DEPARTAMENTO "SEGURIDAD OPERACIONAL"
SUBDEPARTAMENTO "LICENCIAS"
SECCIÓN EVALUACIONES

"CESSNA 340 – RAM VII"

A.- Limitaciones de Operación

1.- Limitaciones (KIAS)

Va	159
Vne	234
Vno	200
Vfe 15°	160
Vle (extended)	140
Vmca	72
Vs	81
Vso	71
Vx	93
Vy	108
Vsse	93
Vxse	95
Vyse	105
Emergency Descent	234/140
V. balked landing	95
V. app (Flap DN)	95
Max Cross Wind	23

2.- Combustible (U.S. AL)

Tipo a utilizar	100/130
Capacidad Total STD	203
Combustible Usable STD	199

Presión de Combustible (PSI)	
Máxima	21.7
Mínima	3.0

3.- Pesos (LBS)

Max TAKE-OFF	6390
Max LANDING	6075
Max Nos eBay + Wing lockers	350 +120

4.- Motor (Potencia Máxima Continua)

Limitaciones Operativas de Motor	
Razón HP o BHP	335
Máximas RPM	2700

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	159
Spin (Flaps UP)	Prohibit

B.- EMERGENCIES PROCEDURES

1.- ENGINE SECURING PROCEDURE

Throttle	**CLOSED**
Mixture	**IDDLE CUT-OFF**
Propeller	**FEATHER**

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

Throttles	**CLOSE INMEDIATELY**
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	**IDDLE 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	**APPLY TOWARD OP. ENGINE**
Power	**REDUCE TO STOP TURN**
Pitch Attitude	**LOWER NOSE**
Inop. Engine Propeller	**FEATHER**
Op Engine	**INCREASE POWER**

6.- ENGINE INOPERATIVE GO-AROUND
(Speed above 95 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 and 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	**IDDIE CUT-OFF**
Propeller	**FEATHER**
Fuel Selector	**OFF**
Fire Extinguisher	**ON**

10.- EMERGENCY DESCENT PROCEDURES

a.- Preference Procedure

Throttles	**IDDIE**
Propellers	**FULL FORWARD**
Mixture	**RICH**
Wing Flaps	**DOWN**
Landing Gear	**DOWN**
Moderate Bank	**35º - 45º**

b.- In Turbulence Atmospheric Conditions

Throttles	**IDDLE**
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)	**PULL OUT**
Power	**INCREASE**
Mixture (s)	**LEAN (AS REQUIRED)**