



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

**“LJ 31A”**

**N229LJ**

**A. - OPERATING LIMITS**

**1.- Limitations (KIAS)**

V <sub>MO</sub>	
M <sub>MO</sub> (SL to FL430)	
M <sub>MO</sub> (FL470 and above)	
M <sub>MO</sub> ( any BLE missing )	
M <sub>MO</sub> (Mach Trim Inop. With AP OFF)	
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**

	SEC			MIN	
	SEC			MIN	
	SEC			MIN	

## **B. - EMERGENCY PROCEDURES**

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

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

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

Thrust Levers

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Brakes

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Spoilers

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

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

Rudder And Ailerons

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Accelerate to  $V_r$  Keep nosewheel on runway

Rotate at  $V_r$ , Climb at  $V_2$

Positive rate of climb

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Established Clear Obstacles

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#### **c.- DURING APPROACH:**

Control Wheel Master Switch (MSW)

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Thrust Lever (Operative Eng)

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Flaps

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Airspeed

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### **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

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### 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 Googles

Mic Select Switches

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### 6.- OVERSPEED RECOVERY

Thrust Levers

Autopilot

Identify aircraft pitch and roll attitude.

Level wings

Elevator and Pitch Trim

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

Landing Gear

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

Control Wheel Master Switch

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Attitude Control

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Thrust Levers:

- If high-speed nose-down attitude

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- If near stall

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Pitch Trim Switch

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

Control Wheel Master Switch

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Attitude Control

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If control force continues:

Airspeed

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Affected Axis Trim CB - Roll Trim or

Yaw Trim (L Trim – Flt Cont Group)

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Rudder Boost

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## **9.- EMERGENCY BRAKING**

Emergency Brake Handle

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Emergency Brake Handle

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## **10.- EMERGENCY EVACUATION**

Stop The Aircraft

Parking Brake

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Thrust Levers

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If an Engine Fire is Suspected:

- Applicable Eng Fire Pull T-Handle

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- Either Eng Ext Armed Light -

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Other Eng Fire Pull T-Handle

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Batteries

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### 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.- THRUST REVERSER 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  $V_r$  and Climb at  $V_2$

Positive rate of climb established

Clear of Obstacles

If Deploy Light Stays On:

Thrust Lever (Affected Engine)