



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

"BAe / AVRO RJ"

AEROVÍAS DAP

NOMBRE: _____ **FIRMA:** _____

FECHA: _____

A. OPERATIONS LIMITATIONS

1. SPEED LIMITS (KIAS)	CZP	ACO	RJ85	RJ100
Vmo / Mmo	295 / 0.72		300/0.72	305/0.72
Bird Impact Speed (below 8.000 ft)	250			
Vfe 18	210	205	215	220
Vfe 18 low speed hold	175			
Vfe 24	180			
Vfe 30	170			
Vfe 33	145		150	155
Va F-0	230		235	245
Va F-18	175			
Vra F-0	250 / 0.6		255 / 0.6	260 / 0.6
Vra F-0 en-route (below 12.000 ft)	220		225	
Vra F-18	175			
Vmax Yaw Damper Inop	240			N / A
Vlo / Vle	205		210	

2. ALTITUDE & PRESSURIZATION	BAe	AJS+RJ100	ANS
Max Operating Altitude (ft)	30.000	31.000	33.000
Max Δp (psi)	6.55	6.55	7.32
Max Δp (psi) / above ft	N/A	6.75 / 30.000	7.46 / 29.000
Max Alt for Flaps (ft)	19.000		
Max Alt for Landing Gear Extended (ft)	20.000		

3. MAX WEIGHTS (Kgs))	CZP	ACO	RJ85	RJ100
Max Ramp Weight	41.594	42.410	44.225	45.225
Max Take-off Weight	41.367	42.184	43.998	44.999
Max Landing Weight	35.788	36.740	38.555	40.142
Max Zero Fuel Weight	34.019	34.019	35.833	37.421

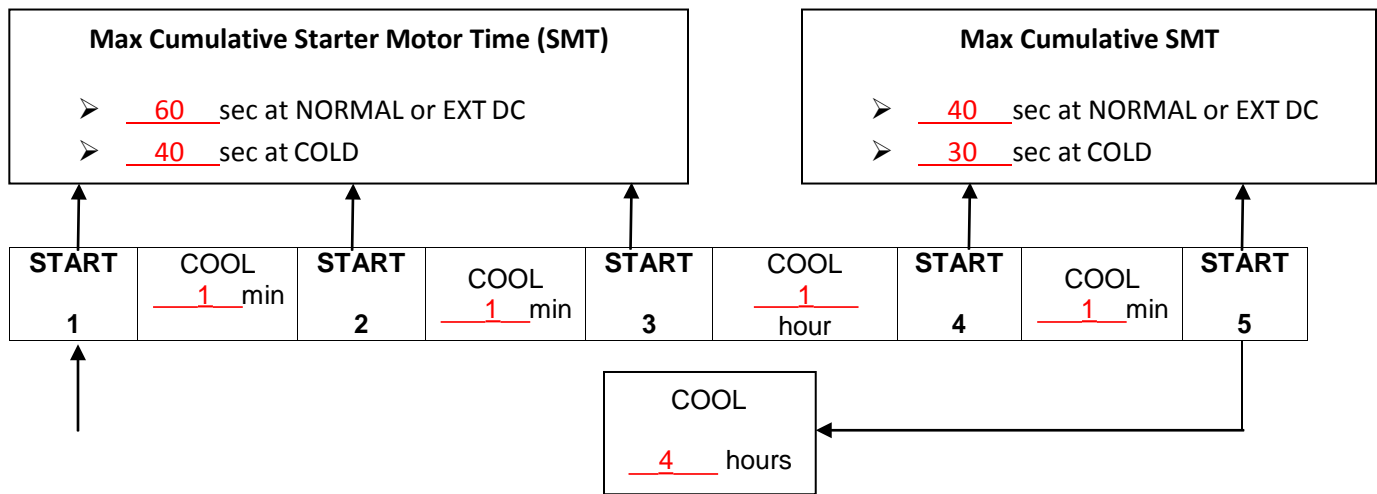
4. ENGINE OP. LIMITS (°C)	BAe	RJ85 + RJ100
Engine Start Max T° for seconds	865° / 10"	713° / 15"
Engine Start Max normal	849	649
Take-Off Max T° for seconds	904 / 15"	685 / 15"
Take-off Max Normal	882	632
MCT	857	613

