



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

**“PIPER CHEYENNE IIXL “PA-31T2”**

**NSL Limitada**

**A.- Operations Limitations**

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

	<b>IIXL</b>
Va	184
Vne	242
Vmo	242
Vfe 15°	181
Vle/Vlo	153
Vlo	139
Vmca	91
Vs	86
Vso	77
Vx	95
Vy	116
Vyse	118
V <sub>1</sub>	91
Vapp (flaps)	104

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

	<b>IIXL</b>
Tipo a Utilizar	JET-A
Capacidad Total	374
Capacidad Utilizable	366
Presión Combustible (PSI)	
Mínima	5
Máxima	50

**3.- Weight (Lbs)**

Máximo TAKE-OFF	9474
Baggage FWD	300
Baggage AFT	200

**4.- Start**

30	Seconds	On	1	Minute	Off
30	Seconds	On	1	Minute	Off
30	Seconds	On	30	Minute	Coolin

## **B.- Emergencies Procedures**

### **1.- ENGINE SECURING PROCEDURE**

Power Lever	<b>IDLE</b>
Prop Control	<b>FEATHER</b>
Condition Lever	<b>STOP</b>
Generator	<b>OFF</b>

### **2.- ENGINE FIRE OR DAMAGE**

#### **a.- In Flight:**

Firewall Shutoff	<b>PULL</b>
Condition Lever	<b>STOP</b>
Prop Control	<b>FEATHER</b>
Generator	<b>OFF</b>

#### **b.- On Ground:**

Firewall Shutoff (Af. Eng.)	<b>PULL</b>
Condition Lever	<b>STOP</b>
Bleed Air	<b>OFF</b>

### **3.- ENGINE FAILURE DURING TAKEOFF**

#### **a.- BEFORE ROTATION (Below 101 Kias)**

Power Levers	<b>IDLE</b>
Brakes	<b>AS REQUIRED</b>

If Aircraft Departs Runway:

Condition Lever	<b>STOP</b>
Battery Master/Gen Trip Switches	<b>OFF</b>
Firewall Shutoffs	<b>OFF</b>

**b.- AFTER ROTATION (After 101 Kias)**

Power Lever	VERIFY MCP
Landing Gear	RETRACT
Inoperative Engine	FEATHER & STOP

**4.- ENGINE FAILURE DURING FLIGHT**

**a.- If Quick-Start Desired:**

Power Lever	IDLE
Prop Control	DO NOT FEATHER
Condition Lever	STOP
Generator	OFF

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

Condition Lever	STOP
Engine Securing Procedure	ACCOMPLISH

**5.- ENGINE FLAMEOUT (2<sup>ND</sup> ENGINE)**

Power Lever	IDLE
Prop Control	DO NOT FEATHER
Condition Lever	STOP

**6.- PROPELLER UNDERSPEED**

Power Lever	REDUCE TORQUE
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**7.- ENGINE POWER RUNAWAY**

**a.- If Flight:**

Power Lever (Affected Engine)	IDLE
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**b.- If Power Continues Above Limits:**

Condition Lever	STOP
Prop Control	FEATHER
Generator	OFF

**c.- On Ground:**

Condition Levers	BOTH STOP
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**8.- HIGH OIL TEMPERATURE**

Oil Cooler Door	OPEN
Power (if necessary)	REDUCE

**9.- LOW OIL PRESSURE**

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

Power (below 40 PSI)	IDLE
Engine Securing Procedure	ACCOMPLISH

**10.- SINGLE ENGINE GO-AROUND**

Directional Control	ANTICIPATE
Power Lever	MCP 620 SHP AS REQUIRED
Flaps (If More Than 15°)	APPROACH
Landing Gear	UP

**11.- BATTERY OVERTEMPERATURE**

Electrical Load	CHECK
Battery Master	OFF

## 12.- SINGLE GENERATOR FAILURE

Electrical Load	CHECK/REDUCE
Inoperative Generator	OFF
Non-Essential Bus	AS REQUIRED

## 13.- DUAL GENERATOR FAILURE

Electrical Load	REDUCE TO MIN
Generator Switches	OFF
Non-Essential Bus	OFF

## 14.- ELECTRICAL FIRE

Battery Master & Gen Switches	OFF
Reference for Flight	PNEUMATIC TURN& SLIP
Lighting (If Required)	FLASHLIGHT OR DOME
Oxygen	AS REQUIRED

## 15.- AUTOPILOT HARDOVER

Flight Control	MANUALLY OVERPOWER
AP Disc/Trim Interrupt Switch	DEPRESS & HOLD

## 16.- ELECTRIC TRIM RUNAWAY

AP Disc/Trim Interrupt Switch	DEPRESS & HOLD
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### a.- IF Trim does not stop immediately:

AP FD/Avionics Master Switch	OFF
Manual Trim	RETRIM AS REQUIRED

## 17.- PRESSURIZATION SYSTEM MALFUNCTION

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

Press Controller	SET TO HIGHER ALT
Oxygen (if required)	ON – DON MASKS
Cabin Pressure (if required)	DUMP

### b.- Rapid Increase in Differential Pressure:

Oxygen (if required)	ON – DON MASKS
Cabin Pressure (if required)	DUMP

## 18.- SMOKE OR FUMES IN THE CABIN

### a.- Determine Source if Possible Engines As Source:

Oxygen	AS REQUIRED
Cabin Altitude	SELECT HIGHER
Dump Switch (if required)	DUMP

### b.- Cabin Originated:

Cabin Pressure	DUMP
Oxygen	ON – DON MASKS
Cabin Air Handle	OUTSIDE AIR

## 19.- EMERGENCY DESCENT

### a.- Gear And Flaps Retracted:

Power Lever	IDLE
Prop Control	FORWARD
Aircraft Attitude	BANK
Airspeed	V <sub>mo</sub> /REDLINE

**b.- Gear And Flaps Extended:**

Power Lever	IDLE
Prop Control	FORWARD
Aircraft Attitude	BANK
Flaps (Below 181 Kias)	APPROACH
Landing Gear (Below 153 Kias)	EXTEND
Flaps (Below 148 Kias)	FULL
Airspeed	148 KIAS MAX.

**20.- RED LIGHT ILLUMINATED AFTER TAKEOFF**

Airspeed	REDUCE TO 130 KIAS MAX.
LG handle Position	VERIFY