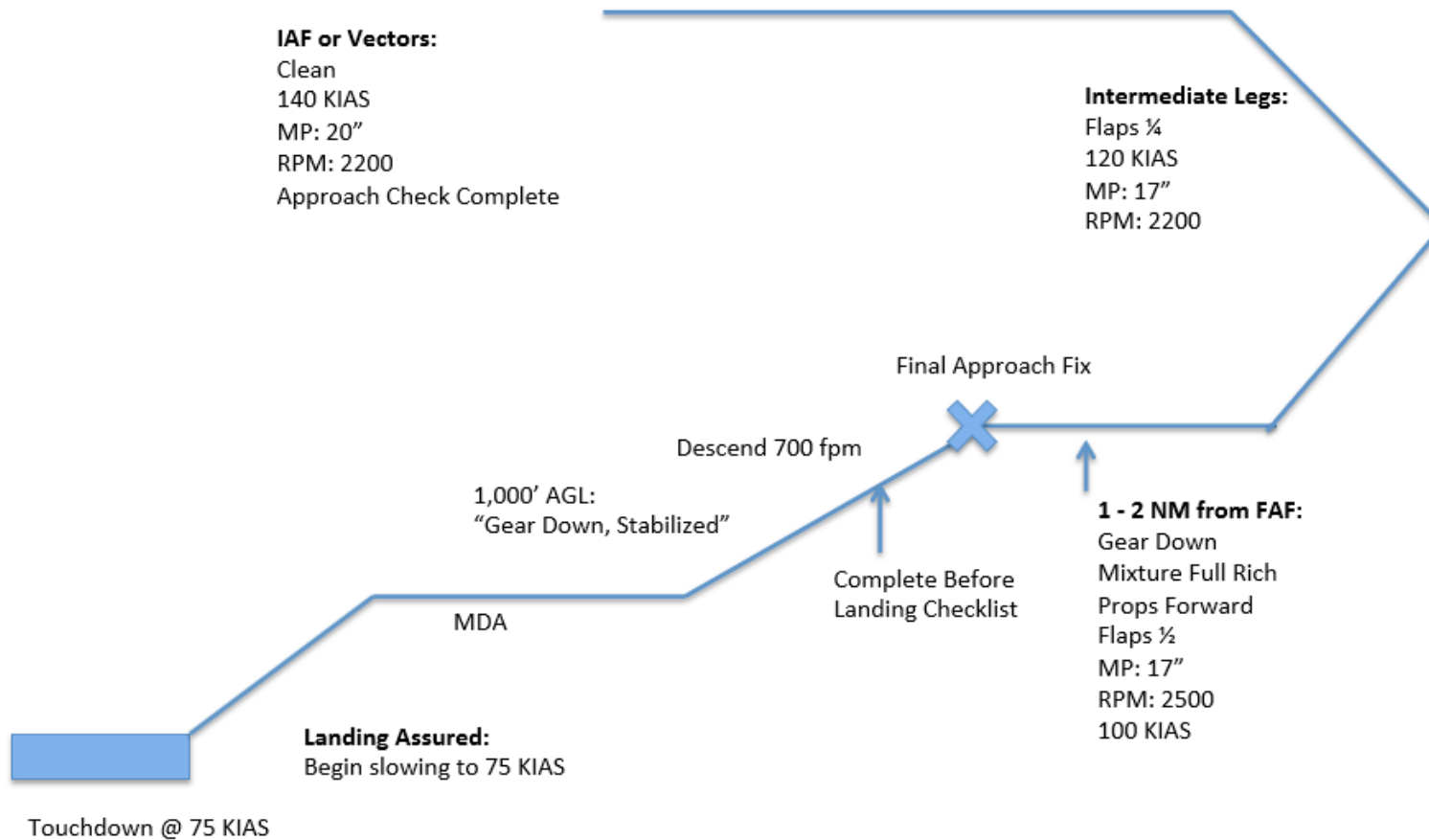
Precision Instrument Approach





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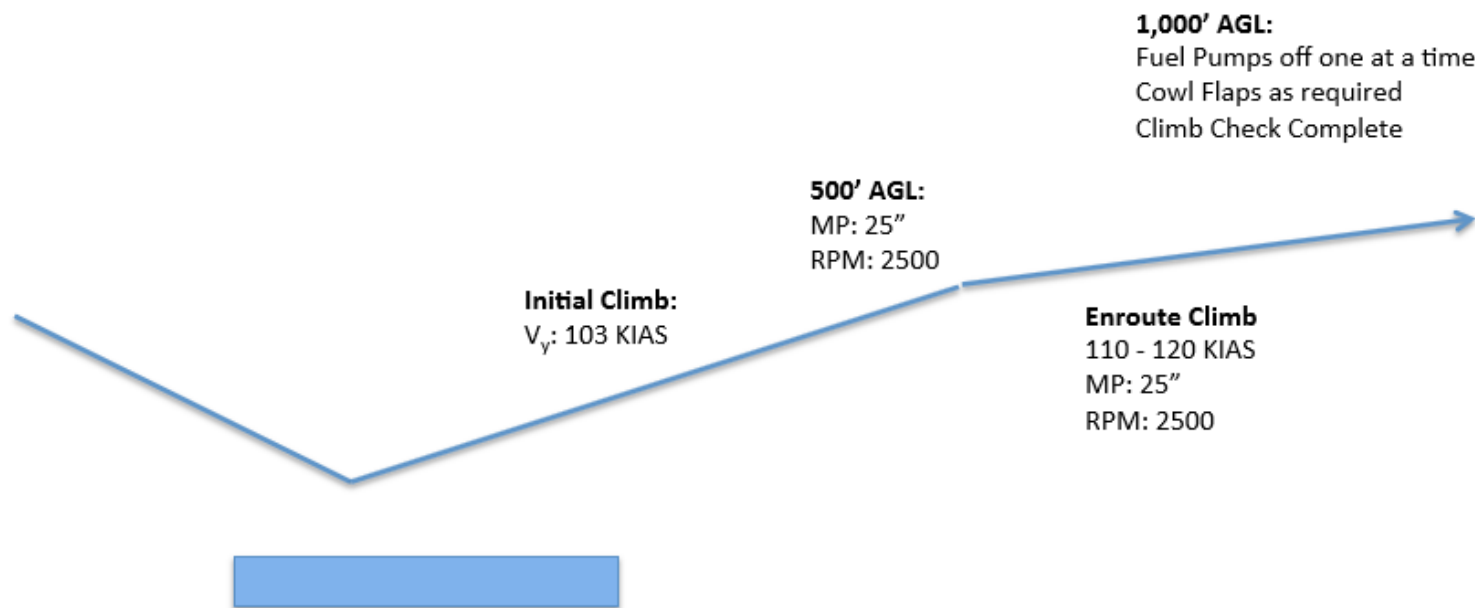
Non Precision Approach





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Missed Approach



Decision to Go Around
Full Throttle
Flaps $\frac{1}{4}$

"Positive Climb
Gear Up"

Above 85 KIAS
"Flaps Up"



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Engine Failure on Takeoff, After Gear Up

Prior to initiating Takeoff:

Complete Takeoff Briefing

Determine Abort-Continue Decision for current conditions:

Engine Failure Prior to selecting *Gear Up*

Abort & Stop on remaining runway

Engine Failure After selecting *Gear Up*

Is computed Single Engine Climb Gradient Adequate to clear terrain?