5. FUEL LIMITATIONS (Kgs)	ALL AIRCRAFT
Max Fuel Asymmetry within Wing Tanks	680

6. MAX WIND COMPONENTS (Kts)	ALL AIRCRAFT
Max TW for Take-off	15
Max TW for Landing	15
Max demonstrated XW for Take-off	30
Max demonstrated XW for Landing	35

NOTE: RJ-100: 35 Kts

7. STARTER DUTY CYCLE



1. Continuous operation of the Starter for more than 20 seconds is prohibited
2. Any operation of the Starter counts as a start attempt
3. A start attempt may be continued providing N2 reaches 20% before the appropriate Maximum Cumulative Starter Operating Time is exceeded

B.- EMERGENCIES PROCEDURES

1.- EMERGENCY EVACUATION

CAPTAIN	
Aircraft	STOP
Wheelbrakes	PARK
Thrust Levers	FUEL OFF
PA	ORDER EVACUATION

FIRST OFFICER	
Pressurization	MAN - OPEN
Apu	STOP
Apu Fire Ext	DISCH
Fire Handles	PULL TO FULL EXTENT ROTATE TO EXT 1 OR 2
Atc	CALL ON VHF 1
Battery Power	LEAVE ON

2.- CABIN HIGH ALTITUDE

Oxygen masks	FLIGHT CREW DON
Crew communication	ESTABLISH
Packs and air supply	CONFIRM ON
Pressurization	CHECK CORRECTLY SET
If control not regained, pressurization	MAN-ATTEMP TO CONTROL ROTARY CONTROL ALL THE WAY TO SHUT IF NECESSARY

3.- EMERGENCY DESCENT AFTER PRESSURIZATION FAILURE

Emergency descent	ANNOUNCE
Thrust Levers	FLIGHT IDLE
Target speed	ANNOUNCE- MMO/VMO OR 0.6 M/240 KT IF STRUCTURAL INTEGRITY IN DOUBT, DO NOT EXCEED 0.6 M/240 KT AND LIMIT G
Airbrake	OUT
Oxygen masks	CONFIRM DONNED AND CREW COMMUNICATIONS ESTABLISHED

Establish flight at 10.000 ft or the lowest safe altitude if higher.

4.- ENGINE FIRE/SEPARATION OR SEVERE DAMAGE

Relevant Thrust Lever	CONFIRM, THEN IDLE, THEN FUEL OFF
Relevant FIRE HANDLE	PULL TO BAULK
Relevant CWP ENG FIRE HANDLE caption	CONFIRM IT
Relevant FIRE HANDLE	PULL TO FULL EXTENT, ROTATE FULLY TO EXT 1
	CHECK ENG EXT #1 USED ANNUNCIATOR LIT
	IF ANNUNCIATOR NOT LIT, ROTATE HANDLE TO EXT 2
 if FIRE caption still lit after 30 secs or there are other signs of fire:	
Relevant FIRE HANDLE	ROTATE FULLY TO EXT 2
	CHECK ENG EXT #2 USED ANNUNCIATOR LIT

5.- APU FIRE

APU AIR	OFF
APU	STOP
APU FIRE EXT	DISCHARGE

6.- LOSS OF BRAKING

ON LANDING	CONFIRM LIFT SPLR SELECTED
BRAKES	SELECT ALTERNATIVE BRAKING SYSTEM
If normal braking is not restored:	
BRAKES	EMERG YEL (NO ANTI-SKID)
Taxi only:	
ANTI-SKID	OFF

7.- GROUND PROXIMITY WARNING

AP and A/T	DISCONNECT
Pull up	
Thrust levers	FULLY FORWARD
TOGA Button	PRESS

8.- TCAS RA

AP and A/T	DISCONNECT
FD	OFF
Obey TCAS audio commands	
Comply with the TCAS RA information on the VSI	
Set thrust as required	
Inform ATC	

9.- ENGINE FAILURE OR IN-FLIGHT SHUTDOWN

Relevant Thrust Lever	CONFIRM, THEN IDLE, THEN FUEL OFF
Relevant FIRE HANDLE	PULL TO BAULK
Relevant CWP ENG FIRE HANDLE caption	CONFIRM, LIT
Relevant FIRE HANDLE	PULL TO FULL EXTENT
If engine damage is suspected:	
Relevant FIRE HANDLE	ROTATE TO DISCHARGE EXT 1