



DEPARTAMENTO "SEGURIDAD OPERACIONAL"
 SUBDEPARTAMENTO "LICENCIAS"
 SECCIÓN EVALUACIONES

"CESSNA 340-A II "

A.- Limitaciones de Operación

1.- Limitaciones (KIAS)

Va	155
Vne	234
Vno	200
Vfe 15°	160
Vle (extended)	140
Vmca	87
Vs	83
Vso	71
Vx	86
Vy	108
Vsse	91
Vxse	95
Vyse	100
Emergency Descent	234/140
V.balked landing	87
V.app (Flap DN)	94
Max Cross Wind	23

2.- Combustible (U.S. GAL)

Tipo a utilizar	100
Capacidad Total STD	166
Combustible Usable STD	163

Presión de Combustible (PSI)

Máxima	21.7
Mínima	3.0

3.- Pesos (LBS)

Max TAKE-OFF	5.990
Max LANDING	5.990
Max Nose Bay + Wing Lockers	350+120

4.- Motor (Potencia Máxima Continua)

Limitaciones Operativas de Motor	
Razón HP o BHP	310
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)

Escarpados Spin (Flaps UP)	155 prohibit
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B. – EMERGENCIES PROCEDURES

1. - ENGINE SECURING PROCEDURE

Throttle	CLOSED
Mixture	IDDL E CUT-OFF
Propeller	FEATHER

2. - ENGINE FAILURE DURING TAKEOFF (Speed Below 91 KIAS or Gear Down)

Throttles	CLOSED IMMEDIATELY
Brakes or Land and Brake	AS REQUIRED

3. - ENGINE FAILURE DURING TAKEOFF (Speed Above 91 KIAS with Gear Up or In Transit)

Mixtures	FULL RICH
Propellers	FULL FORWARD
Throttles	FULL FORWARD
Landing Gear	CHECK UP

Inoperative Engine:

Throttle	CLOSE
Mixture	IDDL E CUT OFF
Propeller	FEATHER

4. - ENGINE FAILURE DURING FLIGHT (Speed above Vmca)

Inoperative Engine **DETERMINE**
Operative Engine **ADJUST POWER**

a. - Before Securing Inoperative Engine:

Fuel Flow **CHECK**, if deficient, pos
Booster **ON**
Fuel Selector **MAIN TANK**
Fuel Quantity **CHECK**
Oil Pressure and
Oil Temperature **CHECK**
Magneto Sw **CHECK ON**
Mixtures **ADJUST**

5. - ENGINE FAILURE DURING FLIGHT (Speed below Vmca)

Rudder **APPLIES** toward op. eng.
Power **REDUCE** to stop turn
Pitch Attitude **LOWER NOSE**
Inop. Engine Propeller **FEATHER**
Op Engine **INCREASE POWER**

6. - ENGINE INOPERATIVE GO-AROUND (Speed above 91 KIAS)

Throttle	FULL FORWARD
Mixture	RICH
Positive Rate-of-climb	ESTABLISH
Landing Gear	UP
Wing Flaps	UP

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	CUT-OFF
Battery	OFF (use gang bar)
Magneto Sw	OFF (use gang bar)

9. - IN FLIGHT WING OR ENGINE FIRE

Boosters	OFF
Appropriate Engine	SECURE
Throttle	CLOSE
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
Landing Gear	DOWN

Flaps **FULL**

Moderate Bank **INITIATE**

11. - AIR INLET OR FILTER ICING EMERGENCY PROCEDURES

Alternate Air Control (s) **PULLS OUT**

Power **INCREASE (as required)**

Mixture (s) **LEAN (as required)**

12. - SPINS

Throttles **CLOSE IMMEDIATELY**

Ailerons **NEUTRALIZE**

Rudder **HOLD FULL**

Control
Wheel **FORDWARD BRISKLY**

Inboard Engine **INCREASE POWER**

a. - After Rotation Has Stopped:

Rudder **NEUTRALIZE**

Inboard Engine
(If used) **DECREASE POWER**

Control Wheel **PULL SOFTLY**