



**DEPARTAMENTO “SEGURIDAD OPERACIONAL”**  
**SUBDEPARTAMENTO “LICENCIAS”**  
**SECCIÓN EVALUACIONES**

**“LJ 31A”**

**N139PL**

**A. - OPERATING LIMITS**

**1.- Limitations (KIAS)**

V <sub>MO</sub>	
M <sub>MO</sub> (SL to FL430)	
M <sub>MO</sub> (FL430 to FL460)	
M <sub>MO</sub> (FL460 to FL470)	
M <sub>MO</sub> (FL470 and above)	
V <sub>FE</sub> ( 08° position)	
V <sub>FE</sub> ( 20° position)	
V <sub>FE</sub> ( 40° Position)	
V <sub>LE</sub>	
V <sub>LO</sub>	
V <sub>MCA</sub> ( 08° position)	
V <sub>MCG</sub> ( Rudder Boost On)	
V <sub>TIRE</sub> (Ground Speed)	

**2.- Fuel (LBS)**

Total Usable Volumen (Lbs)	
Unbalance Takeoff	
Unbalance Cruise/Landing	

**3.- Weight (LBS)**

Maximum TAKE-OFF	
Maximum LANDING	
MAX ZFW	
MAX RAMP	
MAX Baggage Compartment	

**4.- Interstage Turbine Temperature (°C)**

Starting	
Take-Off	
Transient	
Max. Continuous	
Max. Climb	
Max. Cruise	

**5.- Starter Limitations**


## **B. - EMERGENCY PROCEDURES**

### **1.- ENGINE FAILURE**

#### **a.- DURING TAKEOFF:**

##### **Below $V_1$ Speed:**

Thrust Levers

Brakes

Spoilers

#### **b.- DURING TAKEOFF:**

##### **Above $V_1$ Speed:**

Rudder And Ailerons

Accelerate to  $V_r$  Keep nosewheel on runway

Rotate at  $V_r$ ; Climb at  $V_2$

Positive rate of climb established

Clear of Obstacles

#### **c.- DURING Approach:**

Control Wheel Master Switch (MSW)

Thrust Lever (Operative Eng)

Flaps

Airspeed

### **2.- FIRE/OVERHT LIGHT ON**

Thrust Levers

If fire continues more than 15 seconds or there are other indications of fire:

Trust Lever

Eng Fire Pull Handle

Eng Ext Armed Light

### **3.- IMMEDIATE ENGINE AIRSTART**

Thrust Levers

Ignition

Stanby Pump

### **4.- CABIN ALTITUDE WARNING HORN**

Crew Oxygen Masks

Thrust Levers

Autopilot

Spoilers

Descent at  $M_{mo}/V_{mo}$ , but not below minimum safe altitude.

Passenger Oxygen Masks

### **5.- CABIN/COCKPIT FIRE, SMOKE, OR FUMES**

Crew Oxygen Masks

Smokes Goggles

Mic Select Switches

### **6.- OVERSPEED RECOVERY**

Thrust Levers

Autopilot

Identify aircraft pitch and roll attitude.

Level wings

Elevator and Pitch Trim

If Mach or airseep is severe or if pitch and/or roll attitude is extreme or unknown:

Landing Gear

## **7.- PITCH AXIS MALFUNCTION**

Control Wheel Master Switch

Attitude Control

Thrust Levers:

-If high-speed nose-down attitude

-If near stall

Pitch Trim Switch

## **8.- ROLL OR YAW AXIS MALFUNCTION**

Control Wheel Master Switch

Attitude Control

If control force continues:

Airspeed

Affected Axis Trim CB - Roll Trim or

Yaw Trim (L Trim – Flt Cont Group)

Rudder Boost

## **9.- EMERGENCY BRAKING**

Emergency Brake Handle

Emergency Brake Handle

## **10.- EMERGENCY EVACUATION**

Stop The Aircraft

Parking Brake

Thrust Levers

If an Engine Fire is Suspected:

-Applicable Eng Fire Pull T-Handle

-Either Eng Ext Armed Light

-Other Eng Fire Pull T-Handle

If Engine Fire Is Not Suspected:

-Both Eng Fire Pull T-Handle

Batteries

### **11.- STALL WARNING ACTIVATES**

Lower the pitch attitude to reduce angle of attack.

Thrust Levers

Level the Wings

Accelerate Out Of The Stall Condition.

### **12.- ABORTED TAKEOFF**

Thrust Levers

Brakes

Spoilers

### **13.- INADVERTENT DEPLOYMENT DURING TAKEOFF**

#### **a.- DURING TAKEOFF:**

##### **Below $V_1$ Speed:**

Thrust Levers

Brakes

Spoilers

#### **b.- DURING TAKEOFF:**

##### **Above $V_1$ Speed:**

Rudder And Ailerons

Thrust Lever (Affected Engine)

Thrust Reverser Control Switches

Accelerate to  $V_r$  Keep nosewheel on runway

Rotate at  $V_r$ ; Climb at  $V_2$

Positive rate of climb established

Clear of Obstacles

If Deploy Light Stays On:

Thrust Lever (Affected Engine)