DEPARTAMENTO "SEGURIDAD OPERACIONAL"
SUBDEPARTAMENTO "LICENCIAS"

"TECNAM P2012, TRAVELLER" "CC–DAP AEROVÍAS DAP"

A.- OPERATING LIMITATIONS

1.- Limitations (KIAS)	
Va	145
Vne	228
Vno	181
Vfe (flap T/O)	129
Vfe (flap LAND)	119
Vmc (flap T/O)	73
Vmc (flap LAND)	64
Vx (flap UP)	90
Vx (flap T/O)	79
Vy (flap UP)	105
Vy (flap T/O)	90
Vsse	80
Vxse	85
Vyse	90
Vref LAND	87
Max Cross Wind	24

2.- Fuel (U.S. GAL)	
Type to Use	100/100LL
Total Capacity	198
Usable Fuel	192
Maximum Fuel Unbalance	39

3.- Weights (LBS)	
Maximum TAKE-OFF	8.113
Máximum Landing	8.003
Maximum Baggage NOSE	227
Maximum Baggage REAR	527

Engine Operating Limitations	
Reason HP o BHP	375
Maximum RPM	2233

Cylinder Head Temperature (°F)	
Maximum	460
Normal	240-420

Oil Temperature (°F)	
Maximum	240
Normal	100-240

Oil Pressure (PSI)	
Maximum	100
Minimum	30

B.- EMERGENCIES PROCEDURES

1. SMOKE OR FIRE

1.1. Engine Fire on the Ground

1.	Parking brake	***ENGAGED***
2.	Cabin air system	***OFF***
3.	Fuel selectors	***OFF***
4.	Fuel pumps	***OFF***
5.	Throttle Levers	***IDLE***
6.	Mixture levers	***CUT-OFF***
7.	Ignition switches	***OFF***
8.	All electric / light switches	***OFF***
9.	Emergency evacuation	***PERFORM***

1.2. Engine Fire during Take-Off Run

If engine fire occurs before rotation: ABORT TAKE OFF

1.	Throttle Levers	***IDLE***
2.	Rudder	***Keep directional control***
3.	Brakes	***As required***

With aircraft stopped:

4.	Parking brake	***ENGAGED***
5.	Cabin air system	***OFF***
6.	Fuel selectors	***OFF***
7.	Fuel pumps	***OFF***
8.	Throttle Levers	***IDLE***
9.	Mixture Levers	***CUT-OFF***
10.	Ignition switches	***OFF***
11.	All electric / light switches	***OFF***
12.	Emergency evacuation	***PERFORM***

1.3. Engine Fire after Take-Off

If engine fire occurs immediately after becoming airborne:

1. Abort on the runway if possible

When aircraft is safely stopped:

2. Perform “Engine Fire on the ground” procedure

If the decision is taken to continue take-off, take into account the time and height loss to feather the propeller.

If engine fire occurs after rotation:

1.	Throttle Levers	***CHECK FULL FWD***
2.	Propeller Levers	***CHECK FULL FWD***
3.	Mixture Levers	***CHECK FULL FWD***
4.	Heading	***Keep control using rudder and ailerons***
5.	*Attitude*	***Appropriate to keep airspeed over 73 KIAS (VMC)***
6.	Cabin air system	***OFF***
7.	Affected engine	***CHECK if is still operative***

If affected engine is inoperative:

a.	Inoperative Engine Throttle Lever	***IDLE***
b.	Inoperative Propeller Lever	***FEATHER***

At safe altitude an airspeed:

8.	Flaps	***SET UP***
9.	Affected Engine	***SECURE (refer to in-flight engine securing***
10.	Airspeed	***85 (VXSE) / 90 (VYSE) as required***

11. Land as soon as possible applying one engine inoperative landing procedure.

1.4. Engine Fire in Flight

1. Attitude — ***Appropriate to keep safe airspeed***
2. Affected engine — ***SECURE (refer to in-flight engine securing procedure)***
3. Heading — ***Keep control using rudder and ailerons***
4. Cabin air system — ***OFF***
5. Land as soon as possible applying one engine inoperative landing procedure.

1.5. Electrical Smoke in Cabin on the Ground

1. All electric / light switches — ***OFF***
2. Cabin air system — ***OFF***
3. Fuel selectors — ***OFF***
4. Fuel pumps — ***OFF***
5. Throttle levers — ***IDLE***
6. Mixture levers — ***CUT-OFF***
7. Ignition switches — ***OFF***
8. Parking brake — ***ENGAGED***
9. Emergency evacuation — ***PERFORM***

1.6. Electrical Smoke or Fire in Cabin during Flight

1. Cockpit ventilation — ***OPEN***
2. Cabin air system — ***OFF***
3. Attain VMC conditions as soon as possible

In case of visible fire:

4. Direct the fire extinguisher toward the base of flame

2. EMERGENCY EVACUATION

2.1 On Ground

Check:

1.	Parking brake	**ENGAGED**
2.	Throttle Levers	**IDLE**
3.	Mixture Levers	**CUT-OFF**
4.	Fuel selectors	**OFF**
5.	Fuel pumps	**OFF**
6.	Ignition switches	**OFF**
7.	All electric / light switches	**OFF**

Once aircraft is secured, perform the following actions:

8.	Seat belts	**Unstrap**
9.	Headphones	**Remove**
10.	Emergency doors (use the emergency door opening system)	**OPEN**
11.	Escape away from flames/hot engine compartment/spilling fuel tanks/hot brakes/propellers	

3. IN FLIGHT INOPERATIVE ENGINE SECUING PROCEDURES

At safe airspeed and keeping control using rudder and ailerons:

1.	Throttle lever	***IDLE***
2.	Propeller lever	***FEATHER***
3.	Mixture lever	***CUT-OFF***
4.	Fuel selector	***OFF***
5.	Fuel pump	***OFF***
6.	Ignition switches	***OFF***
7.	FIELD switch	***OFF***
8.	Perform load shedding following information and procedure of 3.1-3.2, as possible.	

4. ONE ENGINE INOPERATIVE PROCEDURES

4.1 Engine Failure during Take-Off Run

If engine fails before rotation: ABORT TAKE OFF

1. Throttle levers	***IDLE***
2. Rudder	***Keep direction control***
3. Brakes	***As required***

4.2 Engine Failure after Take-Off

If engine fails immediately after becoming airborne:

1. Abort on the runway if possible.

If the decision is taken to continue the take-off, take into account the time and height loss to feather the propeller.

If takeoff is continued:

1. Throttle Levers	***CHECK FULL FWD***
2. Propeller Levers	***CHECK FULL FWD***
3. Mixture Levers	***CHECK FULL FWD***
4. Heading	***Keep control using rudder and ailerons***
5. Attitude	***Appropriate to keep airspeed over 73 KIAS (VMC)***
6. Affected engine	***IDENTIFY through available indications to the crew and other cues.***
7. Affected engine	***VERIFY engine performance through flight parameters, control inputs needed or other cues.***

At safe altitude and airspeed:

8.	Affected Engine Throttle lever	***IDLE***
9.	Affected Engine Propeller lever	***FEATHER***
10.	Flaps	***UP***
11.	Airspeed	***85 (VYSE) as required***
12.	Affected engine	***SECURE (refer to in flight engine securing procedure)***

13. Land as soon as possible applying one engine inoperative landing procedure.

4.3 Engine Failure in Flight

1.	Heading	***Keep control using rudder and ailerons***
2.	Attitude	**Adjust as *appropriate to keep airspeed over 73 KIAS (VMC)***
3.	Affected engine	***IDENTIFY through available indications to the crew and other cues.***
4.	Affected engine	***VERIFY engine performance through flight parameters, control inputs needed or other cues.***

5. RECOVERY FROM UNINTENTIONAL SPIN

1.	Throttle levers	***IDLE***
2.	Rudder	***Fully opposite to the direction of spin***
3.	Ailerons	***Neutral***
4.	Control wheel	***Full forward***

As rotation stops:

5.	Flaps	***UP***
6.	Rudder	***Neutral***
7.	Attitude	***Recovery promptly but smoothly, observing load factor limit and averting speed close to/in excess on VNE***
8.	Throttle levers	***As required***

6. STALL RECOVERY

At the first indication of stall, as for example uncommanded lateral motion or pitch down, buffeting, artificial stall waring (aural or CAS message):

1. Autopilot	***DISCONNECT (if engaged)***
2. Pitch	***NOSE-DOWN until stall indications are no longer present***
3. Power	***As needed***
4. Attitude	***Attain wings level condition***
5. Return to the desired flight path.	

7. Autopilot Emergency Procedures

7.1 Autopilot Hardover Or Failure To Hold The Selected Heading

In case of A/P hardover or failure to hold selected heading, apply following procedure:

Accomplish items 1 and 2 simultaneously:

1. Airplane control wheel	***GRASP FIRMLY and OVERPOWER if necessary to regain aircraft control***
2. AP DISC switch	***PRESS***
3. AP MASTER switch	***OFF***
4. AP circuit breaker	***PULL***

7.2 Electrical Trim Malfunction

In case of Electric Trim malfunction (either in AP Autotrim mode ore when manually operated through the Manual Electric Trim Switch), apply following procedure:

1. AP DISC switch	***PRESS and HOLD***
2. TRIM DESC switch	***OFF***
3. TRIM circuit breaker	***PULL***
4. AP DISC switch	***RELEASE***

7.3 Engine Failure During Autopilot Operation

1. Control wheel/Rudder pedals	***HOLD and OVERPOWER if necessary to regain aircraft control***
2. AP DISC switch	***PRESS***
3. AP MASTER switch	***OFF***
4. Engine failure in flight procedure	***COMPLETE***