



DEPARTAMENTO “SEGURIDAD OPERACIONAL”  
 SUBDEPARTAMENTO “LICENCIAS”  
SECCIÓN EVALUACIONES

**“PIPER NAVAJO CHIEFTAIN PA-31-350”**  
**“AEREOREGIONAL”**

**A.- Limitaciones de Operación**

1.- Limitaciones (Velocidades)

	KIAS
Va	
Vne	
Vno	
Vfe 15°	
Vle	
Vmca	
Vs	
Vso	
Vx	
Vy	
Vsse	
Vxse	
Vyse	
Vr	
Vapp Flap DN	
Max Cross Wind	

2.- Combustible (U.S. GAL)

Tipo a Utilizar	
Capacidad Total	
Combustible Usable	
Presión de Combustible (PSI)	
Mínima	
Máxima	

3.- Pesos (LBS)

Máximo TAKE-OFF	
Máximo Baggaje FWD	
Máximo Baggaje AFT	
Máximo Baggaje Nacelas	

4.- Motor (Potencia Máxima Continua)

Limitaciones Operativas de Motor	
Razón HP o BHP	
Máximas RPM	
RPM estáticas	
Máximas	
Mínimas	
Exh. Gas Temp. (°F)	
Cyl. Heat Temp. (°F)	
Temperatura de aceite (°F)	
Máxima	
Mínima	
Presión de aceite (PSI)	
Máxima	
Mínima	

5.- Límites de Maniobras (Cat. Normal)

**MANIOBRA KIAS**

Spin (Flaps UP) \_\_\_\_\_

Escarpados \_\_\_\_\_

**B.- Emergencies Procedures**

**1.- ENGINE FAILURE DURING NORMAL TAKEOFF (85 KIAS or below)**

**a.- If Sufficient runway remains for a safe stop:**

Throttle \_\_\_\_\_  
Brakes \_\_\_\_\_  
Stop Straight Ahead

**b.- If Insufficient runway remains for a safe stop:**

Throttle \_\_\_\_\_  
Mixture \_\_\_\_\_  
Master Switch \_\_\_\_\_  
Fuel Selector \_\_\_\_\_  
Magnetos Switches \_\_\_\_\_  
Maintain directional control and maneuver to avoid obstacles.

**2.- ENGINE FAILURE DURING NORMAL TAKEOFF (above 85 KIAS)**

Directional Control \_\_\_\_\_  
Power (Oper. Engine) \_\_\_\_\_  
Propeller Control (Inop. E.) \_\_\_\_\_  
Landing Gear \_\_\_\_\_  
Bank \_\_\_\_\_  
Airspeed \_\_\_\_\_  
Cowl Flaps (Inop. Eng.) \_\_\_\_\_  
Airspeed \_\_\_\_\_  
Engine Securing Procedures \_\_\_\_\_  
Land as soon as practical at the nearest suitable.

### 3.- ENGINE FAILURE DURING FLIGHT (ABOVE 76 KIAS)

Inoperative engine \_\_\_\_\_

Operative engine \_\_\_\_\_

Airspeed \_\_\_\_\_

Before securing inoperative engine:

Fuel Flow \_\_\_\_\_

Fuel Quantity \_\_\_\_\_

Fuel Selector (inop. Eng.) \_\_\_\_\_

Oil pressure and temperature \_\_\_\_\_

Magneto switches \_\_\_\_\_

Air Start \_\_\_\_\_

If engine does not start, complete Engine Securing Procedure

Power (Oper. Eng.) \_\_\_\_\_

Mixture (Oper. Eng.) \_\_\_\_\_

Fuel Quantity (Oper. Eng. Tank) \_\_\_\_\_

Emergency Fuel Pump (Oper. Eng.) \_\_\_\_\_

Cowl Flap (Oper. Eng.) \_\_\_\_\_

Trim \_\_\_\_\_

Electrical Load \_\_\_\_\_

Land as soon as practical at nearest suitable airport

#### **4.- ENGINE FIRE ON GROUND**

- Firewall Fuel Shutoff \_\_\_\_\_
- Emergency Fuel Pump \_\_\_\_\_
- Boost Pump CB \_\_\_\_\_
- Brakes \_\_\_\_\_
- Throttle (affect engine) \_\_\_\_\_
- Radio \_\_\_\_\_
- Mixture (if fire persists) \_\_\_\_\_
- External fire extinguisher \_\_\_\_\_

If fire continues, shutdown both engines and evacuate.  
If fire is on the ground, it may be possible to taxi away.

#### **5.- ENGINE FIRE IN FLIGHT**

- Firewall Fuel Shutoff \_\_\_\_\_
- Throttle \_\_\_\_\_
- Propeller Control \_\_\_\_\_
- Mix \_\_\_\_\_
- Inoperative Engine \_\_\_\_\_

If fire persists:

Airspeed \_\_\_\_\_

Land as soon as possible at the nearest suitable airport