

DEPARTAMENTO “SEGURIDAD OPERACIONAL”
“SUBDEPARTAMENTO “LICENCIAS””



CESSNA CITATION II C550 CC-DGA

I. OPERATING LIMITS

1.- Limitations (KIAS)

V _B (Turbulence)	
V _{MO} (above 30.500)	
V _{MO} (sea level -	
V _{FE} (up to 15°)	
V _{FE} (Full Down)	
V _{LE}	
V _{SB}	
V _{TIRE} (Ground Speed)	
V _{MCA}	
V _{MCG}	
Max Cross Wind	
Max Tail Wind	

2.- Fuel (U.S. GAL)

Type to Utilize	
Max Usable Fuel Quantity	

3.- Weight (LBS)

Maximum LANDING	
MAX ZFW	

4.- Starter Limitations

II. EMERGENCY/ABNORMAL PROCEDURES

1) ENGINE FAIL OR FIRE DURING TAKEOFF

a) Speed Below V_1 – Takeoff Should Be Aborted

- i. BRAKES _____
- ii. THROTTLES _____
- iii. SPEED BRAKES _____
- iv. THRUST REVERSER _____

b) Speed Above V_1 – Takeoff Should Continue

- i. GEAR _____
(AFTER ESTABLISHING A POSITIVE
RATE OF CLIMB)
- ii. AT 400 FEET, RETRACT FLAPS AT _____ AND ACCELERATE TO _____

2) ENGINE FIRE (ENG FIRE SW ILLUMINATED)

- i. THROTTLE (AFFECTED ENGINE) _____

If Light Remains On

- ii. ENGINE FIRE SW _____
- iii. EITHER ILLUMINATED BOTTLE ARMED LIGHT _____

3) ENG FAIL DURING COUPLED APPROACH

- i. POWER (OPERATING ENGINE) _____
- ii. AUTOPILOT AND YAW DAMPER _____
- iii. AIRSPEED _____
- iv. RUDDER TRIM _____
- v. FLAPS _____

4) EMERGENCY RESTART - TWO ENGINES

- i. IGNITION _____
- ii. BOOST PUMPS _____
- iii. THROTTLES _____
- iv. IF ALTITUDE ALLOWS _____

5) ELECTRICAL FIRE OR SMOKE

- i. OXYGEN MASKS _____
- ii. OXYGEN MICROPHONE SW(S) _____

6) BATTERY OVERHEAT (BATT O' TEMP LT ON)

- i. AMPERAGE _____
- ii. BATTERY SW _____
- iii. AMPERAGE _____

7) RAPID DECOMPRESSION (INDICATED BY CAB ALT 10,000 FEET LIGHT ON)

i. OXYGEN MASKS

ii. EMERGENCY DESCENT

iii. PASSENGER OXYGEN

iv. OXYGEN MIC SW(S)

8) EMERGENCY DESCENT

i. THROTTLES

ii. SPEEDBRAKES

iii. INITIATE MODERATE BANK

iv. AIRPLANE PITCH ATTITUDE

9) AUTOPILOT HARDOVER

i. AUTOPILOT/TRIM DISENGAGE SW

10) THRUST REVERSER – INADVERTENT DEPLOYMENT DURING TAKEOFF

a) Speed Below V_1 – Takeoff Should Be Aborted

i. BRAKES

ii. THROTTLES

iii. SPEEDBRAKES

iv. THRUST REVERSERS

b) Speed Above V_1 – Takeoff Should Continue

- i. EMERGENCY STOW SW _____
- ii. AFTER ESTABLISHING A POSITIVE RATE-OF-CLIMB,
RETRACT LANDING GEAR. DO NOT EXCEED _____ UNTIL
THRUST REVERSER STOWS

11) THRUST REVERSER – INADVERTENT INFLIGHT DEPLOYMENT

- i. REVERSER INDICATOR LIGHTS _____

- ii. AFFECTED THROTTLE _____
- iii. EMERGENCY STOW SW _____
- iv. AIRSPEED _____

AFTER THRUST REVERSER STOWS, DO NOT EXCEED _____

12) THRUST REVERSER UNLOCK LIGHT ON IN FLIGHT

- i. EMERGENCY STOW SW _____ (ON AFFECTED ENGINE)
- ii. THRUST REVERSER LEVERS _____ (FULL FWD)

13) EMERGENCY EVACUATION

- i. THROTTLE _____
- ii. LH/RH ENGINE FIRE SWITCHES _____
- iii. LH/RH FIRE BOTTLE ARMED SWITCHES _____ (IF FIRE
SUSPECTED)
- iv. PARKING BRAKE _____
- v. ADVISE _____
- vi. BATTERY SWITCH _____
- vii. AIRPLANE OUTSIDE _____

If through cabin door:

- viii. CABIN DOOR _____
- ix. MOVE AWAY _____

If through escape hatch:

- x. ESCAPE HATCH _____
- xi. MOVE AWAY _____