



**DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL
DEPARTAMENTO SEGURIDAD OPERACIONAL
SUBDEPARTAMENTO LICENCIAS**

CESSNA CITATION 650

CC-DAC

Nombro: _____ **Fecha:** _____

FIRMA Inspector: _____

A. OPERATING LIMITS

1. Limitations (KIAS)	
V _B (Turbulence)	200 / 0.75
V _{MO} (below 8.000')	305
V _{MO} (8.000 a 36.524')	336 decreasing
M _{MO} (Above 36.524')	.851 Mach
V _{FE} extended to 20°	210
V _{FE} (Full Position)	170
V _{LO} /V _{LE}	210
V _{SB} max	No Limit
V _{SB} min	Vref +15 kias
Max Landing Light Extended	250
Speed brake extension	Max No Limit
V _{TIRE} (Ground Speed)	165 kts
Spoiler extension	V_{MO} / M_{MO}
Max Crosswind component	
Without Thrust Reversers	25 Kts
With Thrust Reversers	25 Kts
Roll Spoiler Inoperative	10 Kts
Max Tail Wind	10 kts
V _{mca} 22.000 pounds	113
V _{mca} 21.000 pounds	103
V _{mca} 19.000 pound or less	99

2. Fuel (LBS)					
Type to Utilize				JET A-1	
Main Fuel System				6.484	
Auxiliary Fuel System				900	
Max Fuel Quantity				7.384	
Max Asymmetric Fuel (Pounds)				200	
Emerg Asymmetric Fuel				800	
Min Wing Fuel Per tank For T/O				350	
3. Weight (Pounds)					
Maximum TAKE-OFF (Pounds)				22.000	
Maximum LANDING(Pounds)				20.000	
MAX ZFW (Pounds)				16.300	
MAX Baggage Compartment without APU(Pounds)				700	
4. Starter Limitations					
30	SEC	ON	1	MIN	OFF
30	SEC	ON	1	MIN	OFF
30	SEC	ON	30	MIN	OFF
5. Altitude Limitation					
Max Alt Ext Flaps & L-Gear				20.000	
Max Operating Alt				51.000	
Max Alt For T/O & Landing				14.000	

B. EMERGENCY PROCEDURES

1. ENGINE FAILURE OR FIRE DURING TAKEOFF

SPEED BELOW V_1

- a) BRAKES MAXIMUM PILOT EFFORT
- b) THROTTLES IDLE

SPEED ABOVE V_1 – TAKEOFF CONTINUED

- a) MAINTAIN DIRECTIONAL CONTROL
- b) ACCELERATE TO VR
- c) ROTATE AT V_R CLIMB AT V_2
- d) GEAR UP (AFTER POSITIVE
RATE-OF-CLIMB)

2. ENGINE FIRE (ENGINE FIRE SWITCH ILLUMINATED, FIRE BELL ACTIVATED)

- a) THROTTLE (AFFECTED ENGINE) IDLE

IF FIRE LIGHT REMAINS ON AFTER 15 SECONDS:

- b) ENG FIRE SWITCH (AFFECTED ENGINE) LIFT COVER AND PUSH
- c) EITHER ILLUMINATED BOTTLE ARMED LIGHT PUSH

3. ENGINE FAILURE DURING FINAL APPROACH

- a) AUTOPILOT / YAW DAMPER OFF
- b) POWER (OPERATING ENGINE) INCREASE
- c) AILERON AND RUDDER TRIM AS REQUIRED
- d) FLAPS APPROACH SCHEDULE
- e) AIRSPEED V_{APP} MINIMUM

4. DOUBLE ENGINE FLAMEOUT/RESTART– TWO ENGINES

- a) IGNITION BOTH ON
- b) FUEL BOOST PUMPS BOTH ON
- c) THROTTLES IDLE

5. COCKPIT OR CABIN FIRE OR SMOKE DETECT LIGHT ON

- | | |
|------------------|--------------------------|
| a) Oxygen Masks | DON and EMER |
| b) Smoke Goggles | DON (as required) |

6. CABIN DECOMPRESSION

(INDICATED BY A SIMULTANEOUS CABIN ALT 8500 FT LIGHT OR 10.000 FEET CABIN ALTITUDE AURAL WARNING)

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|----------------------|-------------------------|
| a) OXYGEN MASKS | DON AND 100% |
| b) OXYGEN MICROPHONE | MIC OXY MASK |
| c) EMERGENCY DESCENT | AS REQD (TAB E4) |

7. EMERGENCY DESCENT

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|---------------------------|-----------------|
| a) THROTTLES | IDLE |
| b) SPEED BRAKES/SPOILERS | DEPLOY |
| c) INITIAL PITCH ATTITUDE | 20° DOWN |

8. BATTERY OVERHEAT (BATT O'TEMP LIGHT ON)

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|------------------------------|---|
| a) AMPERAGE | CHECK |
| b) BATTERY DISCONNECT SWITCH | POSITION TO
OVERHEATED BATTERY |
| c) AMPERAGE | NOTE DECREASE |

9. THRUST REVERSER INADVERTENT IN-FLIGHT DEPLOYMENT

(ARM UNLOCK AND DEPLOY LIGHTS ON)

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|----------------------------------|---------------------------------------|
| a) Control Wheel/Autopilot | GRIP/DISENGAGE |
| b) Stow Switch (affected engine) | EMER |
| c) Throttle (affect engine) | CHECK IDLE |
| d) Airspeed | REDUCE TO 200 KIAS
MAXIMUM |

**10. THRUST REVERSER UNLOCK LIGHT ON IN FLIGHT
(NO OTHER INDICATION OF DEPLOYMENT)**

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|---------------------------|---|
| a) STOW SWITCH | EMER (affected engine) |
| b) THRUST REVERSER LEVERS | CHECK STOWED (full forward position) |

11. JAMMED ROLL CONTROLS

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|--|-----------------------------|
| a) AP/TRIM/NWS DISC | PRESS |
| b) PILOT AND COPILOT CONTROL WHEELS | RELEASE |
| c) AILERON/SPOILER DISCONNECT T-HANDLE | PULL |
| d) PILOT AND COPILOT CONTROL WHEEL | VERIFY ROLL RESPONSE |

12. UNCONTROLLED AIRPLANE ROLL

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|---------------------|--|
| a) AP/TRIM/NWS DISC | PRESS |
| b) CONTROL WHEEL | STOP ROLL - APPLY OPPOSITE ROLL CONTROL |

IF ROLL NOT ARRESTED

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|-----------------------------|-----------|
| c) SPOILER HOLD DOWN SWITCH | ON |
|-----------------------------|-----------|

IF ROLL STILL NOT ARRESTED

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|----------------------------|------------|
| d) AUXILIARY HYDRAULIC PWR | OFF |
|----------------------------|------------|

13. PITCH TRIM RUNAWAY OR FAILURE

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|---------------------------------|--------------------------------|
| a) AP/TRIM/NWS DISENGAGE BUTTON | PRESS AND HOLD |
| b) SECONDARY TRIM SWITCH | ON (lift guarded cover) |
| c) TRIM | AS REQUIRED |

14. AUTOPILOT FAILURE

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|---------------------------------|--------------|
| a) AP/TRIM/NWS Disengage Switch | PRESS |
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