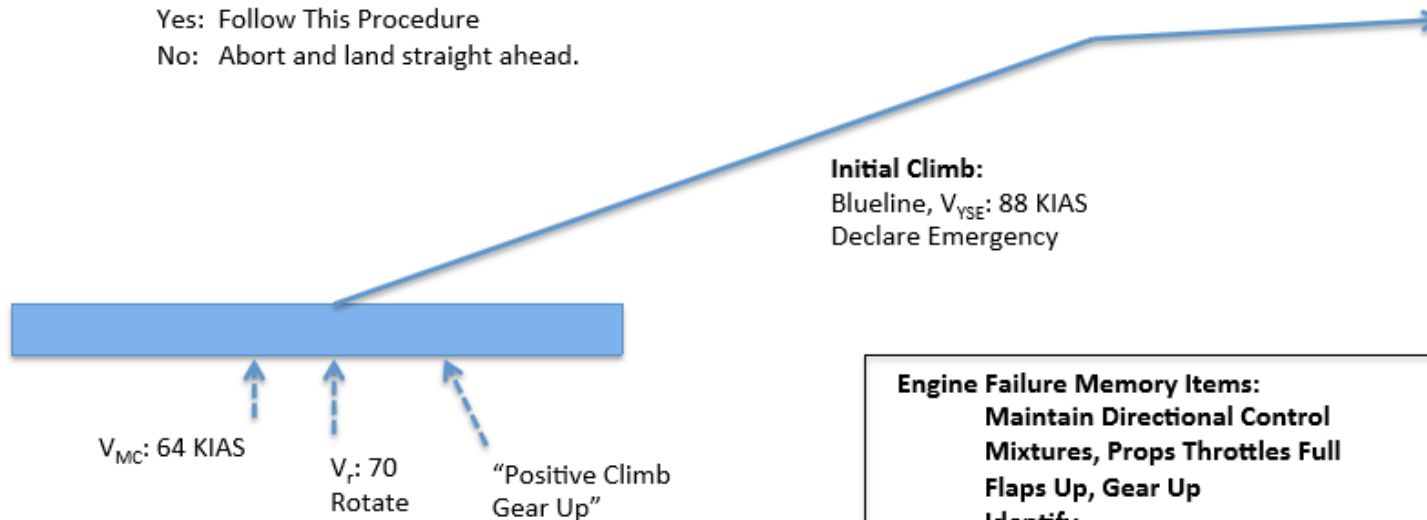
Yes: Follow This Procedure

No: Abort and land straight ahead.

1,000' AGL:

Accelerate above Blueline if possible

Complete Engine Failure Checklist



Initial Climb:

Blueline, V_{YSE} : 88 KIAS

Declare Emergency

Engine Failure Memory Items:

