



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

**“AERO COMMANDER AC-500S”**

**“CAMANCHACA S.A.”**

NOMBRE : \_\_\_\_\_ FIRMA: \_\_\_\_\_

FECHA : \_\_\_\_\_

**A.- Procedimientos de Limitaciones**

**1.- Limitaciones (KIAS)**

Va	
Vne	
Vno	
Vfe (1/2 DN)	
Vfe (FULL DN)	
Vlo	
Vmca	
Vs	
Vso	
Vx	
Vy	
Vsse	-.-
Vxse	-.-
Vyse	
Emergency Descent	-.-
Vbalked landing	-.-
Vapp (Flap DN)	
Max Cross Wind	-.-

**2.- Pesos (LBS)**

Máximo TAKE-OFF	
Máximo Baggaje FWD	-.-
Máximo Baggaje AFT	-.-

**3.- Combustible (U.S. GAL)**

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

**4.- Limites de Maniobras (Cat. Normal)**

Spin (Flaps UP)	
Escarpados	-.-

**B.- Procedimientos de Emergencia de Acción Inmediatas**

1.- ENGINE FAILURE DURING TAKE-OFF

a.- Loss of engine before reaching 90 MPH (78 KIAS)

Throttles Levers

\_\_\_\_\_

Weel Brakes

\_\_\_\_\_

b.- Loss of engine after 90 MPH (78 KIAS)

Propeller Pitch Controls

\_\_\_\_\_

Throttles Levers

\_\_\_\_\_

Landing Gear

\_\_\_\_\_

Wing Flaps

\_\_\_\_\_

Heading and Airspeed

\_\_\_\_\_

Inoperative Engine

\_\_\_\_\_

Failed Engine Propeller

\_\_\_\_\_

Best Angle of Climb Speed

\_\_\_\_\_

Fuel Boost Pump on Operative Engine

\_\_\_\_\_

Mixture Control on Operating Engine

\_\_\_\_\_

On The Inoperative Engine:

Mixture

\_\_\_\_\_

Fuel Hydraulic Emerg Shutoff SW

\_\_\_\_\_

Fuel Boost Pump Switch

\_\_\_\_\_

Ignition

\_\_\_\_\_

Generator

\_\_\_\_\_

Cowl Flaps

\_\_\_\_\_

Aircraft

\_\_\_\_\_

Land as soon as possible

2.- ENGINE FAILURE DURING CRUISE

Inoperative Engine

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Inoperative Engine

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Operative Engine

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3.- ENGINE FIRE IN FLIGHT

Mixture

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Fuel-Hydraulic Emergency Shutoff Valve

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Fuel Boost Pump Switch

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Propeller Pitch Control

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Ignition Switch

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Generator/Alternator

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4.- BALKED LANDING

Throttle Power

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Climb

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Landing Gear

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Wing Flaps

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Normal Takeoff Procedures

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