



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“PIPER CHEYENNE T1040”

“PA-31”

A.- Operations Limitations

1.- Speed (Kias)	
Va	183
Vne	227
Vmo	227
Vfe 15°	174
Vle/Vlo (Extension)	156
Vlo (Retraction)	142
Vmca	87
Vs	86
Vso	78
Vx (15° flaps)	87
Vy (0° flaps)	123
Vsse	118
Vxse	108
Vyse	118
V ₁	91
Vapp (flaps 40°) w/tips	109

2.- Fuel (U.S. GAL)	
Tipo a Utilizar	JET-A
Capacidad Total	366
Capacidad Utilizable	358
Presión Combustible (PSI)	
Mínima	5
Máxima	50

3.- Weight (Lbs)	
Máximo TAKE-OFF	9.000
Baggage FWD	300
Bagaje AFT w/ 10th and 11th seats	100
Baggage AFT w/o 10th and 11th seats	440

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
5.200 or less	120.0	135.0
9.000 (max takeoff)	128.5	135.0
9.000 (max landing)	128.5	135.0
9.050 (max Ramp)	128.6	135.0

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 87 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 87 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 500 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 171 Kias)	APPROACH
Landing Gear (Below 154 Kias)	EXTEND
Flaps (Below 141 Kias)	FULL
Airspeed	148 KIAS MAX.

20.- RED LIGHT ILLUMINATED AFTER TAKEOFF

Airspeed	REDUCE TO 130 KIAS MAX.
LG handle Position	VERIFY