



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“CESSNA C-404”

A.- Limitaciones de Operación

1.- Limitaciones (Velocidades)

	KIAS
Va 3.600 lbs	160
Vne	241
Vno	212
Vfe T.O. & APPR	182
Vle	182
Vlo	182
Vmca	78
Vs	83
Vso	70
Vx (SL)	96
Vy (SL)	109
Vsse	102
Vxse	105
Vyse	109
Vr	91/102
Vapp (Flap DN)	91
Max Cross Wind	20

2.- Combustible (U.S. GAL)

Tipo a Utilizar	100/130
Capacidad Total	348
Capacidad Usable	344
Presión de Combustible (PSI)	
Mínima	3,6
Máxima	19,2

3.- Pesos (LBS)

Máximo Take-Off	8.400
Máximo Landing	8.100

4.- Motor (Potencia Máxima Continua)

Limitaciones Operativas de Motor	
Razón HP o BHP	375
Máximas RPM	2.235
Cylinder Head Temperatura (°F)	
Máximas	460
Mínimas	200
Temperatura de aceite (°F)	
Máxima	240
Mínima	100
Presión de aceite (PSI)	
Máxima	100
Mínima	10

5.- Límites de maniobras (Cat. Normal)

MANIOBRA	KIAS
Spin (Flaps UP)	Prohibit
Escarpados	160
Ocho Flojo	160
Chandela	160

B.- Emergencies Procedures

1.- ENGINE SECURING PROCEDURE

Throttle	CLOSE
Mixture	IDLE CUT-OFF
Propeller	FEATHER

2.- ENGINE FAILURE DURING TAKEOFF (Speed above recommended Safe Single-Engine Speed)

Throttle	CLOSE IMMEDIATELY
Brakes	AS REQUIRED

3.- ENGINE FAILURE AFTER TAKEOFF (Speed above recommended Safe Single-Engine Speed with Gear Up or in Transit)

Mixture	FULL RICH
Propeller	FULL FORWARD
Throttle	FULL FORWARD (40,0 INCHES HG.)
Landing Gear	CHECK UP
Inoperative engine:	
• Throttle	CLOSE
• Mixture	IDLE CUT-OFF
• Propeller	FEATHER

4.- ENGINE FAILURE IMMEDIATELY AFTER TAKEOFF

Power	REDUCE IMMEDIATELY
• Manifold Pressure	33,5 IN HG. MAXIMUM
• RPM	1.900 MAXIMUM (1.800 recommended)
Propeller synchronizer	OFF
Rough Engine	DETERMINE
Problem	ANALYZE
Rough engine	SECURE (if roughness cannot be cleared)

5.- ENGINE FAILURE DURING FLIGHT (Speed above Vmca or Buffet Speed)

Inoperative Engine	DETERMINE
Operative Engine	ADJUST AS REQUIRED

a.- Before securing inoperative engine:

Fuel Flow	CHECK, if deficient, POSITION AUXILIARY FUEL PUMP TO ON.
Fuel Selector	MAIN TANK
Fuel Quantity	CHECK
Oil Pressure and Oil Temperature	CHECK
Magneto Switches	CHECK ON
Mixture	ADJUST
	Lean until manifold pressure begins to increase then enrichen as power increase

6.- ENGINE FAILURE DURING FLIGHT (Speed below Vmca or Buffet Speed)

Rudder	APPLY
Power	REDUCE
Pitch attitude	LOWER NOSE TO ACCELERATE
Inoperative engine propeller	FEATHER
Operative engine	INCREASE POWER as airspeed increase above Vmca or buffet speed.

7.- ENGINE INOPERATIVE GO-AROUND (Speed above 109 KIAS)

Throttle	FULL FORWARD (40,0 INCHES HG.)
Wing Flaps	T.O. & APPR (if extended)
Positive Rate Of Climb	ESTABLISH AT 102 KIAS
Landing Gear	UP

8.- FIRE ON THE GROUND

Throttle	CLOSE
Brakes	AS REQUIRED
Mixture	IDLE CUT-OFF
Battery	OFF
Magnetos	OFF

9.- INFLIGHT WING OR ENGINE FIRE

Both Auxiliary Fuel Pumps	OFF
Operative Engine Fuel Selector	MAIN TANK
Emergency Crossfeed	OFF
Appropriate Engine	SECURE
• Throttle	CLOSE
• Mixture	IDLE CUT-OFF
• Propeller	FEATHER
• Fuel Selector	OFF

10.- EMERGENCY DESCENT PROCEDURE PREFERRED PROCEDURE

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

11.- EMERGENCY DESCENT PROCEDURE IN TURBULENCE CONDITIONS

Throttle	IDLE
Propellers	FULL FORWARD
Mixture	ADJUST
Wing Flaps	LAND
Landing Gear	DOWN
Moderate Bank	INITIATE