



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“CESSNA CITATION C-525”

“TRANSPORTES AÉREOS INCA LTDA.”

A.- OPERATING LIMITS

1.- Limitations (KIAS)	
V _A (maximum)	190
V _{MO} (UP TO 30.500’)	263
M _{MO} (Above 30.500’)	0,710
V _{FE} (up to 15°)	200
V _{FE} (Full Down)	161
V _{FE} (Ground Flaps)	PROHIBITT
V _{LE}	186
V _{LO}	186
V _{SB}	NO LIMIT
V _{TIRE} (Ground Speed)	165
V _{MCA}	-.-
V _S	-.-
V _{SO}	-.-
V _X	-.-
V _Y	-.-
V _{XSE}	-.-
V _{YSE}	-.-
V _{APP} (Full Flaps)	-.-
Max Cross Wind	12
Max Tail Wind	10

2.- Fuel (U.S. GAL)	
Type to Utilize	JET-A1
Main Fuel System	-.-
Auxiliary Fuel System	-.-
Max Usable Fuel Quantity	-.-

3.- Weight (LBS)	
Maximum TAKE-OFF	10.400
Maximum LANDING	9.700
MAX ZFW	8.400
MAX Baggage Compartment	

4.- Starter Limitations					
-.-	SEC	ON	60	SEC	OFF
-.-	SEC	ON	60	SEC	OFF
-.-	SEC	ON	30	MIN	OFF

B.- EMERGENCIES PROCEDURES

1.- ENGINE FAILURE DURING TAKEOFF SPEED BELOW V_1

Brakes	AS REQUIRED
Throttles	IDLE
Speed Brakes	EXTEND

2.- ENGINE FAILURE DURING TAKEOFF SPEED ABOVE V_1

Maintain Directional Control	
Accelerate to	V_R
Rotate at	V_R, CLIMB AT V_2
Landing Gear	UP (after positive rate-of-climb)
At 400 Feet AGL	RETRACT FLAPS AT $V_2 + 10$ or V_{ENR}, WHICHEVER IS LOWER, AND ACCELERATE TO V_{ENR}, IF REQUIRED

3.- ENGINE FAILURE DURING COUPLED APPROACH

Power (Operating Engine)	INCREASE AS REQUIRED
Airspeed	$V_{REF} + 10$ KIAS
Flaps	TAKEOFF AND APPROACH

4.- ENGINE FIRE (LH OR RH ENGINE FIRE WARNING LIGHT/SWITCH ILLUMINATED)

Throttle (Affected Engine) **IDLE**

a.- If Light Remains ON:

Engine Fire Switch **LIFT COVER and PUSH**

Either Illuminated Bottle Armed Light **PUSH**

5.- EMERGENCY RESTART – TWO ENGINES

Ignition **BOTH ON**

Fuel Boost Pumps **BOTH ON**

Throttles **IDLE**

If altitude Allows **INCREASE AIRSPEED TO 240 KIAS**

6.- ELECTRICAL FIRE OR SMOKE

Oxygen Masks **DON and 100% OXYGEN**

Oxygen Microphone Switches **MIC OXY MASK**

7.- ENVIRONMENTAL SYSTEM SMOKE OR ODOR

Oxygen Masks **DON and 100% OXYGEN**

Oxygen Microphone Switches **MIC OXY MASK**

8.- SMOKE REMOVAL

Oxygen Masks	DON and EMER
Oxygen Microphone Switches	MIC OXY MASK

9.- CABIN DECOMPRESSION (INDICATED BY CAB ALT 10.000 FEET WARNING LIGHT ON AND MASTER WARNING)

Oxygen Masks	DON and 100% OXYGEN
Oxygen Microphone Switches	MIC OXY MASK
Emergency Descent	AS REQUIRED
Passenger Oxygen	ENSURE passengers are receiving oxygen

10.- EMERGENCY DESCENT

Autopilot/Trim Disengage Button	PRESS
Throttles	IDLE
Speed Brakes	EXTEND
Initiate Moderate	BANK
Airplane Pitch Attitude	APPROXIMATELY 15 DEGREES NOSE DOWN

11.- BATTERY OVERHEAT (BATT O'TEMP WARNING LIGHT ON AND MASTER WARNING)

Volt/Amp	NOTE
Battery Switch	EMER
Volt/Amp	NOTE DECREASE

12.- AUTOPILOT MALFUNCTION

Autopilot/Trim Disengage Button **PRESS**

13.- EMERGENCY EVACUATION

Throttles **BOTH OFF**
LH/LR Engine Fire Switches **BOTH PRESS**
Bottle 1 and 2 Armed Switches **BOTH PRESS (if fire suspected)**
Battery Switch **OFF**
Airplane Outside **CHECK FOR BEST ESCAPE ROUTE**

a.- If Thru Cabin Door:

Cabin Door **OPEN**
Move Away From **AIRPLANE**

b.- If Thru Escape Hatch:

Escape Hatch **REMOVE AND THROW HATCH OUT OF**
AIRPLANE
Move Away From **AIRPLANE**