Maintain Directional Control

Mixtures, Props Throttles Full

Flaps Up, Gear Up

Identify

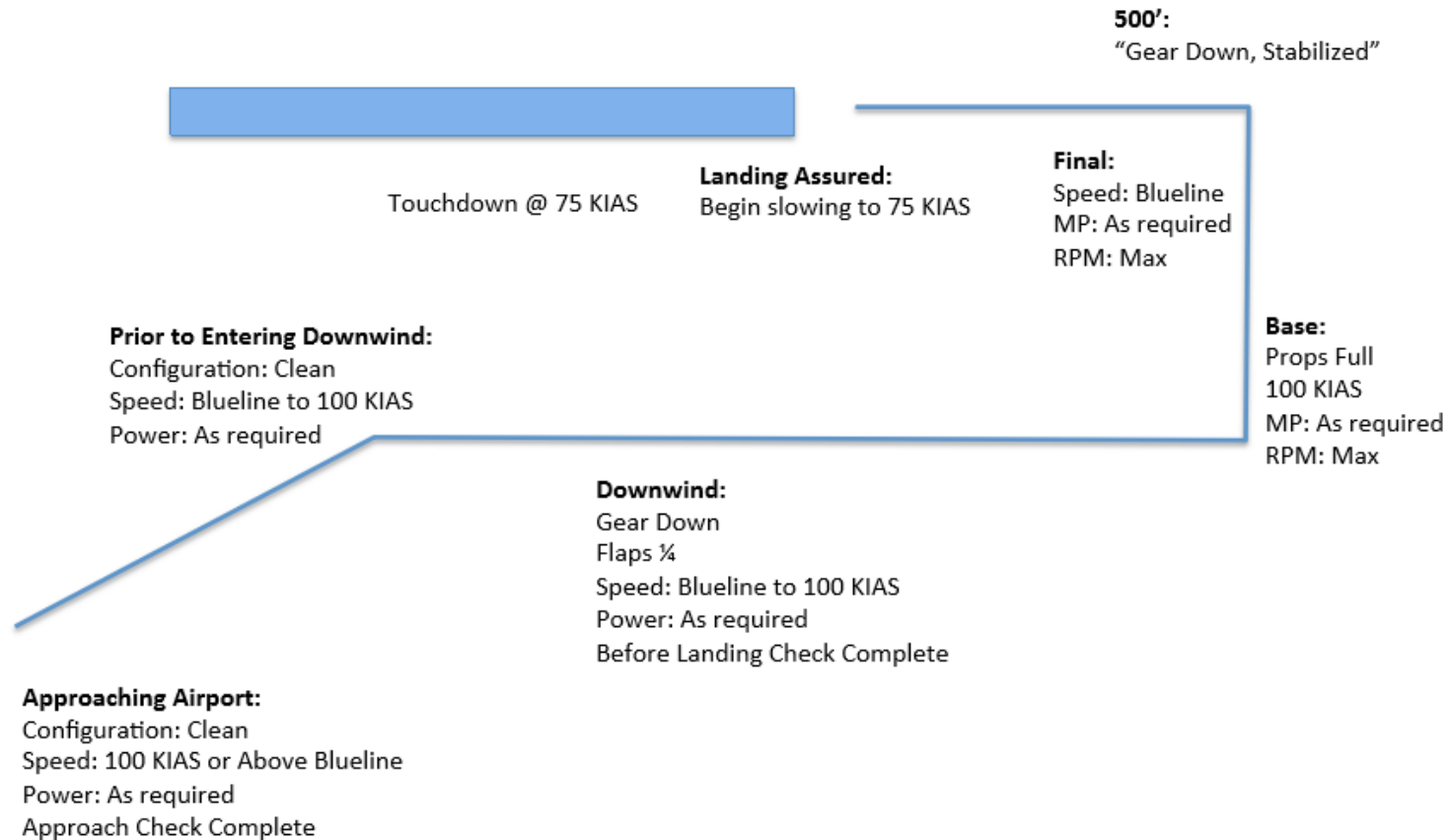
Verify

