



"PIPER PA 31 CHEYENNE IA"
CC-CWD

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

Va	177
Vne	240
Vmo	240
Vfe (15°)	171
Vfe (40°)	154
Vle	154
Vlo – extension	154
Vlo – retraction	141
Vmca	85
Vsse	105
Vs	84
Vso	72
Vy	123
Vyse	110
Vx	99
Vxse	104
Final App Speed Flap 40°	102
Max. Demo Cross Wind	20 KTS

2.- Combustible (U.S. GAL)

Tipo a emplear	JET-A
Capacidad Total	374
Capacidad Utilizable	366

3.- Límites de Potencia

POWER SET	SHP	TORQUE	ITT
Idle	-	-	660°
Takeoff	500	1.194	700°
Max. Cont. OEI	500	1.194	700°
Max Climb	455	1.194	685°
Max Cruise	455	1.194	685°
Acel. 2 seconds	-	1.500	-
Max Reverse	200	497	700°

4.- Pesos (libras)

Máx. Despegue-MTOW	8.700
Máx. Rampa	8.750
Máx. Aterrizaje - MLW)	8.700
Máx. s/Comb – MZFW	7.200
Máx. Equipaje – FWD	300
Máx. Equipaje – AFT	200

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

Máx temperatura (°C)	1090
Máx tiempo (segundos)	2

Uso del Starter:

	Tiempo ON	Tiempo OFF
1°	30 segundos	1 minuto
2°	30 segundos	1 minuto
3°	30 segundos	30 minutos

B.- PROCEDIMIENTOS DE EMERGENCIA

1.- ENGINE FIRE ON GROUND

Engine start, taxi and takeoff with sufficient distance to stop

Affected engine:

Condition Lever	STOP
Firewall shut-off valve	OFF
Brakes	AS REQUIRED
Starter	ON
Fuel Pump	OFF
Ignition	OFF
Radio	CALL FOR ASSISTANCE
External extinguisher	USE

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

Power Levers	IDLE
Brakes	AS REQUIRED
Power Levers	REVERSE AS DESIRED
Stop straight ahead	

If insufficient runway remains for a safe stop:

Condition Levers	STOP
Firewall shut-off valves	OFF
Battery masters	OFF
Generators	OFF

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

Airspeed	90 KIAS MIN
Directional control	MAINTAIN
Power (operative engine)	MAXIMUM (500 SHP)
Gear	RETRACT
Propeller (INOP ENG)	FEATHER
Airspeed accelerate to:	
- Obstacles ahead	104 KIAS
- Clear to obstacles	110 KIAS
Trim towards operative engine	5° BANK
Climb	STRAIGHT AHEAD
Engine securing procedure	COMPLETE
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**

**SET TO HIGHER ALT
DUMPED IF NECESSARY
USED IF NECESSARY**

Rapid increase in differential pressure or
smoke or fumes in cabin

**Cabin pressure
Air control
Oxygen**

**DUMPED
OUTSIDE AIR
USED IF NECESSARY**

5.- EMERGENCY OXYGEN SYSTEM

Note:

Minimum supply above 20.000 ft

300 PSI

Cockpit:

**Oxygen knob
Masks
Flow indicators
Oxygen supply**

**ON
DON
CHECK
MONITOR**

Cabin:

**Overhead storage compartements
Fittings in receptacles
Mask**

**OPEN
INSERT
DON**

6.- EMERGENCY DESCENT PROCEDURES

Gear and flap retracted:

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

**IDLE
FULL FORWARD
30°
RED LINE
WINGS LEVEL
NOSE DOWN**

Gear and flap extended:

Power Levers	IDLE
Prop Controls	FULL FORWARD
Aircraft bank	30°
Wing flaps (below 171 KIAS)	15°
Gear (below 154 KIAS)	DOWN
Wing flaps (below 141 KIAS)	40°
Airspeed	148 KIAS MAX
Aircraft Attitude	WINGS LEVEL NOSE DOWN

7.- ENGINE FIRE IN FLIGHT

Directional Control	MAINTAIN
Power	AS REQUIRED
Affected Engine	IDENTIFY AND VERIFY
Prop (affected engine)	FEATHERED
Feathered Engine Securing Procedure	COMPLETE
Condition Lever	STOP
Firewall shut-off valve	OFF
Ignition	OFF
Fuel Pump	OFF
Prop Sync	OFF
Bus tie switch (inop. eng.)	OFF
Electrical load	MONITOR
Crossfeed	IF REQUIRED

8.- SINGLE ENGINE APPROACH AND LANDING

Engine securing procedure	COMPLETED
Fuel source	NO CROSSFEED
Gear handle	UP
Gear handle (hyd. Pump check)	RETURN TO NEUTRAL
Seat belts and smoking sign	ON
Non essential bus	ON
Flaps (on downwind leg)	APPROACH POSITION
Airspeed	110 KIAS MINIMUM
Cabin	DEPRESSURIZED
Prop Control	FULL FORWARD
Autopilot/yaw damper	OFF
Landing gear	DOWN
Flaps (when landing assured)	FULL DOWN
Reverse	APPLY CAREFULLY IF REQ