



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“CESSNA CITATION BRAVO C-550”

A. OPERATING LIMITS

1.- LIMITATIONS	KIAS
Vb (turbulence)	180
Vmo (between sea level and 8000 feet)	260
Vmo (between 8.000 and 27900 feet)	275
Mmo (above Vmo altitude)	0.700 mach
Vfe (up to 15°)	200
Vfe (Full down)	174
Vlo / Vle	250 and 260
Vsb	No limit
Vtire (ground speed)	165
Vmca	78
Vmcg	89
Max Cross Wind	15
Max Tail Wind	10

2.- FUEL (U.S. GAL)	
Type to Utilize	Jet A-1
Max usable fuel quantity	4860 pounds (libras)
3.- WEIGHT (LIBRAS)	
Maximum Take-off	14800 libras
Maximum Landing	13500 libras
Max. Zero fuel weight	11300 libras
Nose compartment	74 libras
After cabin	321 libras
Tail cone (forward)	414
Tail cone (after)	442
4.- Starter Limitations	
30 sec ON	30 sec OFF
30 sec ON	30 sec OFF
30 sec ON	30 MIN OFF

B. EMERGENCIES PROCEDURES

1.- ENGINE FAIL OR FIRE DURING TAKEOFF

a.- Speed Below V_1 – Takeoff Should Be Aborted

Brakes	AS REQUIRED
Throttles	IDDLE
Speed Brakes	AS REQUIRED
Thrust Reverser	DEPLOY ON UNAFFECTED ENGINE

b.- Speed Above V_1 - Takeoff Should Normally Be Continued

Gear	UP (After Establishing A Positive Rate Of Climb)
Clear Of Obstacles And $V_2 +10$	ACCELERATE TO V_{enr}

2.- ENGINE FIRE

Throttle (Affected Engine) **IDDL**

a.- If Light Remains On

Engine Fire Switch **LIFT COVER AND PUSH**

Either Illuminated Bottle Armed Light **PUSH**

3.- ENG FAIL DURING COUPLED APPROACH

Power (Operating Engine) **ENCRISE AS REQUIRED**

Autopilot And Yaw Damper **OFF**

Airspeed **Vref + 10 Kias**

Rudder Trim **TRIM** (Toward Operating Eng)

Flaps **TAKE OFF AND APROACH**

4.- EMERGENCY RESTART - TWO ENGINES

Ignition **BOTH ON**

Boost Pumps **BOTH ON**

Throttles **IDDL**

If Altitude Allows **INCREASE AIRSPEED TO 200**

KIAS

5.- ELECTRICAL FIRE OR SMOKE

Oxygen Masks	DOWN AND 100% OXIGEN
Oxygen Microphone Switches	MIX OXY MASK

6.- BATTERY OVERHEAT

Note Amperage	AMPERAGE CHECK
Battery Switch	BATTERY SWITCH - EMER
Amperage	NOTE DECREASE

7.- RAPID DECOMPRESSION

Oxygen Mask	DOWN AND 100% OXYGEN
Emergency Descent	AS REQUIRED
Passenger Oxygen	ENSURE PASSENGERS ARE RECEIVING OXYGEN
Oxygen Mic Switch(S)	MIX OXY MASK

8.- EMERGENCY DESCENT

Throttles	IDDL
Speed Brakes	EXTEND
Initiate Moderate Bank	TO THE PILOT`S SIDE
Airplane Pitch Attitude	APROXIMATELY 25 DEGREES NOSE DOWN

9.- AUTOPILOT HARDOVER

Autopilot/Trim Disengage Switch	PRESS
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10.- THRUST REVERSER INADVERTENT DEPLOYMENT DURING TAKEOFF

a.- Speed Below V_1 – Takeoff Should Be Aborted

Brakes	AS REQUIRED
Throttles	IDDLE
Speed Brakes	EXTEND
Thrust Reversers	BOTH DEPLOY

b.- Speed Above V_1 – Takeoff Should Continue

Emergency Stow Switch	EMER
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After establishing a positive rate of climb, retract landing gear. Do not exceed 125 KIAS until thrust reverser stows

11.- THRUST REVERSER INADVERTENT IN FLIGHT DEPLOYMENT

Control wheel / autopilot	GRIP / DISENGAGE
Emergency Stow Switch	EMER (Affected engine)
Throttle	CHECK IDdle
Airspeed	REDUCE TO 150 KIAS OR BELOW AFTER THRUST REVERSER STOWS, DO NOT EXCEED 200 KIAS

12.- THRUST REVERSER UNLOCK LIGHT ON IN FLIGHT

Emergency Stow Switch	EMER (ON AFFECTED ENGINE)
Thrust Reverser Levers	CHECK THRUST (Reverses levers ant stowed full forward position)

13.- EMERGENCY EVACUATION

Throttle	BOTH OFF
LH/RH Engine Fire Switches	BOTH PRESS
LH/RH Fire Bottle Armed Switches	BOTH PRESS (IF FIRE SUSPECTED)
Battery Switch	OFF
Airplane Outside	CHEK FOR BEST ESCAPE ROUTE