DEPARTAMENTO "SEGURIDAD OPERACIONAL"
SUBDEPARTAMENTO "LICENCIAS"
SECCIÓN EVALUACIONES

"CESSNA CITATION C-551 MATRÍCULA CC-ARV"

"Transporte Aeromédico Crítico SpA."

A.- OPERATING LIMITS

1.- Limitations (KIAS)	
V_B (Turbulence)	173
V_{MO} (below 14.000')	262
V_{MO} (14.000 a 28.000')	277
M_{MO} (Above V_{MO} Altitude)	0.705
V_{FE} (up to 15°)	202
V_{FE} (Full Down)	176
V_{LO}/V_{LE}	250
V_{SB}	No Limit
V_{TIRE} (Ground Speed)	165
V_{MCA}	77
V_{MCG}	62
Max Cross Wind	23
Max Tail Wind	10

2.- Fuel (U.S. GAL)	
Type to Utilize	JET-A1
Max Usable Fuel Quantity	5.008
3.- Weight (LBS)	
Maximum TAKE-OFF	12.500
Maximum LANDING	12.000
MAX ZFW	9.500
MAX Baggage Compartment Fwd	290
MAX Baggage Compartment Rear	200

4.- Starter Limitations					
30	SEC	ON	30	SEC	OFF
30	SEC	ON	30	SEC	OFF
30	SEC	ON	30	MIN	OFF

B.- EMERGENCIES PROCEDURES

1.- ENGINE FAIL OR FIRE DURING TAKEOFF

a.- Speed Below V_1– Takeoff Should Be Aborted

Brakes	AS REQUIRED
Throttles	IDLE
Speed Brakes	EXTEND
Thrust Reverser	DEPLOY ON UNAFFECTED ENGINE

b.- Speed Above V_1- Takeoff Should Normally Be Continued

Gear	UP (After Establishing A Positive Rate Of Climb)
Clear Of Obstacles And V_2 +10	FLAPS UP
Continue Climb	VENR

2.- ENGINE FIRE

Throttle (Affected Engine)	IDLE

a.- If Light Remains On

Engine Fire Switch	LIFT COVER AND PUSH
Either Illuminated Bottle Armed Light	PUSH

3.- ENG FAIL DURING COUPLED APPROACH

Power (Operating Engine)	INCREASE
Autopilot And Yaw Damper	OFF
Airspeed	VREF + 10 KIAS
Rudder Trim	TRIM (Toward Operating Eng)
Flaps	T.O. & APPR.

4.- EMERGENCY RESTART - TWO ENGINES

Ignition	BOTH ON
Boost Pumps	BOTH ON
Throttles	IDLE
If Altitude Allows	INCREASE AIRSPEED TO 200 KIAS

5.- ELECTRICAL FIRE OR SMOKE

Oxygen Masks	DON AND 100% OXYGEN
Oxygen Microphone Switches	AS REQUIRED

6.- BATTERY OVERHEAT

Note Amperage, Battery Switch	EMER
Amperage	NOTE DECREASE

7.- RAPID DECOMPRESSION

Oxygen Mask	DON AND 100% OXYGEN
Emergency Descent	AS REQUIRED
Passenger Oxygen	ENSURE PASSENGERS ARE RECEIVING OXYGEN
Oxygen Mic Switch(S)	MIC OXY MASK

8.- EMERGENCY DESCENT

Throttles	IDLE
Speed Brakes	EXTEND
Initiate Moderate Bank	
Airplane Pitch Attitude	15 DEGREES NOSE DOWN

9.- AUTOPILOT HARDOVER

Autopilot/Trim Disengage Switch	PRESS

10.- THRUST REVERSER INADVERTENT DEPLOYMENT DURING TAKEOFF

a.- Speed Below V_1 – Takeoff Should Be Aborted

Brakes	AS REQUIRED
Throttles	IDLE
Speed Brakes	EXTEND
Thrust Reversers	BOTH DEPLOY

b.- Speed Above V_1 – Takeoff Should Continue

Emergency Stow Switch	ACTUATE ON AFFECTED ENGINE

After establishing a positive rate of climb, retract landing gear. Do not exceed 125 KIAS until thrust reverser stows

11.- THRUST REVERSER INADVERTENT IN FLIGHT DEPLOYMENT

Reverser Indicator Lights	CHECK ILLUMINATION OF ARM, UNLOCK, AND DEPLOY LIGHTS
Affected Throttle	CHECK IDLE
Emergency Stow Switch	ACTUATE ON AFFECTED ENGINE
Airspeed	REDUCE TO 125 KIAS OR BELOW AFTER THRUST REVERSER STOWS, DO NOT EXCEED 200 KIAS

12.- THRUST REVERSER UNLOCK LIGHT ON IN FLIGHT

Emergency Stow Switch	ACTUATE (ON AFFECTED ENGINE)
Thrust Reverser Levers	CHECK STOWED (FULL FWD POSITION)

13.- EMERGENCY EVACUATION

Throttle	BOTH OFF
LH/RH Engine Fire Switches	BOTH PRESS
LH/RH Fire Bottle Armed Switches	BOTH PRESS (IF FIRE SUSPECTED)
Battery Switch	OFF
Airplane Outside	CHECK FOR BEST ESCAPE ROUTE