



**DEPARTAMENTO “SEGURIDAD OPERACIONAL”  
SUBDEPARTAMENTO “LICENCIAS”  
SECCIÓN EVALUACIONES**

**“EXAMEN DE DIFERENCIAS  
PIPER CHEYENNE I/IA, II/IXL, T1040”  
“PA-31T”**

NOMBRE : \_\_\_\_\_ FIRMA: \_\_\_\_\_

FECHA : \_\_\_\_\_

**A.- Operations Limitations**

**1.- Speed limitations (KIAS)**

	I/IA	II	IXL	T1040
Va				
Vne				
Vmo				
Vfe 15°				
Vle/Vlo (Extension)				
Vlo (Retraction)				
Vmca				
Vs				
Vso				
Vx				
Vy				
Vsse				
Vxse				
Vyse				
V <sub>1</sub>				
Vapp (flaps 40°)				

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

	I/IA	II	IXL	T1040
Tipo a Utilizar				
Capacidad Total				
Capacidad Utilizable				
Presión Combustible (PSI)				
Mínima				
Máxima				

**3.- Weight (Lbs)**

	I/IA	II	IXL	T1040
Máximo TAKE-OFF				
Baggage FWD				
Baggage AFT				
Baggage AFT w/ 10 & 11 seats				
Baggage AFT w/o 10 & 11 seats				

**4.- Start**

	I/IA	II	IXL	T1040

**CHEYENNE I/IA**

OPERATING CONDITION		OPERATING LIMITS						
POWER SETTING	SHP	TORQUE (1)		MAXIMUM OBSERVED ITT °C	Ng (2) RPM %	Np (1) RPM %	OIL PRESSURE PSIG (3)	OIL TEMPERATURE °C (4)
		2.200 RPM	2.000 RPM					
TAKE-OFF								
MAX CONTINUOUS SINGLE-ENGINE EMERGENCY								
MAX CLIMB (8)					-----			
MAX CRUISE					-----			
IDLE (5)	-----	-----	-----		-----	-----		
STARTING (6)	-----	-----	-----		-----	-----	-----	
ACCELERATION (6)	-----			-----			-----	
MAX REVERSE (7)								

- (1) Maximum permissible sustained \_\_\_\_\_ is \_\_\_\_\_. Np must be set so as not exceed power limitations.
- (2) For every \_\_\_\_\_ below \_\_\_\_\_ ambient temperature, reduce maximum allowable Ng by \_\_\_\_\_.
- (3) Normal pressure is \_\_\_\_\_ at gas generator speeds above \_\_\_\_\_ with oil temperature between \_\_\_\_\_. Oil pressure below \_\_\_\_\_ are undesirable and should be tolerated only for the completion of the flight, preferably at reduce power setting. Oil pressure below normal should be reported as an engine discrepancy and should be corrected \_\_\_\_\_. Oil pressures below \_\_\_\_\_ are unsafe, and require that either the \_\_\_\_\_, using the minimum power required to sustain flight.
- (4) For increase oil service life, an oil temperature between \_\_\_\_\_. A minimum \_\_\_\_\_ is recommended for fuel heater operation at \_\_\_\_\_. Oil temperatures of \_\_\_\_\_ are allowable for periods not to exceed \_\_\_\_\_.
- (5) At \_\_\_\_\_, advance power lever as required to \_\_\_\_\_.
- (6) These values are time-limited to \_\_\_\_\_.
- (7) Reverse limited \_\_\_\_\_. Torque and rpm should be within limits to give \_\_\_\_\_.
- (8) \_\_\_\_\_, top of \_\_\_\_\_ on propeller tachometer and engine torque gage.

