



**DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL
DEPARTAMENTO DE SEGURIDAD OPERACIONAL
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EXÁMENES**

“DE HAVILLAND AIRCRAFT OF CANADA LIMITED DHC-8 SERIES 400”
“AEROVÍAS DAP”

NOMBRE : _____ FIRMA: _____
FECHA : _____

A.- Limitaciones de Operación

1.- Limitaciones (KCAS/KIAS)		3.- Pesos (LBS)			
Va	204	MTOW			65.200 LB
Vmcg 15°/10°/5°	89	MLW			62.000 LB
Vmcg 0°	101	ZFW			58.000 LB
Vmca 15°	91				
Vmca 10°	95				
Vmca 5°	98	4.- Starter Limitations			
Vmca 0°	113	70 SEG	ON	2 MIN	OFF
Vmcl 35°	92	70 SEG	ON	2 MIN	OFF
Vmcl 15°	96	70 SEG	ON	30 MIN	OFF
Vmcl 10°	99				
Vmcl 5°	100				
Vfe 5°	200	5.- Starter Limitations APU			
Vfe 10°	181	60 SEG	ON	2 MIN	OFF
Vfe 15°	172	60 SEG	ON	2 MIN	OFF
Vfe 35°	158	60 SEG	ON	30 MIN	OFF
Vlo	200				
Vle	215				
Max Cross Wind TO 06'	32				
		6.- (Vmo) (KIAS)			
2.- Combustible	LBS	SL – 8.000'			245
Tipo a Utilizar	JET	10.000'			282
Usable fuel per Tank	5.862	18.000'			286
Max Fuel Imbalance	600	20.000'			275

B.- Emergencies Procedures

1.- ON GROUND NON-NORMAL

When airplane comes to a stop:

Emergency Brake

SET

ENGINE FIRE:

ENGINE FIRE (On Ground)

ACCOMPLISH

ENGINE FAILURE:

Power levers

DISC

Condition lever (affected)

FUEL OFF

Pull Fuel/Hyd Off handle (affected)

PULL

Tank Aux Pump (affected)

OFF

OTHER FAILURE:

Appropriate Abnormal / Emergency procedure(s)

ACCOMPLISH

2.- ABORTED ENGINE START

Condition Lever

FUEL OFF

Start Select

OFF

3.- ENGINE FIRE ON GROUND

EMERGENCY BRAKE lever

SET

POWER levers

DISC

Condition levers

FUEL OFF

PULL FUEL/HYD OFF handle (affected)

PULL

TANK AUX PUMP (1 and 2)

OFF

EXTG switch (affected engine)

FWD BTL

Wait up to 30 seconds, if fire persists:

EXTG switch

AFT BTL

Evacuate airplane

4.- EVACUATION

Emergency Brake	SET
Power Levers	DISC
Condition Levers	FUEL OFF
PULL FUEL/HYD OFF handles	PULL
Emergency Lights	ON
Fasten Seat Belts	OFF
Evacuation	INITIATE
AC/DC Pwr and APU	OFF
Battery Master	OFF

5.- OIL PRESSURE BELOW 44 PSI or “#1 ENG OIL PRESS” or “#2 ENG OIL PRESS”

Warning light)

Affected Engine

ENGINE FAILURE/ FIRE /SHUTDOWN **ACCOMPLISH**

6.- PROPELLER OVERSPEED (Propeller increases above 1020 RPM and “#1 PEC” or “#2 PEC” Caution Light illuminates.)

Above 400 ft AGL:

Airspeed **reduce toward minimum speed appropriate to flap configuration and flight conditions.**

Affected Engine:

Power lever **FLIGHT IDLE**

Condition lever **START & FEATHER**

Alternate Feather (if req'd) **FTHR**

IF propeller does not feather:

DO NOT SHUT DOWN ENGINE.

Alternate Feather **OFF**

Condition levers **MAX**

Power levers **operate together to maintain the desired flight profile.**

Land immediately at the nearest suitable airport.

