



**DEPARTAMENTO “SEGURIDAD OPERACIONAL”**  
**SUBDEPARTAMENTO “LICENCIAS”**  
**SECCIÓN EVALUACIONES**

**“CESSNA CITATION C-680 (SOVEREIGN)”**

**A. - OPERATING LIMITS**

<b>1.- Limitations (KIAS)</b>	
V <sub>B</sub> (Turbulence)	<b>225 / .80 M</b>
V <sub>MO</sub> (below 8.000')	<b>270</b>
V <sub>MO</sub> (8.000 a 29.833')	<b>305</b>
M <sub>MO</sub> (Above 29.833')	<b>.80 M</b>
V <sub>FE</sub> ( 7° position)	<b>250</b>
V <sub>FE</sub> ( 15° position)	<b>200</b>
V <sub>FE</sub> (Full Position)	<b>175</b>
V <sub>LO</sub> /V <sub>LE</sub>	<b>210</b>
V <sub>SB max</sub>	<b>NO LIMIT</b>
V <sub>SB min</sub>	<b>V<sub>REF</sub> +15</b>
V <sub>TIRE</sub> (Ground Speed)	<b>165</b>
Max Tail Wind	<b>10</b>
Max Cross Wind	<b>25</b>
Min Speed Icing (Flap 0°)	<b>180</b>
Min S/E enroute climb (V <sub>ENR</sub> )	<b>180</b>
<b>2.- Fuel (U.S. GAL &amp; LBS)</b>	
Type to Utilize	<b>JET A/ JET A-1</b>
Max Asymmetric Fuel Quantity	<b>400</b>
Max Asymmetric Fuel Emergency	<b>800</b>
<b>3.- Weight (LBS)</b>	
Maximum Ramp	<b>30.550</b>
Maximum TAKE-OFF	<b>30.300</b>
Maximum LANDING	<b>27.100</b>
MAX ZFW	<b>20.800</b>
Minimum Flight	<b>17.345</b>

<b>4.- Starter Limitations</b>	
After 1 <sup>st</sup> start	<b>2 mins.</b>
After 2 <sup>nd</sup> start	<b>5 mins.</b>
After 3 <sup>rd</sup> start	<b>30 mins.</b>

<b>5.- Altitude Limitation</b>	
Max Alt Ext Flaps	<b>18.000</b>
Max Operating Alt	<b>47.000</b>
Max Alt For T/O & Landing	<b>14.000</b>

<b>6.- Ground Power Unit Limit. For Starting</b>	
Max Current	<b>1500 amps</b>
Max Voltage	<b>28 v</b>

<b>7.- Auxiliary Power Unit</b>	
Max Alt for APU start is	<b>FL200</b>
Max Operating Alt for the APU is	<b>FL300</b>
Max Airspeed for APU starts is	<b>250</b>
Max operating Airspeed for the APU is	<b>305 / .80 M</b>

<b>8.- FUEL LIMITATIONS</b>	
Electric fuel boost pumps be turned ON	<b>At 600 pounds or less</b>

## **B.- EMERGENCY PROCEDURES**

### **1.- APU FIRE.**

APU FIRE Button **PUSH**

### **2.- BATTERY O'TEMP L and / or R.**

BATT Button (affected side) **OFF**

### **3.- CABIN ALTITUDE.**

Oxygen Masks **DON AND 100%**

Left and Right MIC SEL **MASK**

Emergency Descent **AS REQUIRED**

### **4.- DEPLOY and EMERGENCY STOW**

T/R EMER STOW Button (flashing button) **PUSH**

Throttle (affected engine) **IDLE**

Airspeed **REDUCE 150 KIAS**

**MAXIMUM**

## 5.- EMERGENCY DESCENT.

Initiate maximum rate of descent

**SAFE ALTITUDE**

## 6.- ENGINE FIRE L and / or R.

- Take off Below  $V_1$  or On the Ground:

Take off

**ABORT**

- Take off Above  $V_1$  or in Flight at a Safe Altitude at or above 400' :

Throttle (affected engine)

**IDLE**

ANTI-ICE WING/STAB XFLOW Button

**XFLOW**

(If bleed air anti-ice system are on)

\*If ENG FIRE light still illuminated after 15 seconds:

Illuminated ENG FIRE Button

**PUSH**

Either Illuminated BOTTLE ARMED Button

**PUSH**

## 7.- NO TAKE OFF.

- Speed Below V1 – Takeoff Rejected:

Take off

**ABORT**

- Speed Above V1 – Takeoff Continued:

Climb to

**SAFE ALTITUDE**

## 8.- ENGINE FAILURE or other emergency during Takeoff.

- Speed Below V1:

Takeoff

**ABORT**

- Speed at or Above V1 :

Climb to

**SAFE ALTITUDE**

ANTI-ICE WING/STAB XFLOW Button

**XFLOW**

(If bleed air anti-ice system are on)

**9.- ENGINE FAILURE DURING FINAL APPROACH.**

Flaps	<b>15°</b>
Airspeed	<b>V<sub>APP</sub></b>

**10.- DUAL ENGINE FLAMEOUT – CRUISE.**

Crew Oxygen Masks (If required)	<b>DON</b>
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**11.- DUAL ENGINE FLAMEOUT – LOW ALTITUDE.**

Fuel	<b>CHECK TANKS / QUANTITY</b>
FUEL BOOSTER Button (Both)	<b>ON</b>
Throttles	<b>CUT OFF</b>

**12.- ENVIRONMENTAL SYSTEM SMOKE or ODOR.**

Oxygen Masks / Goggles	<b>DON AND EMER</b>
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**13.- SMOKE REMOVAL.**

Oxygen Masks / Goggles	<b>DON AND EMER</b>
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**14.- HYDRAULIC WHEEL BRAKE FAILURE.**

Brake Pedals

**REMOVE FEET**

EMERGENCY BRAKE Handle

**PULL AND HOLD UNTIL  
STOPPED**

**15.- AILERON TRIM RUNAWAY.**

AP / TRIM / NWS DISC Button

**PUSH AND HOLD**

**16.- PRIMARY PITCH TRIM RUNAWAY.**

AP / TRIM / NWS DISC Button

**PUSH AND HOLD**

**17.- SECONDARY PITCH RUNAWAY.**

SECONDARY TRIM Button

**OFF**

**18.- JAMMED PITCH or ROLL CONTROL SYSTEM.**

Stabilizer Trim Switch	<b>ACTUATE</b>
(to establish desired pitch attitude)	
Control Wheel	<b>RELAX PRESSURE</b>
PITCH / ROLL RECONNECT Handle	<b>PULL UNTIL LATCHED</b>
Operative Flight Control Wheel	<b>IDENTIFY, RECOVER</b>
	<b>AIRPLANE ATTITUDE</b>

**19.- RUDDER TRIM RUNAWAY.**

AP / TRIM / NWS DISC Button	<b>PUSH AND HOLD</b>
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**20.- NOSEWHEEL STEERING MALFUNCTION.**

AP / TRIM / NWS DISC Button	<b>PUSH AND HOLD</b>
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**21.- INADVERTENT STALL (Buffet / Roll – Off).**

AP / TRIM / NWS DISC Button	<b>PUSH</b>
Pitch Attitude	<b>REDUCE</b>
Roll Attitude	<b>WINGS LEVEL</b>
Throttles	<b>TO DETENT</b>