



NTSB MEMORANDUM FOR RECORD

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Date: November 14, 2019
Person Contacted: Mike Sliva (Head of Training, Dallas, TX, CAE)
NTSB Accident Number: WPR19FA230

Narrative:

The following memorandum contains the email responses from the Head of Training, in Dallas, Texas, with CAE Flight Training:

The operations group chairman requested the following items be addressed:

I have reviewed all of the training materials and course curriculum that you provided me for the CE-560XL. As part of my review, I am attempting to answer the question of whether pilot's are explicitly trained about the hazards associated with the parking brake in the CE-560XL (and other Citation models). Specifically, 1) the parking brake lever position is not annunciated, nor is it included in the No Takeoff Configuration Warning, and 2) even with the parking brake set, it is possible to achieve takeoff speeds, depending upon how the brake toe pedals were manipulated (i.e., the pilot should not expect that the airplane cannot move at takeoff power, with the PB lever pulled).

Can you please comment on the CE-560XL training as it relates to this specific area, and what instructors may routinely talk about in training as it relates to this area.

Mr. Sliva's response:

1. Yes we spend a significant amount of time throughout ground school, cockpit procedures training, and flight training specifically on the parking brake system in the CE-560XL. We have verified that our CE- 560XL instructors thoroughly discuss the parking brake system, including and especially that it has no annunciator when set, and the takeoff warning system does not include a warning for a set parking brake. We discuss during the taxi check list the check called "Brakes Check". As you know, there is not a line asking for "Parking Brake Release".



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2. We discuss its design, operation, and use based on Cessna's current publications. (i.e. operating handbook – checklist etc....) We explain that the parking brake does not have an annunciator and is not included in the no-take-off warning system. We also discuss the lack of a checklist item calling for parking brake release.

3. Before the accident, we were not discussing the possibilities of reaching take off speeds with the parking break set as this is in the area of theoretical and speculative. Cessna did not have a caution, warning, or note referencing this possibility. Since this accident, we are addressing the "achieving takeoff speeds" depending on how the brake toe pedals are manipulated. We are insuring that all crews and pilots understand the risks associated with a parking brake system fully set or partially set during a takeoff procedure. Our FTPM (FAA) responsible for the program has observed our ground school presentations related to the brake system and is fully aware of this accident and investigation.