



**"PIPER PA 31 CHEYENNE IA"**  
**CC-CWD**

**A.- LIMITACIONES DE OPERACIÓN****1.- Velocidades (KIAS)**

Va	
Vne	
Vmo	
Vfe (15°)	
Vfe (40°)	
Vle	
Vlo – extension	
Vlo – retraction	
Vmca	
Vsse	
Vs	
Vso	
Vy	
Vyse	
Vx	
Vxse	
Final App Speed Flap 40°	
Max. Demo Cross Wind	

**2.- Combustible (U.S. GAL)**

Tipo a emplear	
Capacidad Total	
Capacidad Utilizable	

**3.- Límites de Potencia**

POWER SET	SHP	TORQUE	ITT
Idle	-	-	
Takeoff			
Max. Cont. OEI			
Max Climb			
Max Cruise			
Acel. 2 seconds	-		-
Max Reverse			

**4.- Pesos (libras)**

Máx. Despegue-MTOW	
Máx. Rampa	
Máx. Aterrizaje - MLW)	
Máx. s/Comb – MZFW	
Máx. Equipaje – FWD	
Máx. Equipaje – AFT	

**5.- Limitaciones de Partida****Temperatura:**

Máx temperatura (°C)	
Máx tiempo (segundos)	

**Uso del Starter:**

	Tiempo ON	Tiempo OFF
1°		
2°		
3°		

**B.- PROCEDIMIENTOS DE EMERGENCIA**

**1.- ENGINE FIRE ON GROUND**

Engine start, taxi and takeoff with sufficient distance to stop

Affected engine:

- Condition Lever** \_\_\_\_\_
- Firewall shut-off valve** \_\_\_\_\_
- Brakes** \_\_\_\_\_
- Starter** \_\_\_\_\_
- Fuel Pump** \_\_\_\_\_
- Ignition** \_\_\_\_\_
- Radio** \_\_\_\_\_
- External extinguisher** \_\_\_\_\_

**2.- ENGINE FAILURE DURING TAKEOFF (below 90 KIAS):**

- Power Levers** \_\_\_\_\_
- Brakes** \_\_\_\_\_
- Power Levers** \_\_\_\_\_
- Stop straight ahead** \_\_\_\_\_

If insufficient runway remains for a safe stop:

- Condition Levers** \_\_\_\_\_
- Firewall shut-off valves** \_\_\_\_\_
- Battery masters** \_\_\_\_\_
- Generators** \_\_\_\_\_

**3.- ENGINE FAILURE DURING TAKEOFF (90 KIAS or above)**

- Airspeed** \_\_\_\_\_
- Directional control** \_\_\_\_\_
- Power (operative engine)** \_\_\_\_\_
- Gear** \_\_\_\_\_
- Propeller (INOP ENG)** \_\_\_\_\_
- Airspeed accelerate to:**
  - **Obstacles ahead** \_\_\_\_\_
  - **Clear to obstacles** \_\_\_\_\_
- Trim towards operative engine** \_\_\_\_\_
- Climb** \_\_\_\_\_
- Engine securing procedure** \_\_\_\_\_
- Land as soon as practical in the nearest suitable airport

4.- **PRESSURIZATION SYSTEM MALFUNCTION**

Differential pressure above 5.7 PSI  
or continual cabin pressure fluctuations @ 5.5 PSI

**Press Controller** \_\_\_\_\_  
**Cabin Pressure** \_\_\_\_\_  
**Oxygen** \_\_\_\_\_

Rapid increase in differential pressure or  
smoke or fumes in cabin

**Cabin pressure** \_\_\_\_\_  
**Air control** \_\_\_\_\_  
**Oxygen** \_\_\_\_\_

5.- **EMERGENCY OXYGEN SYSTEM**

**Note:**  
Minimum supply above 20.000 ft

Cockpit:  
**Oxygen knob** \_\_\_\_\_  
**Masks** \_\_\_\_\_  
**Flow indicators** \_\_\_\_\_  
**Oxygen supply** \_\_\_\_\_

Cabin:  
**Overhead storage compartements** \_\_\_\_\_  
**Fittings in receptacles** \_\_\_\_\_  
**Mask** \_\_\_\_\_

6.- **EMERGENCY DESCENT PROCEDURES**

Gear and flap retracted:

**Power Levers** \_\_\_\_\_  
**Prop Controls** \_\_\_\_\_  
**Aircraft bank** \_\_\_\_\_  
**Airspeed** \_\_\_\_\_  
**Aircraft Attitude** \_\_\_\_\_

Gear and flap extended:

Power Levers \_\_\_\_\_  
Prop Controls \_\_\_\_\_  
Aircraft bank \_\_\_\_\_  
Wing flaps (below 171 KIAS) \_\_\_\_\_  
Gear (below 154 KIAS) \_\_\_\_\_  
Wing flaps (below 141 KIAS) \_\_\_\_\_  
Airspeed \_\_\_\_\_  
Aircraft Attitude \_\_\_\_\_

7.- **ENGINE FIRE IN FLIGHT**

Directional Control \_\_\_\_\_  
Power \_\_\_\_\_  
Affected Engine \_\_\_\_\_  
Prop (affected engine) \_\_\_\_\_  
Feathered Engine Securing Procedure \_\_\_\_\_

Condition Lever \_\_\_\_\_  
Firewall shut-off valve \_\_\_\_\_  
Ignition \_\_\_\_\_  
Fuel Pump \_\_\_\_\_  
Prop Sync \_\_\_\_\_  
Bus tie switch (inop. eng.) \_\_\_\_\_  
Electrical load \_\_\_\_\_  
Crossfeed \_\_\_\_\_

8.- **SINGLE ENGINE APPROACH AND LANDING**

Engine securing procedure \_\_\_\_\_  
Fuel source \_\_\_\_\_  
Gear handle \_\_\_\_\_  
Gear handle (hyd. Pump check) \_\_\_\_\_  
Seat belts and smoking sign \_\_\_\_\_  
Non essential bus \_\_\_\_\_  
Flaps (on downwind leg) \_\_\_\_\_  
Airspeed \_\_\_\_\_  
Cabin \_\_\_\_\_  
Prop Control \_\_\_\_\_  
Autopilot/yaw damper \_\_\_\_\_  
Landing gear \_\_\_\_\_  
Flaps (when landing assured) \_\_\_\_\_  
Reverse \_\_\_\_\_