



DEPARTAMENTO "SEGURIDAD OPERACIONAL"
 SUBDEPARTAMENTO "LICENCIAS"
SECCIÓN EVALUACIONES

"CESSNA CITATION C-525A CJ2"

"SERIAL N° 525A-0171 - MATRÍCULA: CC-CHE"

"TRANSPORTES AS LIMITADA"

A.- Limitaciones de Operación

1.- Limitaciones (KIAS)

Va	98.6
Vne	145
Minimun Speed	
Flaps -6° Vs1	44
Flaps 0° Vs1	42
Flaps 40° Vso	39
Maximun permissible speed Vfe	
Flaps 0°	100
Flaps 15°	80
Flaps 30°	62
Flaps 40°	62
Vra Max. Speed Gusty	120
Vy	78
Vx	66
Vr	40
V app (Flaps Down)	54
Max.crosswind Takeoff & Landing	
Flaps from -6° to 15°	16
Flaps more than 15° to 40°	11
No volar	21

2.- Combustible (LTS.)

Fuel 97 Oct.	--
Cap. Tot.	130
Usable	124
Fuel pressure. Max.	5.8 psi
	Min. 2.2 psi
Consumption 5500 rpm	26 lt/hr

3.- Pesos (KGS)

Min.load per seat	54
Max.weight per seat	118
Empty weight (stdandard)	299
Max.permissible take off weight	600
Max.baggage weight, each side	25

4.- Motor

ROTAX Type 912 4-cyl.horizont.opposed normal aspirated	
Max.	5800 rpm x 5 min.
Max. Continuous	5500 rpm
Cruise	4200-5500 rpm
Cruise 75%	5200 rpm
Oil pressure	
Max.	102 PSI
Min.	12 PSI (below 3500 rpm)
Normal	29-73 PSI (above 3500 rpm)
Oil Temperature	Max. 285°F
	Min. 120°F
Normal	190-230 °F
Cylinder head Temperature	
Engine start, operating temperature	
Max.	120°F
Min.	-13°F
5.- Load factors.	
From Vso up to Vne	+4g/ -2g

B.- Emergency Procedure.

1.- ENGINE POWER LOSS DURING TAKEOFF (not airborne)

a.- Sufficient runway remaining:

- 1.- THROTTLE
- 2.- BRAKES

**IDLE IMMEDIATELY
APPLY AS REQUIRED.**

Stop straight ahead.

b.- Insufficient runway remaining:

- 1.- THROTTLE
- 2.- BRAKES
- 3.- FUEL VALVE
- 4.- BAT & GEN
- 5.- IGNITION

**IDLE IMMEDIATELY.
APPLY AS REQUIRED.
CLOSE.
OFF.
OFF.**

2.- ENGINE POWER LOSS DURING TAKEOFF (if airborne).

a.- Sufficient runway remaining:

- 1.- AIRSPEED
- 2.- DIRECTIONAL CONTROL
- 3.- LAND

**MAINTAIN 55 Kts.
MAINTAIN.
STRAIGHT AHEAD.**

b.- Insufficient runway remaining:

- 1.- AIRSPEED
- 2.- THROTTLE
- 3.- FUEL VALVE
- 4.- IGNITION
- 5.- BAT & GEN
- 6.- FLAPS
- 7.- DIRECTIONAL CONTROL

**MAINTAIN 55 Kts.
IDLE IMMEDIATELY
CLOSE.
OFF.
OFF.
AS SITUATION REQUIRES.
MAINTAIN.**

Below an altitude of 165 ft. any turns are to be avoided because of increased loss of in altitude and/or control.

c.- If sufficient altitud has been gained to attempt start, more than 330 ft.:

- 1.- AIRSPEED _____
- 2.- THROTTLE _____
- 3.- FUEL VALVE _____
- 4.- IGNITION _____

MAINTAIN 55 Kts.
SET APPROX. ¼ TRAVEL.
CHECK OPEN.
START if engine is not windmilling.

If power is not regained proceed with

power off landing.

3.- ENGINE POWER LOSS IN FLIGHT

- 1.- AIRSPEED _____.
- 2.- FUEL VALVE _____.
- 3.- CARBURATOR HEAT.

55 Kts.
CHECK OPEN.
CHECK ON.

If power has not been restored:

- 1.- THROTTLE _____

TRY DIFFERENT SETTINGS.

If power cannot be restored, prepare for

POWER OFF LANDING.

4.- FIRE.

a.- Engine fire during start:

- 1.- IGNITION _____
- 2.- FUEL VALVE _____
- 3.- THROTTLE _____.

CRANK ENGINE.
CLOSE.
FULL OPEN.

Abandon airplane

IF FIRE CONTINUES.

b.- Fire in flight:

SOURCE OF FIRE

CHECK.

1.- ENGINE FIRE

1.- IGNITION

SHUT DOWN THE ENGINE.

2.- FUEL VALVE

CLOSE.

3.- THROTTLE

IDLE.

4.- CABIN HEAT

OFF.

Prepare for power off landing.

2.- ELECTRICAL FIRE (smoke in cabin)

1.- BAT & GEN

OFF.

2.- CABIN HEAT

OFF.

3.- VENTS

OPEN TO CLEAR CABIN.

Land as soon practicable.