## CHEYENNE II

OPERATING CONDITION		OPERATING LIMITS								
POWER SETTING	SHP	TORQUE (1)		MAXIMUM OBSERVED ITT °C	Ng	(2)	Np	(1)	OIL PRESSURE PSIG (3)	OIL TEMPERATURE °C (4)
		2.201 RPM	2.000 RPM		RPM	%	RPM	%		
TAKE-OFF			-----		-----		-----		-----	-----
MAX CONTINUOUS SINGLE-ENGINE EMERGENCY			-----		-----		-----		-----	-----
MAX CRUISE (8)		-----			-----		-----		-----	-----
ECONOMY CRUISE		-----			-----					
MAX CLIMB (8)		-----			-----		-----		-----	-----
IDLE	-----	-----	-----		-----		-----		-----	-----
STARTING	-----	-----	-----		-----		-----		-----	-----
ACCELERATION	-----				-----		-----		-----	-----
MAX REVERSE (7)	-----						-----		-----	-----

(1) Maximum permissible sustained \_\_\_\_\_ is \_\_\_\_\_. Np must be set so as not exceed power limitations.

(2), (6), (7) y (8) Same restriction for Cheyenne I/IA, II, IIXL y T1040.

(3) Same restriction for Cheyenne I/IA, II y T1040.

(4) For increase oil service life, an oil temperature between \_\_\_\_\_. A minimum oil temperature of 55°C is recommended for fuel heater operation at takeoff power.

## CHEYENE IIXL

OPERATING CONDITION		OPERATING LIMITS					
POWER SETTING	SHP	TORQUE (1) LB/FT	MAXIMUM OBSERVED ITT °C	Ng RPM    (2) %	Np RPM    (1) %	OIL PRESSURE PSIG (3)	OIL TEMPERATURE °C (4)
TAKE-OFF	-----			-----			-----
MAX CONTINUOUS SINGLE-ENGINE EMERGENCY	-----			-----			-----
MAX CRUISE (8)	-----			-----			-----
ECONOMY CRUISE	-----	-----	-----	-----	-----	-----	-----
MAX CLIMB (8)							-----
IDLE	-----	-----		-----	-----		-----
STARTING	-----	-----		-----	-----	-----	-----
ACCELERATION	-----	.		-----			-----
MAX REVERSE (7)	-----						-----

(1) Maximum permissible sustained \_\_\_\_\_ is \_\_\_\_\_. Np must be set so as not exceed power limitations.

(2), (5), (6), (7) y (8) Same restriction for Cheyenne I/IA, II, IIXL y T1040.

(3) Normal pressure is \_\_\_\_\_ at gas generator speeds above \_\_\_\_\_ with oil temperature between \_\_\_\_\_. Oil pressure below \_\_\_\_\_ are undesirable and should be tolerated only for the completion of the flight, preferably at reduce power setting. Oil pressure below normal should be reported as an engine discrepancy and should be corrected \_\_\_\_\_. Oil pressures below \_\_\_\_\_ are unsafe, and require that either the \_\_\_\_\_, using the minimum power required to sustain flight.

(4) Same Cheyenne II.

**CHEYENNE T1040**

OPERATING CONDITION		OPERATING LIMITS						
POWER SETTING	SHP	TORQUE (1)		MAXIMUM OBSERVED ITT °C	Ng (2) RPM %	Np (1) RPM %	OIL PRESSURE PSIG (3)	OIL TEMPERATURE °C (4)
		2.202 RPM	2.000 RPM					
TAKE-OFF	500	1.194	38,6	700	38.100 – 101,5	2.200 – 100	80 to 100	10 to 99
MAX CONTINUOUS SINGLE-ENGINE EMERGENCY	-----	-----	-----	-----	-----	-----	-----	-----
MAX CLIMB (8)	-----	-----	-----	-----	-----	-----	-----	-----
MAX CRUISE (8)	-----	-----	-----	-----	-----	-----	-----	-----
IDLE (5)	-----	-----	-----	-----	-----	-----	-----	-----
STARTING (6)	-----	-----	-----	-----	-----	-----	-----	-----
ACCELERATION (6)	-----	-----	-----	-----	-----	-----	-----	-----
MAX REVERSE (7)	-----			-----	-----		-----	-----

(2) Same Cheyenne I/IA