



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“PIPER NAVAJO CHIEFTAIN PA-31-350”
“MUTUAL DE SEGURIDAD”

A.- Limitaciones de Operación

1.- Limitaciones (Velocidades)

	CIAS
Va	162
Vne	236
Vno	185
Vfe 15°	162
Vle	153
Vmca	76
Vs	77
Vso	74
Vx	84
Vy	101
Vsse	92
Vxse	104
Vyse	106
Vr	85
Vapp Flap DN	95
Max Cross Wind	25

2.- Combustible (U.S. GAL)

Tipo a Utilizar	100/130
Capacidad Total	192
Combustible Usable	182
Presión de Combustible (PSI)	
Mínima	34
Máxima	55

3.- Pesos (LBS)

Máximo TAKE-OFF	7.000
Máximo Baggaje FWD	200
Máximo Baggaje AFT	200

4.- Motor (Potencia Máxima Continua)

Limitaciones Operativas de Motor	
Razón HP o BHP	350
Máximas RPM	2.575
RPM estáticas	
Máximas	2.575
Mínimas	600/650
Exh. Gas Temp. (°F)	
	1.650
Cyl. Heat Temp. (°F)	
	500
Temperatura de aceite (°F)	
Máxima	245
Mínima	50
Presión de aceite (PSI)	
Máxima	100
Mínima	25

5.- Límites de maniobras (Cat. Normal)

MANIOBRA	CIAS
Spin (Flaps UP)	PROHIBIT
Escarpados	PROHIBIT

B.- Emergencies Procedures

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

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

Throttle	IMMEDIATELY CLOSE
Brakes	AS REQUIRED
Stop Straight Ahead	

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

Throttle	IMMEDIATELY CLOSE
Mixture	IDLE CUT-OFF
Master Switch	OFF
Fuel Selector	OFF
Magnetos Switches	OFF

Maintain directional control and maneuver to avoid obstacles.

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

Directional Control	MAINTAIN
Power (Oper. Engine)	MAXIMUM CONTINUOUS
Propeller Control (Inop. E.)	FEATHER
Landing Gear	RETRACT
Bank	5° into operative engine
Airspeed	95 KIAS to 50 ft then accelerate to 104 KIAS
Cowl Flaps (Inop. Eng.)	CLOSE
Airspeed	106 KIAS after all obstacles have been cleared
Engine Securing Procedures	COMPLETE

Land as soon as practical at the nearest suitable.

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

Inoperative engine	IDENTIFY
Operative engine	ADJUSTED AS REQUIRED
Airspeed	Attain and Maintain at least 106 KIAS

Before securing inoperative engine:

Fuel Flow	CHECK (if deficient – emergency fuel pump ON)
Fuel Quantity	CHECK
Fuel Selector (inop. Eng.)	Switch to other tank containing fuel
Oil pressure and temperature	CHECK
Magneto switches	CHECK
Air Start	ATTEMPT

If engine does not start, complete Engine Securing Procedure

Power (Oper. Eng.)	AS REQUIRED
Mixture (Oper. Eng.)	ADJUST FOR POWER
Fuel Quantity (Oper. Eng. Tank)	SUFFICIENT
Emergency Fuel Pump (Oper. Eng.)	AS REQUIRED
Cowl Flap (Oper. Eng.)	AS REQUIRED
Trim	ADJUSTED (5° bank into operative engine)
Electrical Load	Decrease to minimum required
Land as soon as practical at nearest suitable airport	

4.- ENGINE FIRE ON GROUND

Firewall Fuel Shutoff	OFF
Emergency Fuel Pump	OFF
Boost Pump CB	PULLED
Brakes	AS REQUIRED
Throttle (affect engine)	OPEN
Radio	Call for assistance
Mixture (if fire persists)	IDLE CUT-OFF
External fire extinguisher	USE

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	OFF
Throttle	IDLE
Propeller Control	FEATHER
Mix	IDLE CUT OFF
Inoperative Engine	SECURE

If fire persists:

Airspeed Increase in attempt to blow out fire

Land as soon as possible at the nearest suitable airport