Feather



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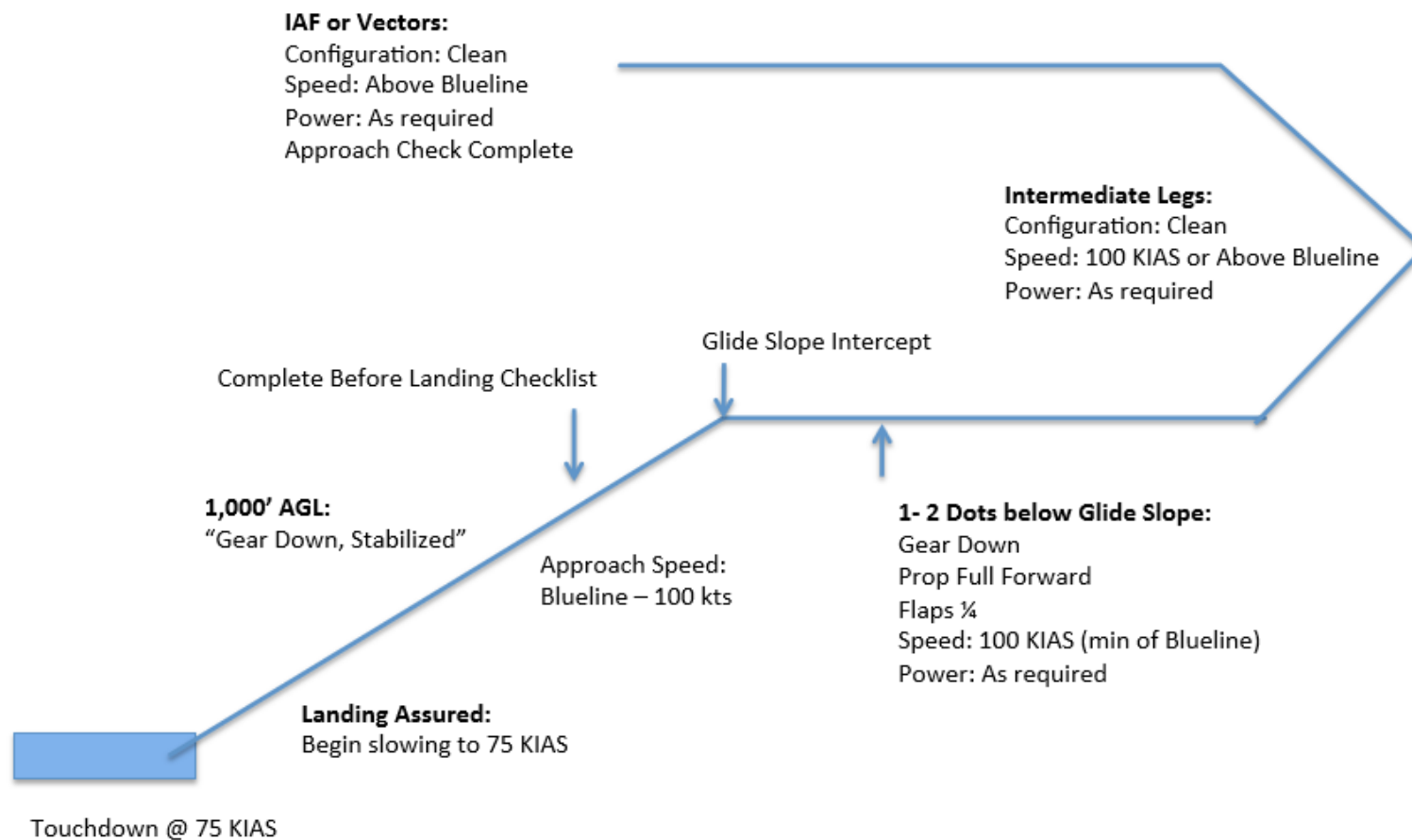
Visual Approach – Single Engine





