DEPARTAMENTO "SEGURIDAD OPERACIONAL"
SUBDEPARTAMENTO "LICENCIAS"
SECCIÓN EVALUACIONES

"CESSNA CITATION C-525 CJ2"

"AEROANDINA"

A.- Limitaciones de Operación

1.- Limitaciones (KIAS)

Va		98.6
Vne		145
Minimun Speed		
Flaps -6°	Vs_1	44
Flaps 0°	Vs_1	42
Flaps 40°	Vs_0	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
Consuption 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 airbone)

a.- Sufficient runway remaining:

1.- THROTTLE	**IDLE INMEDIATELY**
2.- BRAKES .	**APPLY AS REQUIRED.**

Stop straight ahead.

b.- Insufficient runway remaining:

1.- THROTTLE	**IDLE INMEDIATELY.**
2.- BRAKES	**APPLY AS REQUIRED.**
3.- FUEL VALVE	**CLOSE.**
4.- BAT & GEN	**OFF.**
5.- IGNITION	**OFF.**

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

a.- Sufficient runway remaining:

1.- AIRSPEED	**MAINTAIN 55 Kts.**
2.- DIRECTIONAL CONTROL	**MAINTAIN.**
3.- LAND	**STRAIGHT AHEAD.**

b.- Insufficient runway remaining:

1.- AIRSPEED	**MAINTAIN 55 Kts.**
2.- THROTTLE	**IDLE INMEDIATELY**
3.- FUEL VALVE	**CLOSE.**
4.- IGNITION	**OFF.**
5.- BAT & GEN .	**OFF.**
6.- FLAPS .	**AS SITUATION REQUIRES.**
7.- DIRECTIONAL CONTROL.	**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	**MAINTAIN 55 Kts.**
2.- THROTTLE	**SET APPROX. ¼ TRAVEL.**
3.- FUEL VALVE	**CHECK OPEN.**
4.- IGNITION	**START if engine is not windmilling.**

If power is not regained proceed with **power off landing.**

3.- ENGINE POWER LOSS IN FLIGHT

1.- AIRSPEED .	**55 Kts.**
2.- FUEL VALVE .	**CHECK OPEN.**
3.- CARBURATOR HEAT.	**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	**CRANK ENGINE.**
2.- FUEL VALVE	**CLOSE.**
3.- THROTTLE .	**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.