



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“PIPER PA-24 250”
“JORGE MISLEJ M.”

A.- Limitaciones de Operación

1.- Limitaciones (Velocidades)

	MPH
Va 2.900 lbs	.-.
Vne	227
Vno	180
Vfe	125
Vle	150
Vlo	150
Vs	71
Vso	63
Vx	85
Vy	105
Vr	85
Vapp (Flap DN)	.-.
Vplaneo	85-100
Max Cross Wind	.-.

4.- Motor (Potencia Máxima Continua)

Limitaciones Operativas de Motor	
Razón HP o BHP	200
Máximas RPM	2.575
Temperatura Gases de Escape (°F)	
Máxima	1.650
Mínima	1.200
Temperatura de aceite (°F)	
Máxima	240
Mínima	100
Presión de aceite (PSI)	
Máxima	100
Mínima	10

2.- Combustible (U.S. GAL)

Tipo a Utilizar	100/130
Capacidad Total	90
Capacidad Usable	84
Presión de Combustible (PSI)	
Mínima	3,5
Máxima	19

5.- Limites de maniobras (Cat. Normal)

MANIOBRA	KIAS
Spin (Flaps UP)	PROHIBIDO
Escarpados	
Ocho Flojo	
Chandela	

3.- Pesos (LBS)

Máximo TAKE-OFF	2.900
Máximo Equipaje	200

B.- Emergency Procedure

1.- ENGINE POWER LOSS DURING TAKEOFF

a.- If sufficient runway remains for a normal landing, leave gear down and land straight ahead:

Throttle	IDLE
Brakes	APPLY
Land straight ahead	

b.- If area ahead is rough, or if it is necessary to clear obstructions:

Gear Selector Switch	UP
Emergency Gear Lever	LOCKED IN OVERRIDE ENGAGED POSITION

c.- If sufficient altitude has been gained to attempt a restart:

Maintain Safe Airspeed	
Fuel Selector	SWITCH TO TANK CONTAINING FUEL
Auxiliary fuel pump	UNLATCH, HI
Mixture	CHECK RICH
Alternate Air	OPEN
Emergency Gear Lever	AS REQUIRED

If power is not regained, proceed with power off landing.

2.- ENGINE POWER LOSS IN FLIGHT

Fuel Selector	SWITCH TO TANK CONTAINING FUEL
Auxiliary fuel pump	UNLATCH, HI
Mixture	RICH
Alternate Air	OPEN
Engine Gauge	CHECK FOR INDICATION OF CAUSE OF POWER LOSS

a.- If no fuel pressure is indicated, check tank selector position to be sure it is on a tank containing fuel.

When power is restored:

Alternate Air	CLOSED
Auxiliary fuel pump	OFF

If power is not restored prepare for power off landing.

Trim for 97 Kias.

3.- ENGINE FIRE DURING START

Starter	CRANK ENGINE
Mixture	IDLE CUT OFF
Throttle	OPEN
Primer	OFF
Fuel selector	OFF
Abandon if fire continues	

4.- ENGINE FIRE IN FLIGHT

Source of fire **CHECK**

Electrical Fire (smoke in cabin)

Master switch **OFF**

Vents **OPEN**

Cabin heat **OFF**

Land as soon as practicable.

Engine Fire:

Fuel selector **OFF**

Throttle **CLOSED**

Mixture **IDLE CUT OFF**

Auxiliary Fuel Pump **CHECK OFF**

Heater and Defroster **OFF**

Proceed with power off landing procedure.