DEPARTAMENTO "SEGURIDAD OPERACIONAL"
SUBDEPARTAMENTO "LICENCIAS"
SECCIÓN EVALUACIONES

TEXTRON CITATION LONGITUDE C700 CC-DRA AVIASUR

Nombre: _____

Fecha: _____ **Firma:** _____

Weight Limits (Lbs)

Maximum Ramp Weight	39.700
Maximum Takeoff Weight	39.500
Maximum Landing Weight	33.500
Maximum Zerfo Fuel Weight	26.000

Takeoff and Landing Operational Limits

Maximum Altitude Limit	10.000 Feet
Maximum Tailwind Component	10 Knots

Enroute Operating Limits

Maximum Operating Altitude	FL450
Maximum Altitude with Flaps Or Landing Gear Extended	FL180

Fuel Limits

Maximum Fuel	14.500 Pounds
Minimum Lateral Fuel Imbalance (Normal Ops)	500 Pounds
Refueling Pressure Range	10 to 55 PSI
Defueling Pressure Range	0 to -6 PSI

Minimum Oil Temperature

Engine motor or start	-40° C
Operation above Idle	5° C
Acceleration to CLB thrust or above	15° C

External Power Limits

Maximum Current	1500 Amps
Voltage Range	26 – 30 VDC

Engine Start Limits

Minimum Start Pressure (EIS)	32 PSI

Speed Limits

MMO	Mach 0.84
VMO	325 KIAS
VMO	Linear variation from 305 KIAS (8000) to 290 KIAS (At sea Level)
Flaps 1	250 KIAS
Flaps 2	230 KIAS
Flaps FULL	180 KIAS
Maximum Landing Gear Operating/Extended Speed VLO/VLE	230 KIAS
Maximum Speedbrake Extension Speed	No Limit
Maximum Tire Ground Speed	195 Knots
Minimum Speed For Sustained Flight In Icing Conditions	200 KIAS

Emergency / Abnormals Procedures

AT HOLD FAIL

- **If Airspeed is below V_1**
  1. Takeoff — Abort
- **If Airspeed is above V_1**
  1. Throttles — TO

BATTERY O'TEMP L or R

1. BATT Button (affected side) — OFF

BRAKE FAIL

- **If in flight**
  Climb to a safe altitude
- **If on Ground**
  1. EMER/PARK HANDLE — Apply Smoothly Until Stopped, then Set

CABIN ALTITUDE

1. Oxygen Mask — Don and 100%
2. MIC SEL Buttons (both) — Mask
3. MIC/INPH Switches (both) — Outboard, as Required to Enable Intercom
4. Initiate max rate of descente to a safe altitude

EMERGENCY DESCENT and EDM

1. Oxygen Mask — Don and 100%
2. MIC SEL Buttons (both) — Mask
3. MIC/INPH Switches (both) — Outboard, as Required to Enable Intercom
4. Initiate max rate of descente to a safe altitude

PUSH

1. Pitch Attitude — 0° to 5° Nose Down Initially
2. Roll Attitude — Wings Level
3. Autothrottle — Disengage
4. Throttles — TO

WINDSHEAR

1. Autothrottle — Disengage
2. Autopilot — Disengage
3. Throttles — TO
4. Pitch Attitude — 7.5° Nose up initially
5. MANUAL POWER RESERVE Button — ON

WHEEL BRAKE FAILURE

1. EMER/PARK BRAKE Handle — Apply Smoothly Until Stopped, then SET

PRIMARY PITCH TRIM RUNWAY

1. MASTER DISCONNECT Button — Push and Hold

JAMMED PITCH OR ROLL CONTROL SYSTEM

1. Control Wheel — Relax Pressure
2. PITCH/ROLL DISCONNECT Handle — Pull Until Latched
3. Operative Control Wheel — Identify, Recover Airplane Attitude

NOSEWHEEL STEERING MALFUNCTION

1. MASTER DISCONNECT Button — Push and Hold

INADVERTENT STALL (STICK SHAKER, PUSHER, BUFFET, AND/OR ROLL-OFF)

1. Pitch Attitude — 0° to 5° Nose Down Initially
2. Roll Attitude — Wings Level
3. Autothrottle — Disengage
4. Throttles — TO

UNCOMMANDED ENGINE THRUST/UNRESPONSIVE OR JAMMED THROTTLE

- **If On ground**
  1. Engine Fire Button (affected side) — Push