



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

**“BAe / AVRO RJ”**

**AEROVÍAS DAP**

NOMBRE: \_\_\_\_\_ FIRMA: \_\_\_\_\_

FECHA: \_\_\_\_\_

**A.- OPERATIONS LIMITATIONS**

| 1. SPEED LIMITS (KIAS)             | CZP        | ACO | RJ85      | RJ100     |
|------------------------------------|------------|-----|-----------|-----------|
| Vmo / Mmo                          | 295 / 0.72 |     | 300/0.72  | 305/0.72  |
| Bird Impact Speed (below 8.000 ft) | 250        |     |           |           |
| Vfe 18                             | 210        | 205 | 215       | 220       |
| Vfe 18 low speed hold              | 175        |     |           |           |
| Vfe 24                             | 180        |     |           |           |
| Vfe 30                             | 170        |     |           |           |
| Vfe 33                             | 145        |     | 150       | 155       |
| Va F-0                             | 230        |     | 235       | 245       |
| Va F-18                            | 175        |     |           |           |
| Vra F-0                            | 250 / 0.6  |     | 255 / 0.6 | 260 / 0.6 |
| Vra F-0 en-route (below 12.000 ft) | 220        |     | 225       |           |
| Vra F-18                           | 175        |     |           |           |
| Vmax Yaw Damper Inop               | 240        |     |           | N/A       |
| Vlo / Vle                          | 205        |     | 210       |           |

| 2. ALTITUDE & PRESSURIZATION            | BAe    | AJS+RJ100     | ANS           |
|-----------------------------------------|--------|---------------|---------------|
| Max Operating Altitude (ft)             | 30.000 | 31.000        | 33.000        |
| Max $\Delta p$ (psi)                    | 6.55   |               | 7.32          |
| Max $\Delta p$ (psi) / above _____ (ft) | N/A    | 6.75 / 30.000 | 7.46 / 29.000 |
| Max Alt for Flaps (ft)                  | 19.000 |               |               |
| Max Alt for Landing Gear Extended (ft)  | 20.000 |               |               |

| 3. MAX WEIGHTS (Kgs) | CZP    | ACO    | RJ85   | RJ100  |
|----------------------|--------|--------|--------|--------|
| Max Ramp Weight      | 41.594 | 42.410 | 44.225 | 45.225 |
| Max Take-off Weight  | 41.367 | 42.184 | 43.998 | 44.999 |
| Max Landing Weight   | 35.788 | 36.740 | 38.555 | 40.142 |
| Max Zero Fuel Weight | 34.019 | 34.019 | 35.833 | 37.421 |

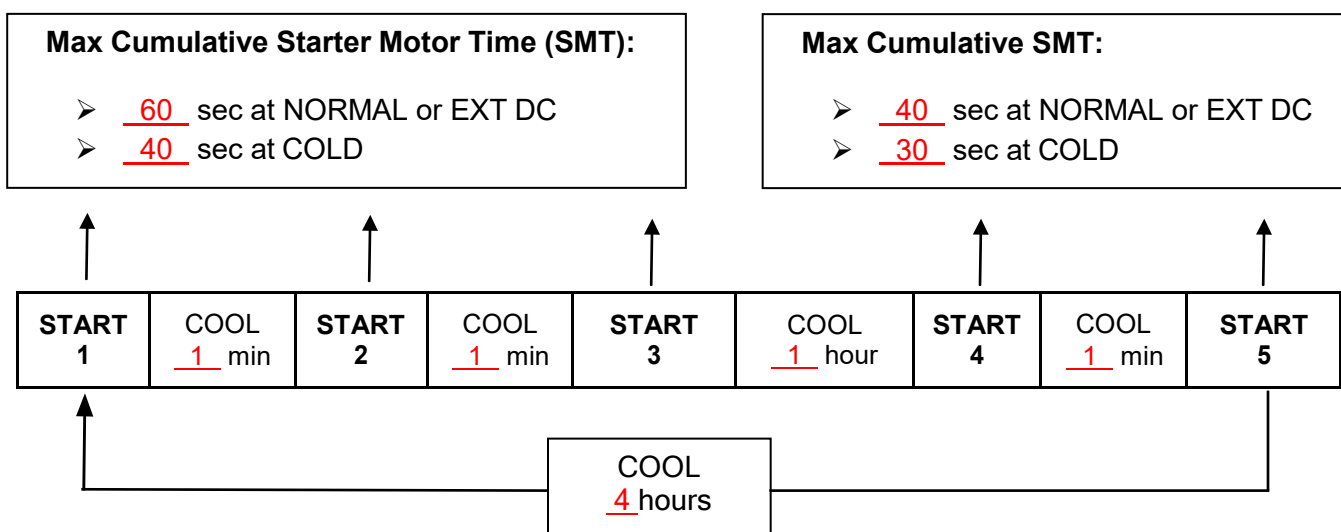
| 4. ENGINE OP. LIMITS (°C)             | BAe        | RJ85 + RJ100 |
|---------------------------------------|------------|--------------|
| Engine Start Max T° for _____ seconds | 865° / 10" | 713° / 15"   |
| Engine Start Max normal               | 849°       | 649°         |
| Take-Off Max T° for _____ seconds     | 904° / 15" | 685° / 15"   |
| Take-off Max Normal                   | 882°       | 632°         |
| MCT                                   | 857°       | 613°         |

| 5. FUEL LIMITATIONS (Kgs)            | ALL AIRCRAFT |
|--------------------------------------|--------------|
| Max Fuel Asymmetry within Wing Tanks | 680          |

| 6. MAX WIND COMPONENTS (Kts)     | ALL AIRCRAFT |
|----------------------------------|--------------|
| Max TW for Take-off              | 15           |
| Max TW for Landing               | 15           |
| Max demonstrated XW for Take-off | 30           |
| Max demonstrated XW for Landing  | 35           |