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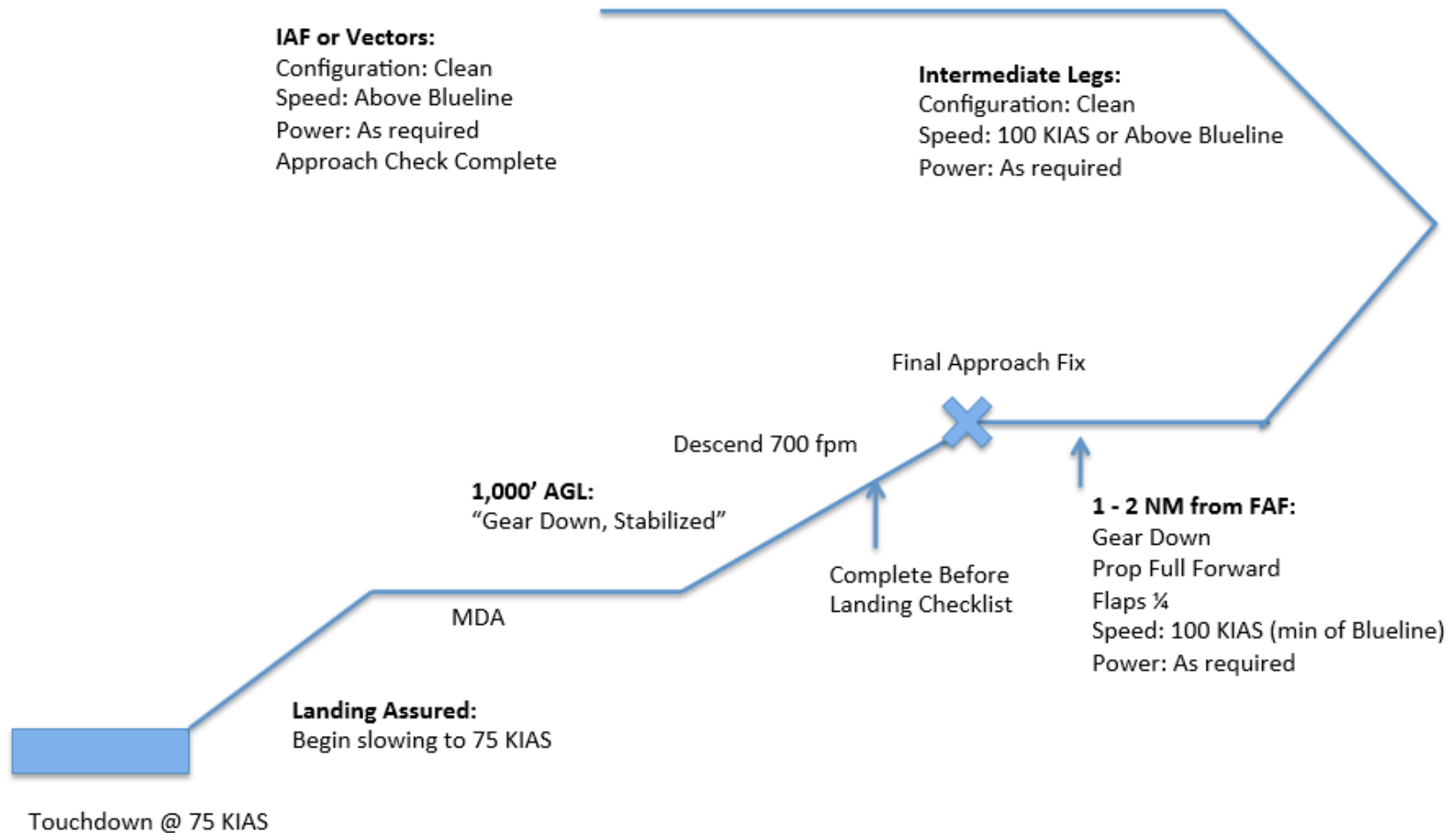
Precision Instrument Approach - Single Engine





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Non Precision Approach - Single Engine





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Single Engine Missed Approach

Warning:

Single Engine Climb Gradient may NOT be adequate to meet minimum climb gradient assumed in TERPS procedure. Obstacle clearance is solely the pilot's responsibility. In some cases where single engine terrain clearance cannot be assured on climb-out exercising Emergency Deviation Authority and descending below MDA without the runway in sight may be preferable to attempting Single Engine Go-Around with insufficient climb gradient.

