



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“CESSNA C-310R”

A.- Limitaciones de Operación

1.- Limitaciones (KIAS)

Va	148
Vne	223
Vno	181
Vfe 15°	158
Vle (extended)	138
Vmca	80
Vs	79
Vso	72
Vx	85
Vy	107
Vsse	92
Vxse	95
Vyse	106
Emergency Descent	220/138
Vbalked landing	85
Vapp (Flap DN)	93
Max Cross Wind	19

2.- Combustible (U.S. GAL)

Tipo a Utilizar	100/130
Capacidad Total STD	102
Combustible Usable STD	100
Presión de Combustible (PSI)	
Máxima	21.7
Mínima	2.5

3.- Pesos (LBS)

Max TAKE-OFF	5.500
Max LANDING	5.400
Max Nose Bay + Wing Lockers	350/120

4.- Motor (Potencia Máxima Continua)

Limitaciones Operativas de Motor	
Razón HP o BHP	285
Máximas RPM	2.700
Temperatura Cabeza de Cilindros (°F)	
Máxima	460
Mínima	200
Temperatura de aceite (°F)	
Máxima	240
Mínima	75
Presión de aceite (PSI)	
Máxima	100
Mínima	10

5.- Límites de Maniobras (Cat. Normal)

Spin (Flaps UP)	PROHIBITED
Escarpados	148

B.- Emergencies Procedures

1. ENGINE SECURING PROCEDURE

Throttle	CLOSED
Mixture	IDLE CUT-OFF
Propeller	FEATHER

2. ENGINE FAILURE DURING TAKEOFF (Speed Below 92 KIAS Or Gear Down)

Throttles	CLOSED IMMEDIATELY
Brakes or Land and Brake	AS REQUIRED

3. ENGINE FAILURE DURING TAKEOFF (Speed Above 92 KIAS with Gear Up or In Transit)

Mixtures	AS REQUIRED for flight altitude
Propellers	FULL FORWARD
Throttles	FULL FORWARD
Landing Gear	CHECK UP
Inoperative Engine:	
Throttles	CLOSED
Mixtures	IDLE CUT-OFF
Propellers	FEATHER

4. ENGINE FAILURE DURING FLIGHT (Speed Above Vmca)

Inoperative Engine	DETERMINE
Operative Engine	ADJUST as required

a.- Before Securing Inoperative Engine:

Fuel Flow	CHECK, if deficient, position AUX FUEL PUMP - ON
Fuel Selector	MAIN TANK
Fuel Quantity	CHECK
Oil Pressure and Oil Temperature	CHECK
Magneto Switches	CHECK ON
Mixtures	ADJUST until evidence of engine firing

5. ENGINE FAILURE DURING FLIGHT (Speed Below Vmca))

Rudder	APPLY Towards Operative Engine
Power	REDUCE To Stop Turn
Pitch Attitude	LOWER NOSE To Accelerate Above Vmca
Inoperative Engine Propeller	FEATHER
Operative Engine	INCREASE POWER

6. ENGINE INOPERATIVE GO-AROUND (Speed Above 92 KIAS)

Throttle	FULL FORWARD
Mixture	AS REQUIRED for flight altitude
Positive Rate-of-climb	ESTABLISH
Landing Gear	UP
Wing Flaps	UP, if extended

7. BOTH ENGINES FAILURE DURING CRUISE FLIGHT

Wing Flaps	UP
Landing Gear	UP
Propellers	FEATHER

8. FIRE IN THE GROUND (Engine Start, Taxi and Takeoff With Sufficient Distance Remaining To Stop)

Throttle	CLOSED
Brake	AS REQUIRED
Mixture	IDLE CUT-OFF
Battery	OFF
Magneto Switch	OFF

9. IN FLIGHT WING OR ENGINE FIRE

Both Auxiliary Fuel Pumps	OFF
Appropriate Engine	SECURE
Throttle	CLOSED
Mixture	IDLE CUT-OFF
Propeller	FEATHER
Fuel Selector	OFF

10. EMERGENCY DESCENT PROCEDURES

a.- Preference Procedure

Throttles	IDLE
Propellers	FULL FORWARD
Mixture	ADJUST
Wing Flaps	UP
Landing Gear	UP
Moderate Bank	INITIATE

b.- In Turbulence Atmospheric Conditions

Throttles	IDLE
Propellers	FULL FORWARD
Mixture	ADJUST
Wing Flaps	DOWN 35°
Landing Gear	DOWN
Moderate Bank	INITIATE

11. AIR INLET OR FILTER ICING EMERGENCY PROCEDURES

Alternate Air Control (s)	PULL OUT
Power	INCREASE as required
Mixture (s)	LEAN as required

12. SPINS

Throttles	CLOSE IMMEDIATELY
Ailerons	NEUTRALIZE
Rudder	HOLD FULL RUDDER
Control Wheel	FORWARD BRISKLY
Inboard Engine	INCREASE POWER

a.- After Rotation Has Stopped:

Rudder	NEUTRALIZE
Inboard Engine (If used)	DECREASE POWER
Control Wheel	PULL