



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

“PIPER CHEYENNE I/IA”

“PA-31”

NOMBRE : _____ FIRMA: _____

FECHA : _____

A.- Operations Limitations

1.- Speed (Kias)	
Va	
Vne	
Vmo	
Vfe 15°	
Vle/Vlo (Extension)	
Vlo (Retraction)	
Vmca	
Vs	
Vso	
Vx	
Vy	
Vsse	
Vxse	
Vyse	
V _I	
Vapp (flaps 40°)	

2.- Fuel (U.S. GAL)	
Tipo a Utilizar	
Capacidad Total	
Capacidad Utilizable	
Presión Combustible (PSI)	
Mínima	
Máxima	

3.- Weight (Lbs)	
Máximo TAKE-OFF	
Baggage FWD	
Baggage AFT	

4.- Start					

5.- C.G.		
PESOS	FWD	RWD
7.200 or less		
8.500		
8.700 (max flight)		
8.750 (max Ramp)		

B.- Emergencies Procedures

1.- ENGINE SECURING PROCEDURE

Power Lever	_____
Prop Control	_____
Condition Lever	_____
Generator	_____

2.- ENGINE FIRE OR DAMAGE

a.- In Flight:

Firewall Shutoff	_____
Condition Lever	_____
Prop Control	_____
Generator	_____

b.- On Ground:

Firewall Shutoff (Af. Eng.)	_____
Condition Lever	_____

3.- ENGINE FAILURE DURING TAKEOFF

a.- BEFORE ROTATION (Below 90 Kias)

Power Levers _____

Brakes _____

If Aircraft Departs Runway:

Condition Lever _____

Battery Master/Gen Trip Switches _____

Firewall Shutoffs _____

b.- AFTER ROTATION (After 90 Kias)

Power Lever _____

Landing Gear _____

Inoperative Engine _____

4.- ENGINE FAILURE DURING FLIGHT

a.- If Quick-Start Desired:

Power Lever _____

Prop Control _____

Condition Lever _____

Generator _____

b.- If Quick-Start Unsuccessful or Not Desired:

Condition Lever _____

Engine Securing Procedure _____

5.- ENGINE FLAMEOUT (2ND ENGINE)

Power Lever _____
Prop Control _____
Condition Lever _____

6.- PROPELLER UNDERSPEED

Power Lever _____

7.- ENGINE POWER RUNAWAY

a.- If Flight:

Power Lever (Affected Engine) _____

b.- If Power Continues Above Limits:

Condition Lever _____
Prop Control _____
Generator _____

c.- On Ground:

Condition Levers _____

8.- HIGH OIL TEMPERATURE

Oil Cooler Door _____
Power (if necessary) _____

9.- LOW OIL PRESSURE

a.- Less Than 40 PSI-Oil Pressure Annunciator ON:

Power (below 40 PSI) _____
Engine Securing Procedure _____

10.- SINGLE ENGINE GO-AROUND

Directional Control _____
Power Lever _____
Flaps (If More Than 15°) _____
Landing Gear _____

11.- BATTERY OVERTEMPERATURE

Electrical Load _____
Battery Master _____

12.- SINGLE GENERATOR FAILURE

Electrical Load _____
Inoperative Generator _____
Non-Essential Bus _____

13.- DUAL GENERATOR FAILURE

Electrical Load _____
Generator Switches _____
Non-Essential Bus _____

14.- ELECTRICAL FIRE

Battery Master & Gen Switches _____
Reference for Flight _____
Lighting (If Required) _____
Oxygen _____

15.- AUTOPILOT HARDOVER

Flight Control _____
AP Disc/Trim Interrupt Switch _____

16.- ELECTRIC TRIM RUNAWAY

AP Disc/Trim Interrupt Switch _____

a.- IF Trim does not stop immediately:

AP FD/Avionics Master Switch _____
Manual Trim _____

17.- PRESSURIZATION SYSTEM MALFUNCTION

a.- Differential Pressure Above 5.7 PSI or Continual Cabin Fluctuation @ 5.5 PSI:

Press Controller _____
Oxygen (if required) _____
Cabin Pressure (if required) _____

b.- Rapid Increase in Differential Pressure:

Oxygen (if required) _____
Cabin Pressure (if required) _____

18.- SMOKE OR FUMES IN THE CABIN

a.- Determine Source if Possible Engines As Source:

Oxygen _____
Cabin Altitude _____
Dump Switch (if required) _____

b.- Cabin Originated:

Cabin Pressure _____
Oxygen _____
Cabin Air Handle _____

19.- EMERGENCY DESCENT

a.- Gear And Flaps Retracted:

Power Lever _____
Prop Control _____
Aircraft Attitude _____
Airspeed _____

b.- Gear And Flaps Extended:

Power Lever _____
Prop Control _____
Aircraft Attitude _____
Flaps (Below 171 Kias) _____
Landing Gear (Below 154 Kias) _____
Flaps (Below 141 Kias) _____
Airspeed _____

20.- RED LIGHT ILLUMINATED AFTER TAKEOFF

Airspeed _____
LG handle Position _____