



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
 SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“CESSNA CITATION CJ4 / C25C CC-AOR”

NOMBRE : _____ FIRMA: _____

FECHA : _____

A.- Limitations

1.- Airspeed limitations	
	KIAS/Mach
MMO (Above 27.884 feet)	Mach 0.77 (indicated)
VMO (Between 8000 and 27.884 feet)	305 KIAS
VMO (below 8000 feet)	260 KIAS
Vlo	200 KIAS
Vle	200 KIAS
Vsb (maximum speed brake operation speed)	No limit
Maximum tire ground speed	160 KIAS
Maximum autopilot operation speed	305 KIAS or Mach 0.77

2.- Takeoff and landing limits

Maximum altitude limit	14.000 feet
Maximum tailwind component	10 Knots

3.- Weight (lbs)

Maximum design ramp weight	17.230 Pounds
Maximum design takeoff weight (MTOW)	17.110 Pounds
Maximum design landing weight (MLW)	15.660 Pounds
Maximum design zero fuel weight (MZFW)	12.500 Pounds
4.- Electrical power system	
Ground	240 Amps
Air < FL250	300 Amps
>FL250 and <FL450	Linear decrease from 300 amps to 170 amps
Battery start limit	Three (3) engine starts per hour

B.- EMERGENCIES / ABNORMAL PROCEDURES

1.- ENGINE FAILURE or OTHER EMERGENCY/ABNORMAL EVENT DURING TAKEOFF

SPEED BELOW V1 – TAKEOFF REJECTED

- | | |
|--------------------|--------|
| 1. Takeoff | Abort |
| a. Brakes | Apply |
| b. THROTTLES | Idle |
| c. Ground Spoilers | Extend |

2.- ENGINE FAILURE or OTHER EMERGENCY/ABNORMAL EVENT DURING TAKEOFF

SPEED ABOVE V1 – TAKEOFF CONTINUED

- | | |
|---|------------|
| 1. Climb to safe altitude | |
| a. Accelerate to Vr | Rotate |
| b. Landing Gear (positive climb) | Up |
| c. Airspeed | V2 Minimum |
| d. Flaps (clear of obstacles and V2+10) | 0° |
| e. Airspeed | Vern |
| 2. WING XFLOW Button | On |

3.- ENGINE FIRE L or R

- | | |
|---|------|
| 1. THROTTLE (affected engine) | IDLE |
| * If Light Remains On After 15 Seconds | |
| 2. Illuminated ENG FIRE Button | Push |
| * If Light Remains On After Additional 15 Seconds | |
| 3. Illuminated BOTTLE ARMED Button | Push |

4.- WINDSHEAR

- | | |
|-------------------|--|
| 1. THROTTLES | TO |
| 2. Pitch Attitude | Smoothly Rotate to an initial pitch attitude of 7.5°
(FD Go Around pitch command) |
| 3. Speed brakes | 0% |

5.- ELECTRICAL FIRE OR SMOKE

- | | |
|------------------------------|--------------|
| 1. Oxygen Mask(s)/Goggles | Don and EMER |
| 2. OXYGEN MASK MIC Button(s) | On |

6.- ENVIROMENTAL SYSTEM SMOKE OR ODOR

1. Oxygen Mask(s)/Goggles Don and EMER
2. OXYGEN MASK MIC Button(s) On

7.- SMOKE REMOVAL

1. Oxygen Mask(s)/Goggles Don and EMER
2. OXYGEN MASK MIC Button(s) On

8.- AILERON TRIM RUNAWAY

1. AP TRIM DISC Button Push and Hold

9.- PRIMARY PITCH TRIM RUNAWAY

1. AP TRIM DISC Button Push and Hold

10.- AUTOPILOT MALFUNCTION

1. AP TRIM DISC Button Push

11.- EMERGENCY DESCENT

1. **Initiate maximum rate of descent to a safe altitude**

12.- WHEEL BRAKE FAILURE

1. Brake Pedals Remove Feet
2. GROUND SPOILERS (after nose wheel touchdown) EXTEND
3. EMER BRAKE Handle Pull as required
4. Directional control Maintain with Nose wheel Steering

13.- DUAL ENGINE RESTART

1. ENGINE RUN/STOP Buttons (both) STOP
2. THROTTLES IDLE
3. BATTERY Switch (if descent to FL250 will take longer than 5 min) EMER
4. Altitude Below FL250
5. BATTERY Switch ON
6. ANTI – ICE Buttons (all) Off
7. HYDRAULIC SHUTOFF Buttons (both) Push (light on)
8. Airspeed 250 KIAS Minimum (altitude permitting)
9. ENGINE RUN/STOP Buttons RUN