



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

**“CHALLENGER 600”
CC-ATA Atacama Air**

NOMBRE : _____ FIRMA: _____

FECHA : _____

A.- LIMITATIONS

1.- SPEED LIMITATIONS

	KIAS
Max. Vmo	
Max Mmo	
Max Mmo rvsm	
Turbulence Speed	
Vmcg	
Vfe up to 20°	
Vfe up to 30°	
Vfe up to 45°	
Vlo	
Vle	
Vtire	
Cross wind	
Max tail wind	

3.- WEIGHT (LBS)

Máximo TAKE-OFF	
Máximo Landing	
Max. ZFW	
Max ramp weight	

4.- MISCELLANEUS

Max T.O. press alt	
Max. Operating altitude	
Min. Oil T° For start	
Max. T.O/Land Temp	
Min Fuel Temperature	
Max slope	

2.- FUEL

Type	
Max fuel	
Max. Imbalance in flight	

B.- Emergencies Procedures

1.- DOUBLE ENGINE FAILURE

ADG _____

If not deployed, pull man release for at least 1 second then stow.

Airspeed _____

Hydraulic 3B pump _____

If cabin altitude requires:

Oxygen masks _____

Emergency descent _____

2. - ENGINE FIRE OR SEVERE DAMAGE (AFFECTED ENGINE)

Thrust Lever _____

Engine Fire Push _____

IN FLT START (operating engine) _____

Affected side ignition _____

Affected side fuel pump switch light _____

If warning persist

Bottle 1 _____

If warning persist after 30 seconds

Bottle 2 _____

3. – APU FIRE

APU FIRE PUSH _____
APU _____

4. – THRUST REVERSER DEPLOYMENT IN FLIGHT

Autopilot _____
Unaffected engine _____

To maintain flight path airspeed below 180 KIAS

AFFECTED ENGINE
Thrust lever _____

5. – DOUBLE GENERATOR FAILURE

ADG _____

If not deployed, pull man release for at least 1 second then stow.

Airspeed _____
Emer Press _____

6. – RAPID LOSS OF CABIN PRESSURE

Oxygen masks _____
Passenger oxygen _____
Crew communication _____

7. – EMERGENCY DESCENT

Autopilot	_____
Airspeed	_____
Thrust levers	_____
Flight spoilers	_____
Configuration	_____

8. – ENGINE OIL PRESSURE LOW

AFFECTED ENGINE

OIL pressure	_____
Thrust lever	_____