



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

CESSNA CITATION 650

"CC-DAC"

NOMBRE: _____

FECHA: _____ FIRMA: _____

A.- OPERATING LIMITS

1.- Limitations (KIAS)	
V _B (Turbulence)	200/0.75
V _{MO} (below 8.000')	305
V _{MO} (8.000 to 36.524')	336 decreasing
M _{MO} (Above 36.524')	0.851 Mach
V _{FE} extended to 20°	210
V _{FE} (Full Position)	170
V _{LO} /V _{LE}	210
V _{SB max}	No Limit
V _{SB min}	V _{ref} + 15
Max Landing Light Extended	250
Speed brake extension	Max No Limit
V _{TIRE} (Ground Speed)	165
Spoiler extension	V _{MO} /M _{MO}
Max Crosswind component	
Without Thrust Reversers (Not Limiting)	25
With Thrust Reverser (Limiting)	25
Roll Spoiler Inoperative	10
Max Tail Wind	10
V _{MCA} 22.000 pounds	113
V _{MCA} 21.000 pounds	103
V _{MCG} 19.000 pounds or less	99

2.- Fuel (Lbs)	
Type to Utilize	JET A-1
Main Fuel System	6484
Auxiliary Fuel System	900
Max Fuel Quantity	7384
Max Asymmetric Fuel (Pounds)	200
Emerg Asymmetric Fuel	800
Min Wing Fuel Per Tank For T/O	350
3.- Weight (Pounds)	
Maximum Take-Off	22.000
Maximum Landing	20.000
Max ZFW	16.300
Max Baggage Compartment	700

4.- Starter Limitations						
30	SEC	ON	1	MIN	OFF	
30	SEC	ON	1	MIN	OFF	
30	SEC	ON	30	MIN	OFF	
5.- Altitude Limitation						
Max Alt Ext Flaps & L-Gear						20.000
Max Operating Alt						51.000
Max Alt For T/o & Landing						14.000

B.- EMERGENCY PROCEDURES

1. ENGINE FAILURE OR FIRE DURING TAKEOFF

SPEED BELOW V_1

- a. BRAKES..... **MAXIMUM PILOT EFFOR**
- b. THROTTLES..... **IDLE**

SPEED ABOVE V_1 – TAKEOFF CONTINUED

- a. MAINTAIN - **DIRECTIONAL CONTROL**
- b. ACCELERATE - **TO VR**
- c. ROTATE AT V_R CLIMB AT V_2
- d. GEAR - **UP (AFTER POSITIVE RATE OF CLIMB)**

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

- a. THROTTLE (AFFECTED ENGINE) – **IDLE**

IF ENGINE FIRE LIGHT REMAINS ON:

- a. ENG FIRE SWITCH (AFFECTED ENGINE) – **LIFT COVER AND PUSH**
- b. EITHER ILLUMINATED BOTTLE ARMED LIGHT – **PUSH**

3. ENGINE FAILURE DURING FINAL APPROACH

- a. AUTOPILOT/YAW DAMPER – **OFF**
- b. POWER (OPERATING ENGINE) – **INCREASE**
- c. AILERON AND RUDDER TRIM – **AS REQUIRED**
- d. FLAPS – **APPROACH SCHEDULE**
- e. AIRSPEED – V_{APP} **MINIMUM**

4. DOUBLE ENGINE FLAMEOUT – RESTART – TWO ENGINES

- a. IGNITION – **BOTH ON**
- b. FUEL BOOST PUMPS – **BOTH ON**
- c. THROTTLES – **IDLE**

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

- a. OXYGEN MASKS – **DON AND EMER**
- b. SMOKE GOGGLES – **DON (AS REQUIRED)**

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 – DON AND 100%
- b. OXYGEN MICROPHONE – MIC OXY MASK
- c. EMERGENCY DESCENT – AS REQUIRED

7. EMERGENCY DESCENT

- a. THROTTLES – IDLE
- b. SPEED BRAKES/SPOILERS – DEPLOY
- c. INITIAL PITCH ATTITUDE – 20° DOWN

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

- a. AMPERAGE – CHECK
- b. BATTERY DISCONNECTS SWITCH – POSITION TO OVERHEATED BATTERY
- c. AMPERAGE – NOTE DECREASE

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

- a. CONTROL WHEEL/AUTOPILOT – GRIP/DISENGAGE
- b. STOW SWITCH (AFFECT THRUST REVERSER) – EMER
- c. THROTTLE (AFFECTED ENGINE) – CHECK IDLE
- d. AIRSPEED – REDUCE TO 200 KIAS OR LESS

10. THRUST REVERSER UNLOCK LIGHT ON IN FLIGHT

- a. STOW SWITCH – EMERGENCY (AFFECTED ENGINE)
- b. THRUST REVERSER LEVERS – CHECK THRUST REVERSER LEVERS AT STOWED (FULL FORWARD) POSITION

11. AUTOPILOT HARDOVER

- c. AP/TRIM/NWS DISENGAGE SWITCH - PRESS