



DEPARTAMENTO “SEGURIDAD OPERACIONAL”  
SUBDEPARTAMENTO “LICENCIAS”

**“CESSNA C – 402 C”**

**“CC-COV y CC-CLV”**

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

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

**A.- OPERATING LIMITATIONS**

<b>1.- Limitations (KIAS)</b>	
Va	
Vne	
Vfe (Approch 15°)	
Vle	
Vno	
Vmca	
Vx	
Vy	
Vsse	
Vxse	
Vyse	
Emergency Descent	
Vapp (Flap DN)	
Max Cross Wind	

<b>2.- Fuel (U.S. GAL)</b>	
Type to Use	
Total Capacity	
Usable Fuel	
<b>Fuel Pressure (PSI)</b>	
Maximum	
Minimum	

<b>3.- Weights (LBS)</b>	
Maximum TAKE-OFF	
Maximum Baggaje FWD	

<b>4.- Engine (Maximum Continuous Power)</b>	
<b>Engine Operating Limitations</b>	
Reason HP o BHP	
Maximum RPM	
<b>Cylinder Head Temperature (°F)</b>	
Maximum	
Nonmal	
<b>Oil Temperature (°F)</b>	
Maximum	
Normal	
<b>Oil Pressure (PSI)</b>	
Maximum	
Minimum	

**B.- EMERGENCIES PROCEDURES**

**1.- ENGINE SECURING PROCEDURE**

Throttle \_\_\_\_\_

Mixture \_\_\_\_\_

Propeller \_\_\_\_\_

**2.- ENGINE FAILURE DURING TAKEOFF(Speed Below 95 KIAS or Gear Down)**

Throttles \_\_\_\_\_

Brake or Land and Brake \_\_\_\_\_

**3.- ENGINE FAILURE AFTER TAKEOFF (Speed Above 91 KIAS or Up)**

Mixtures \_\_\_\_\_

Propellers \_\_\_\_\_

Throttles \_\_\_\_\_

Landing Gear \_\_\_\_\_

**Inoperative Engine:**

Throttle \_\_\_\_\_

Mixture \_\_\_\_\_

Propeller \_\_\_\_\_

**4.- ENGINE FAILURE DURING FLIGHT (Speed Above Vmca)**

Inoperative Engine \_\_\_\_\_

Operative Engine \_\_\_\_\_

**Before Securing Inoperative Engine:**

Fuel Flow \_\_\_\_\_

Fuel Selector \_\_\_\_\_

Fuel Quantity \_\_\_\_\_

Oil Pressure and Oil Temperature \_\_\_\_\_

Magneto Switch \_\_\_\_\_

Mixture \_\_\_\_\_

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

Rudder \_\_\_\_\_

Power \_\_\_\_\_

Pitch Attitude \_\_\_\_\_

Inoperative Engine Propeller \_\_\_\_\_

Operative Engine \_\_\_\_\_

**6.- FIRE ON THE GROUND (Engine Start, Taxi and Takeoff With Sufficient Distance Remaining To Stop)**

- Throttles \_\_\_\_\_
- Brakes \_\_\_\_\_
- Mixtures \_\_\_\_\_
- Battery \_\_\_\_\_
- Magnetos Switch \_\_\_\_\_

**7.- INFLIGHT WING OR ENGINE FIRE**

- Both Auxiliary Fuel Pumps \_\_\_\_\_
- Operative Engine Fuel Selector \_\_\_\_\_
- Emergency Crossfeed Shutoff \_\_\_\_\_
- Appropriate Engine \_\_\_\_\_
  - Throttle \_\_\_\_\_
  - Mixture \_\_\_\_\_
  - Propeller \_\_\_\_\_
  - Fuel Selector \_\_\_\_\_

**8.- EMERGENCY DESCENT**

**a.- Preference Procedure**

Throttles \_\_\_\_\_

Propellers \_\_\_\_\_

Mixtures \_\_\_\_\_

Wing Flaps \_\_\_\_\_

Landing Gear \_\_\_\_\_

Moderate Bank \_\_\_\_\_

**b.- In Turbulence Atmospheric Conditions**

Throttles \_\_\_\_\_

Propellers \_\_\_\_\_

Mixtures \_\_\_\_\_

Wing Flaps \_\_\_\_\_

Landing Gear \_\_\_\_\_

Moderate Bank \_\_\_\_\_