



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

“PIPER CHEYENNE IIXL”

“PA-31”

A.- Operations Limitations

| 1.- Speed (Kias) | |
|---------------------|-----|
| Va | 184 |
| Vne | 242 |
| Vmo | 242 |
| Vfe 15° | 181 |
| Vle/Vlo (Extension) | 153 |
| Vlo (Retraction) | 139 |
| Vmca | 91 |
| Vs | 86 |
| Vso | 77 |
| Vx | 95 |
| Vy | 116 |
| Vsse | 118 |
| Vxse | 113 |
| Vyse | 118 |
| V ₁ | 91 |
| Vapp (flaps 40°) | 104 |

| 2.- Fuel (U.S. GAL) | |
|---------------------------|-------|
| Tipo a Utilizar | JET-A |
| Capacidad Total | 374 |
| Capacidad Utilizable | 366 |
| Presión Combustible (PSI) | |
| Mínima | 5 |
| Máxima | 50 |

| 3.- Weight (Lbs) | |
|------------------|-------|
| Máximo TAKE-OFF | 9.474 |
| Baggage FWD | 300 |
| Baggage AFT | 200 |

| 4.- Start | | | | | |
|-----------|---------|----|----|---------|---------|
| 30 | Seconds | On | 1 | Minute | Off |
| 30 | Seconds | On | 1 | Minute | Off |
| 30 | Seconds | On | 30 | Minutes | Cooling |

| 5.- C.G. | | |
|---------------------|-------|-------|
| PESOS | FWD | RWD |
| 5.850 or less | 124.0 | 136.0 |
| 9.474 (max takeoff) | 129.5 | 136.0 |
| 9.000 (max landing) | 128.8 | 136.0 |
| 9.540 (max Ramp) | 129.6 | 136.0 |

B.- Emergencies Procedures

1.- ENGINE SECURING PROCEDURE

| | |
|-----------------|----------------|
| Power Lever | IDLE |
| Prop Control | FEATHER |
| Condition Lever | STOP |
| Generator | OFF |

2.- ENGINE FIRE OR DAMAGE

a.- In Flight:

| | |
|------------------|----------------|
| Firewall Shutoff | PULL |
| Condition Lever | STOP |
| Prop Control | FEATHER |
| Generator | OFF |

b.- On Ground:

| | |
|-----------------------------|-------------|
| Firewall Shutoff (Af. Eng.) | PULL |
| Condition Lever | STOP |

3.- ENGINE FAILURE DURING TAKEOFF

a.- BEFORE ROTATION (Below 91 Kias)

| | |
|--------------|-------------|
| Power Levers | IDLE |
| Brakes | AS REQUIRED |

If Aircraft Departs Runway:

| | |
|----------------------------------|------|
| Condition Lever | STOP |
| Battery Master/Gen Trip Switches | OFF |
| Firewall Shutoffs | OFF |

b.- AFTER ROTATION (After 91 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 (2ND ENGINE)

| | |
|-----------------|----------------|
| Power Lever | IDLE |
| Prop Control | DO NOT FEATHER |
| Condition Lever | STOP |

6.- PROPELLER UNDERSPEED

| | |
|-------------|---------------|
| Power Lever | REDUCE TORQUE |
|-------------|---------------|

7.- ENGINE POWER RUNAWAY

a.- If Flight:

| | |
|-------------------------------|------|
| Power Lever (Affected Engine) | IDLE |
|-------------------------------|------|

b.- If Power Continues Above Limits:

| | |
|-----------------|---------|
| Condition Lever | STOP |
| Prop Control | FEATHER |
| Generator | OFF |

c.- On Ground:

| | |
|------------------|-----------|
| Condition Levers | BOTH STOP |
|------------------|-----------|

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 |
|-------------------------------|----------------|

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 _{mo} /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 |