



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

**“CESSNA CITATION C750 (CITATION X)”**  
**“PUNTA BRAVA S.A.”** (Rev. 2 - 10 Abril 2012)

**A.- LIMITATIONS:**

<b>1.- Limitations ( KIAS)</b>	
V (Turbulence - Max)	<b>350</b>
V <sub>MO</sub> (below 8.000’)	<b>270</b>
V <sub>MO</sub> (8.000 a 30.650’)	<b>350</b>
M <sub>MO</sub> (Above 30.650’)	<b>0.92M</b>
M <sub>MO</sub> (Mach Trim OFF)	<b>0.82M</b>
V <sub>FE</sub> ( 5° position)	<b>250</b>
V <sub>FE</sub> ( 15° position)	<b>210</b>
V <sub>FE</sub> (Full Position)	<b>180</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>slats extended</sub>	<b>250</b>
V <sub>TIRE</sub> (Ground Speed)	<b>182 Kts</b>
V <sub>S</sub>	
V <sub>SO</sub>	
V <sub>X</sub>	
V <sub>Y</sub>	
V <sub>XSE</sub>	
V <sub>YSE</sub>	<b>190</b>
Max Cross Wind (Hyd. Fail)	<b>10</b>
Max Tail Wind	<b>10</b>
Max Cross Wind CAT II	<b>15</b>
Max Tail Wind CAT II	<b>10</b>

<b>2.- Fuel (U.S. GAL &amp; LBS)</b>					
Type to Utilize					<b>JET A – A1</b>
Main Fuel System					
Auxiliary Fuel System					
Max Usable Fuel Quantity					
Max Asymmetric Fuel					<b>400</b>
Emerg Asymmetric Fuel					<b>800</b>
Min Wing Fuel Per tank For T/O					<b>500</b>
<b>3.- Weight (LBS)</b>					
Maximum TAKE-OFF					<b>36.100</b>
Maximum LANDING					<b>31.800</b>
MAX ZFW					<b>24.400</b>
MAX Baggage Compartment					<b>700</b>
<b>4.- Altitude Limitation</b>					
Max Alt Ext Flaps & L-Gear					<b>18.000</b>
Max Operating Alt					<b>51.000</b>
Max Alt For T/O & Landing					<b>14.000</b>
<b>5.- Starter Limitations</b>					
<b>30</b>	<b>SEC</b>	<b>ON</b>	<b>30</b>	<b>SEC</b>	<b>OFF</b>
<b>30</b>	<b>SEC</b>	<b>ON</b>	<b>30</b>	<b>SEC</b>	<b>OFF</b>
<b>30</b>	<b>SEC</b>	<b>ON</b>	<b>25</b>	<b>MIN</b>	<b>OFF</b>

## **B.- EMERGENCY PROCEDURES:**

### **1. APU FIRE**

- |                    |                            |
|--------------------|----------------------------|
| 1. APU FIRE Switch | <b>Lift Cover and Push</b> |
|--------------------|----------------------------|

### **2. AUTO SLAT FAIL**

- |                   |                                    |
|-------------------|------------------------------------|
| 1. Control Column | <b>Push, Pitch Down to Horizon</b> |
| 2. Throttles      | <b>Set to TO/MC Detent</b>         |
| 3. Airspeed       | <b>Increase</b>                    |

### **3. BATT 1 or 2 O'TEMP**

- |                                    |            |
|------------------------------------|------------|
| 1. Battery Switch (affected side ) | <b>OFF</b> |
|------------------------------------|------------|

### **4. CABIN ALTITUDE**

- |                         |                     |
|-------------------------|---------------------|
| 1. Oxygen Masks         | <b>Don and 100%</b> |
| 2. L and R MIC Switches | <b>MIC OXY MASK</b> |
| 3. Emergency Descent    | <b>As Required</b>  |

### **5. EDM – EMERGENCY DESCENT**

- |                                                                |  |
|----------------------------------------------------------------|--|
| 1. <b>Initiate maximum rate-of-descent to a safe altitude.</b> |  |
|----------------------------------------------------------------|--|

### **6. ENGINE FIRE L or R**

- |                                                                  |                            |
|------------------------------------------------------------------|----------------------------|
| 1. Throttle (affected engine)                                    | <b>IDLE</b>                |
| 2. WING XOVER ANTI-ICE Switch<br>(if icing conditions)           | <b>WING XOVER</b>          |
| • <b>If ENG FIRE Light Remains On (15 Seconds) Probable Fire</b> |                            |
| 3. Illuminated ENG FIRE Button                                   | <b>Lift Cover and Push</b> |
| 4. Either Illuminated BOTTLE ARMED Light                         | <b>Push</b>                |

