



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“LJ 31A”

N139PL

A. - OPERATING LIMITS

1.- Limitations (KIAS)

V _{MO}	325
M _{MO} (SL to FL430)	0.81
M _{MO} (FL430 to FL460)	0.81 – 0.80
M _{MO} (FL460 to FL470)	0.80 - 0.79
M _{MO} (FL470 and above)	0.79
V _{FE} (08° position)	250
V _{FE} (20° position)	200
V _{FE} (40° Position)	150
V _{LE}	260
V _{LO}	200
V _{MCA} (08° position)	93
V _{MCG} (Rudder Boost On)	100
V _{TIRE} (Ground Speed)	182

2.- Fuel (LBS)

Total Usable Volumen (Lbs)	4.600
Unbalance Takeoff	200
Unbalance Cruise/Landing	500

3.- Weight (LBS)

Maximum TAKE-OFF	17.700
Maximum LANDING	16.000
MAX ZFW	13.500
MAX RAMP	17.900
MAX Baggage Compartment	500

4.- Interstage Turbine Temperature (°C)

Starting	860
Take-Off	860
Transient	870
Max. Continuous	832
Max. Climb	832
Max. Cruise	832

5.- Starter Limitations

60	SEC	ON	1	MIN	OFF
60	SEC	ON	1	MIN	OFF
60	SEC	ON	30	MIN	OFF

B. - EMERGENCY PROCEDURES

1.- ENGINE FAILURE

a.- DURING TAKEOFF:

Below V_1 Speed:

Thrust Levers	Idle
Brakes	Apply
Spoilers	Extend

b.- DURING TAKEOFF:

Above V_1 Speed:

Rudder And Ailerons	As Required
Accelerate to V_r Keep nosewheel on runway	
Rotate at V_r ; Climb at V_2	
Positive rate of climb established	Gear Up
Clear of Obstacles	$V_2 + 20$, Flaps Up

c.- DURING Approach:

Control Wheel Master Switch (MSW)	Depress
Thrust Lever (Operative Eng)	Increase As Required
Flaps	20° Max
Airspeed	$V_{ref} + 10$ Min

2.- FIRE/OVERHT LIGHT ON

Thrust Levers	Idle
If fire continues more than 15 seconds or there are other indications of fire:	
Trust Lever	Cutoff
Eng Fire Pull Handle	Pull
Eng Ext Armed Light	Depress One

3.- IMMEDIATE ENGINE AIRSTART

Thrust Levers	Idle
Ignition	On
Stanby Pump	On

4.- CABIN ALTITUDE WARNING HORN

Crew Oxygen Masks	Don And Select 100%
Thrust Levers	Idle
Autopilot	Disengage
Spoilers	Extend
Descent at M_{mo}/V_{mo} , but not below minimum safe altitude.	
Passenger Oxygen Masks	Deploy

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

Crew Oxygen Masks	Don And Select 100%
Smokes Goggles	Don
Mic Select Switches	Oxy

6.- OVERSPEED RECOVERY

Thrust Levers	Idle
Autopilot	Disengage
Identify aircraft pitch and roll attitude.	
Level wings	
Elevator and Pitch Trim	Nose Up As Required
If Mach or airseep is severe or if pitch and/or roll attitude is extreme or unknown:	
Landing Gear	Down, Do Not Retract

7.- PITCH AXIS MALFUNCTION

Control Wheel Master Switch	Depress And Hold
Attitude Control	As Required
Thrust Levers:	
-If high-speed nose-down attitude	Idle
-If near stall	Increase As Required
Pitch Trim Switch	Off

8.- ROLL OR YAW AXIS MALFUNCTION

Control Wheel Master Switch	Depress And Hold
Attitude Control	As Required
If control force continues:	
Airspeed	Reduce
Affected Axis Trim CB - Roll Trim or Yaw Trim (L Trim – Flt Cont Group)	Pull
Rudder Boost	Off

9.- EMERGENCY BRAKING

Emergency Brake Handle	Pull out of Recess
Emergency Brake Handle	Push Downward

10.- EMERGENCY EVACUATION

Stop The Aircraft	
Parking Brake	Set
Thrust Levers	Cutoff
If an Engine Fire is Suspected:	
-Applicable Eng Fire Pull T-Handle	Pull
-Either Eng Ext Armed Light	Depress
-Other Eng Fire Pull T-Handle	Pull
If Engine Fire Is Not Suspected:	
-Both Eng Fire Pull T-Handle	Pull
Batteries	Off

11.- STALL WARNING ACTIVATES

Lower the pitch attitude to reduce angle of attack.

Thrust Levers Takeoff Power

Level the Wings

Accelerate Out Of The Stall Condition.

12.- ABORTED TAKEOFF

Thrust Levers Idle

Brakes Apply

Spoilers Extend

13.- INADVERTENT DEPLOYMENT DURING TAKEOFF

a.- DURING TAKEOFF:

Below V_1 Speed:

Thrust Levers Idle

Brakes Apply

Spoilers Extend

b.- DURING TAKEOFF:

Above V_1 Speed:

Rudder And Ailerons As Required

Thrust Lever (Affected Engine) Idle

Thrust Reverser Control Switches Off

Accelerate to V_r Keep nosewheel on runway

Rotate at V_r ; Climb at V_2

Positive rate of climb established Gear Up

Clear of Obstacles $V_2 + 20$, Flaps Up

If Deploy Light Stays On:

Thrust Lever (Affected Engine) Cutoff