IF propeller feathers:

ENGINE FAILURE/ FIRE/SHUTDOWN **ACCOMPLISH IMMEDIATELY**

7.- UNSCHEDULED PROPELLER FEATHERING (May be indicated by high torque)

Above 400 ft AGL:

Affected Engine:

Power lever

FLIGHT IDLE

ENGINE FAILURE/ FIRE /SHUTDOWN

ACCOMPLISH

8.- PROPELLER GROUND RANGE ADVISORY LIGHT CYCLING

Power levers

advance above Flight Idle

9.- “#1 ENG FADEC FAIL” or “#2 ENG FADEC FAIL” (Warning Light)

Affected Engine:

ENGINE FAILURE/ FIRE/SHUTDOWN

ACCOMPLISH

10.- RAPID DEPRESSURIZATION / EMERGENCY DESCENT

Oxygen masks

ON / 100%

MIC switch

MASK

Passenger Signs

ON

EMERGENCY DESCENT, accomplish as required:

POWER levers

FLIGHT IDLE

Condition levers

MAX

Airspeed

VMO

11.- ENGINE FAILURE/FIRE BEFORE V_1

Both POWER levers

FLIGHT IDLE then DISC

Simultaneously:

Braking

**Maximum until airplane is
stopped**

Carry out ENGINE FIRE ON GROUND procedure after airplane has stopped

12.- ENGINE FAILURE/FIRE AFTER V_1

At VR

**Rotate to 8° nose up to achieve
lift-off**

After lift-off

**Minimum pitch attitude of 10°
to achieve V_2**

Positive rate of climb:

LANDING GEAR lever

UP

Climb

V_2

13.- ENGINE FAILURE/FIRE/SHUTDOWN (In Flight)

Affected Engine:

POWER lever	FLIGHT IDLE
Condition lever	FUEL OFF
Alternate Feather (if Required)	FEATHER
PULL FUEL/HYD OFF handle	PULL
TANK AUX PUMP switch	OFF

If Fire:

EXTG switch (affected engine)	FWD BTL
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Wait up to 30 seconds, if fire persists:

EXTG switch (affected engine)	AFT BTL
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14.- “SMOKE” (Warning Light)

(SMOKE Warning Light and related Baggage / Cargo SMOKE and EXTG Advisory Lights) OR
FUSELAGE FIRE, SMOKE or FUMES

Oxygen Masks	ON / 100%
Smoke Goggles (if applicable)	ON
Mic Switch	MASK
Recirc Fan	OFF

IF SMOKE/EXTG switch is illuminated:

Illuminated SMOKE / EXTG switch	PRESS
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15.- ROLL CONTROL JAM

Autopilot	DISENGAGE
Roll Disc Handle	PULL AND TURN 90
Control Wheels	BOTH PILOTS ATTEMPT ROLL CONTROL

Pilot with free control wheel will fly the aircraft.

16.- ROLL CONTROL MALFUNCTION (Airplane rolls with no Control Wheel input)

Roll control	apply to hold wings level
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IF continuous illumination of SPLR 1 or SPLR 2 PUSH OFF switchlights in wings-level flight:

Illuminated switchlight	PUSH OFF
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17.- AILERON TRIM RUNAWAY

Airspeed

REDUCE

Aileron Trim

OPPOSITE TO RUNAWAY

18.- PITCH CONTROL JAM

Autopilot

DISENGAGE

Flap and Airspeed

maintain at time of jam

Control Columns

both pilots attempt to overcome jam

IF unable to overcome jam:

Relax control column force.

Pitch Disc Handle

pull and turn 90

Control Columns

both pilots attempt pitch control

Pilot with free control column will fly the aircraft.

19.- ELEVATOR TRIM SWITCH FAILURE

(Illumination of Elevator Trim Shutoff switchlight and Audio Tone for elevator trim in motion)

Elevator Trim Shutoff

PRESS OFF

20.- RUDDER JAM

(Restricted Rudder Pedal Movement)

Warning: Should the rudder pedal (rudder jam) suddenly break free, do not apply rudder pedal input in

the opposite direction.

Affected rudder pedal

apply normal push force

Rudder pedal moves as required:

Affected rudder pedal

reduce push force and allow rudder to centre

21.- “RUD 1 PUSH OFF” or “RUD 2 PUSH OFF” (Switchlight On)

Illuminated switchlight

PRESS OFF

22.- RUDDER TRIM ACTUATOR RUNAWAY

Rudder Trim

opposite to runaway