## 7. HYD PUMP FAIL A and B

1. A AUX PUMP Switch **ON**

## 8. MINIMUM SPEED

1. Control column **Push, Pitch Down to Horizon**
2. Throttles **Set to TO/MC Detent**

## 9. NO TAKEOFF

- *Speed Below  $V_1$  – Takeoff Rejected*
1. Takeoff **Abort**

## 10. NO TAKEOFF

- *Speed Above  $V_1$  – Takeoff Continued*
1. **Climb to a Safe Altitude.**

## 11. RUDDER LIMIT FAIL

1. Rudder Pedals **Do Not Apply Large or Abrupt Rudder Input**

## 12. TR AUTOSTOW L and R

1. THRUST REVERSER Stow switches (both) **STOW EMER**
2. Throttles (both) **IDLE, Then Normal Operation**

## 13. ENGINE FAILURE OR OTHER EMERGENCY DURING TAKEOFF

- *If Speed Below  $V_1$*
1. Takeoff **Abort**

## 14. ENGINE FAILURE OR OTHER EMERGENCY DURING TAKEOFF

### •If Speed at or Above $V_1$

1. **Climb to a safe altitude**
2. WING XOVER Switch  
(if bleed air anti-ice systems are on) **XOVER**

## 15. ENGINE FAILURE DURING FINAL APPROACH

1. Flaps **Select 15°**
2. Airspeed **Vref (Flaps 15°)+ 10 KIAS Minimum  
Until landing is assured**

## 16. THRUST REVERSER IN-FLIGHT DEPLOYMENT

1. TRHUST REVERSER Stow Switch  
(affected thrust reverser) **STOW EMER**
2. Throttle (affected engine) **IDLE**
3. Control Wheel/Autopilot **Grip/Disengage**
4. Airspeed **Reduce to 170 KIAS Maximum**

## 17. DUAL ENGINE FLAMEOUT – LOW ALTITUDE

1. Fuel **Check**  
(tank/quantity; crossfeed/as required; transfer/as required)
2. FUEL BOOST Switches **ON**
3. Throttles **CUTOFF**

## 18. DUAL ENGINE FLAMEOUT – CRUISE

1. Crew Oxygen Masks (if required) **DON**

## 19. ELECTRICAL SYSTEM SMOKE OR FIRE

1. Oxygen Masks **Don and EMER**
2. Smoke Goggles **Don (as required)**

## **20. ENVIROMENTAL SMOKE OR ODOR**

- |                  |                          |
|------------------|--------------------------|
| 1. Oxygen Masks  | <b>Don and EMER</b>      |
| 2. Smoke goggles | <b>Don (as required)</b> |

## **21. SMOKE REMOVAL**

- |                  |                          |
|------------------|--------------------------|
| 1. Oxygen Masks  | <b>Don and EMER</b>      |
| 2. Smoke goggles | <b>Don (as required)</b> |

## **22. HYDRAULIC WHEEL BRAKE FAILURE**

- |                           |                                    |
|---------------------------|------------------------------------|
| 1. Brake Pedals           | <b>Remove Feet</b>                 |
| 2. EMERGENCY BRAKE Handle | <b>Pull and Hold Until Stopped</b> |

## **23. NOSEWHEEL STEERING MALFUNCTION**

- |                                 |                      |
|---------------------------------|----------------------|
| 1. AP/TRIM/NWS Disengage Button | <b>Push and hold</b> |
|---------------------------------|----------------------|

## **24. JAMMED ROLL OR PITCH CONTROL SYSTEM**

- |                                   |                                            |
|-----------------------------------|--------------------------------------------|
| 1. Control Wheel                  | <b>Relax Pressure</b>                      |
| 2. Pitch/Roll Disconnect Handle   | <b>Pull Until Latched</b>                  |
| 3. Operative Flight Control Wheel | <b>Identify, Recover Aircraft Attitude</b> |

## **25. PRIMARY PITCH TRIM RUNAWAY**

- |                                 |                      |
|---------------------------------|----------------------|
| 1. AP/TRIM/NWS Disengage Button | <b>Push and hold</b> |
|---------------------------------|----------------------|

## **26. SECONDARY PITCH TRIM RUNAWAY**

- |                          |                                |
|--------------------------|--------------------------------|
| 1. SECONDARY TRIM Switch | <b>OFF (close guard cover)</b> |
|--------------------------|--------------------------------|

## **27. INADVERTENT STALL (STICK SHAKER, BUFFET, AND/OR ROLL-OFF)**

- |    |                |                   |
|----|----------------|-------------------|
| 1. | Autopilot      | <b>Disconnect</b> |
| 2. | Pitch Attitude | <b>Reduce</b>     |
| 3. | Roll Attitude  | <b>Level</b>      |
| 4. | Throttles      | <b>TO Detent</b>  |

## **28. EMERGENCY DESCENT**

- |    |                              |                                          |
|----|------------------------------|------------------------------------------|
| 1. | AP/TRIM/NWS Disengage Button | <b>Press</b><br>(to disengage autopilot) |
| 2. | Throttles                    | <b>IDLE</b>                              |
| 3. | Speed Brakes                 | <b>Extend</b>                            |
| 4. | Initial Pitch Attitude       | <b>15° Down</b>                          |

## **29. TOTAL LOSS OF (OR UNRELIABLE) AIRSPEED INDICATION (PILOT, COPILOT AND STANDBY)**

- |    |                                      |                                                      |
|----|--------------------------------------|------------------------------------------------------|
| 1. | AP/TRIM/NWS Disengage Button         | <b>Press</b>                                         |
| 2. | Flight Director                      | <b>OFF</b>                                           |
| 3. | LH/RH PITOT/STATIC Anti-ice Switches | <b>Both OFF, then ON</b>                             |
| 4. | Rudder Pedals                        | <b>Do Not Apply Large or<br/>Abrupt Rudder Input</b> |