



DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL  
 DEPARTAMENTO "SEGURIDAD OPERACIONAL"  
 SUBDEPARTAMENTO "LICENCIAS"  
 SECCIÓN EXAMENES

**CESSNA CITATION 650**

**"CC-DAC"**

NOMBRE: \_\_\_\_\_

FECHA: \_\_\_\_\_ FIRMA: \_\_\_\_\_

**A.- OPERATING LIMITS**

<b>1.- Limitations (KIAS)</b>	
V <sub>B</sub> (Turbulence)	
V <sub>MO</sub> (below 8.000')	
V <sub>MO</sub> (8.000 to 36.524')	
M <sub>MO</sub> (Above 36.524')	
V <sub>FE</sub> extended to 20°	
V <sub>FE</sub> (Full Position)	
V <sub>LO/VLE</sub>	
V <sub>SB max</sub>	
V <sub>SB min</sub>	
Max Landing Light Extended	
Speed brake extension	
V <sub>TIRE</sub> (Ground Speed)	
Spoiler extension	
Max Crosswind component	
Without Thrust Reversers (Not Limiting)	
With Thrust Reverser (Limiting)	
Roll Spoiler Inoperative	
Max Tail Wind	
V <sub>MCA</sub> 22.000 pounds	
V <sub>MCA</sub> 21.000 pounds	
V <sub>MCG</sub> 19.000 pounds or less	

<b>2.- Fuel (Lbs)</b>	
Type to Utilize	
Main Fuel System	
Auxiliary Fuel System	
Max Fuel Quantity	
Max Asymmetric Fuel (Pounds)	
Emerg Asymmetric Fuel	
Min Wing Fuel Per Tank For T/O	
<b>3.- Weight (Pounds)</b>	
Maximum Take-Off	
Maximum Landing	
Max ZFW	
Max Baggage Compartment	

<b>4.- Starter Limitations</b>					
<b>5.- Altitude Limitation</b>					
Max Alt Ext Flaps & L-Gear					
Max Operating Alt					
Max Alt For T/o & Landing					

## **B.- EMERGENCY PROCEDURES**

### **1. ENGINE FAILURE OR FIRE DURING TAKEOFF**

#### **SPEED BELOW $V_1$**

- a. BRAKES.....
- b. THROTTLES.....

#### **SPEED ABOVE $V_1$ – TAKEOFF CONTINUED**

- a. MAINTAIN -
- b. ACCELERATE -
- c. ROTATE AT \_\_ CLIMB AT \_\_
- d. GEAR -

### **2. ENGINE FIRE (ENG FIRE SWITCH ILLUMINATED, FIRE BELL ACTIVATED)**

- a. THROTTLE (AFFECTED ENGINE) –

#### **IF ENGINE FIRE LIGHT REMAINS ON:**

- a. ENG FIRE SWITCH (AFFECTED ENGINE) –
- b. EITHER ILLUMINATED BOTTLE ARMED LIGHT –

### **3. ENGINE FAILURE DURING FINAL APPROACH**

- a. AUTOPILOT/YAW DAMPER –
- b. POWER (OPERATING ENGINE) –
- c. AILERON AND RUDDER TRIM –
- d. FLAPS –
- e. AIRSPEED –

### **4. DOUBLE ENGINE FLAMEOUT – RESTART – TWO ENGINES**

- a. IGNITION –
- b. FUEL BOOST PUMPS –
- c. THROTTLES –

### **5. COCKPIT OR CABIN FIRE OR SMOKE DETECTOR LIGHT ON)**

- a. OXYGEN MASKS –
- b. SMOKE GOGGLES –

**6. CABIN DECOMPRESSION (INDICATED BY A SIMULTANEOUS CABIN ALT 8500 FT LIGHT AND 10.000 FT CABIN ALTITUDE AURAL WARNING OR BOTH)**

- a. OXYGEN MASKS –
- b. OXYGEN MICROPHONE –
- c. EMERGENCY DESCENT –

**7. EMERGENCY DESCENT**

- a. THROTTLES –
- b. SPEED BRAKES/SPOILERS –
- c. INITIAL PITCH ATTITUDE –

**8. BATTERY OVERHEAT (BATT O'TEMP LIGHT ON)**

- a. AMPERAGE –
- b. BATTERY DISCONNECTS SWITCH –
- c. AMPERAGE –

**9. THRUST REVERSER INADVERTENT IN-FLIGHT DEPLOYMENT (ARM, UNLOCK AND DEPLOY LIGHTS ON)**

- a. CONTROL WHEEL/AUTOPILOT –
- b. STOW SWITCH (AFFECT THRUST REVERSER) –
- c. THROTTLE (AFFECTED ENGINE) –
- d. AIRSPEED –

**10. THRUST REVERSER UNLOCK LIGHT ON IN FLIGHT**

- a. STOW SWITCH –
- b. THRUST REVERSER LEVERS –

**11. AUTOPILOT HARDOVER**

- c. AP/TRIM/NWS DISENGAGE SWITCH -