



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

**“PIPER CHEYENNE T1040”**

**“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 <sub>1</sub>	
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
5.200 or less		
9.000 (max takeoff)		
9.000 (max landing)		
9.050 (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 (2<sup>ND</sup> 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 \_\_\_\_\_