NOTE: RJ-100: 35 Kts

## 7. STARTER MOTOR DUTY CYCLE



1. Continuous operation of the Starter for more than 20 seconds is prohibited.
2. Any operation of the Starter counts as a start attempt.
3. A start attempt may be continued providing N2 reaches 20% before the appropriate Maximum Cumulative Starter Operating Time is exceeded.

## **B.- EMERGENCIES PROCEDURES**

### **1.- EMERGENCY EVACUATION**

| <b>CAPTAIN</b> |                         |
|----------------|-------------------------|
| Aircraft       | <b>STOP</b>             |
| Wheel Brakes   | <b>PARK</b>             |
| Thrust Levers  | <b>FUEL OFF</b>         |
| PA             | <b>Order Evacuation</b> |

| <b>FIRST OFFICER</b>      |                                          |
|---------------------------|------------------------------------------|
| PRESSURIZATION            | <b>MAN - OPEN</b>                        |
| APU                       | <b>STOP</b>                              |
| APU FIRE EXT              | <b>DISCH</b>                             |
| FIRE HANDLE               | <b>Pull to full extent</b>               |
|                           | <b>Rotate to EXT 1 OR 2, as required</b> |
| ATC                       | <b>Call on VHF 1</b>                     |
| Battery Power             | <b>Leave ON</b>                          |
| <b>Leave the Aircraft</b> |                                          |

## 2.- CABIN HIGH ALTITUDE

|                                 |                                                        |
|---------------------------------|--------------------------------------------------------|
| Oxygen Masks                    | <b>Flight Crew Don</b>                                 |
| Crew Communication              | <b>Establish</b>                                       |
| PACKS and Air Supply            | <b>Confirm ON</b>                                      |
| PRESSURIZATION                  | <b>Check correctly set</b>                             |
| <b>If control not regained,</b> |                                                        |
| PRESSURIZATION                  | <b>MAN – Attempt to control</b>                        |
|                                 | <b>Rotary control all the way to SHUT if necessary</b> |

## 3.- EMERGENCY DESCENT AFTER PRESSURIZATION FAILURE

|                                                                            |                                                                                     |
|----------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Emergency Descent                                                          | <b>Announce</b>                                                                     |
| Thrust Levers                                                              | <b>Flight Idle</b>                                                                  |
| Target Speed                                                               | <b>Announce – <math>M_{MO}/V_{MO}</math> OR 0.6 M / 240 KT</b>                      |
|                                                                            | <b>If structural integrity in doubt, do not exceed 0.6 M / 240 kt and limit “g”</b> |
| Airbrakes                                                                  | <b>OUT</b>                                                                          |
| Oxygen Masks                                                               | <b>Confirm donned and crew communications established</b>                           |
| <b>Establish flight at 10.000 ft or the Lowest Safe Altitude if higher</b> |                                                                                     |

### **Lowest Safe Altitude**

The lowest safe altitude includes the minimum en-route altitude (MEA), except when otherwise authorized by ATC. The lowest safe altitude for terrain clearance is the minimum obstruction clearance altitude (MOCA) or minimum off route altitude (MORA); but neither the MOCA nor the MORA will ensure navigation aid reception. In certain, geographical areas, it may be necessary to deviate from the planned route to meet the above requirements.

#### 4.- ENGINE FIRE/SEPARATION OR SEVERE DAMAGE

|                                                                                  |                                                       |
|----------------------------------------------------------------------------------|-------------------------------------------------------|
| Relevant Thrust Lever                                                            | <b>Confirm, then IDLE, then FUEL OFF</b>              |
| Relevant FIRE HANDLE                                                             | <b>Pull to baulk</b>                                  |
| Relevant CWP ENG FIRE HANDLE caption                                             | <b>Confirm LIT</b>                                    |
| Relevant FIRE HANDLE                                                             | <b>Pull to full extent, rotate fully to EXT 1</b>     |
|                                                                                  | <b>Check ENG EXT #1 USED annunciator lit</b>          |
|                                                                                  | <b>if annunciator nor lit, rotate HANDLE to EXT 2</b> |
| <b>If FIRE caption still lit after 30 secs or there are other sings of fire:</b> |                                                       |
| Relevant FIRE HANDLE                                                             | <b>Rotate fully to EXT 2</b>                          |
|                                                                                  | <b>Check ENG EXT #2 USED annunciator lit</b>          |

#### 5.- APU FIRE

|              |              |
|--------------|--------------|
| APU AIR      | <b>OFF</b>   |
| APU          | <b>STOP</b>  |
| APU FIRE EXT | <b>DISCH</b> |

## 6.- LOSS OF BRAKING

|                                           |                                          |
|-------------------------------------------|------------------------------------------|
| ON LANDING                                | <b>Confirm LIFT SPLR selected</b>        |
| BRAKES                                    | <b>Select alternative braking system</b> |
| <b>If normal braking is not restored:</b> |                                          |
| BRAKES                                    | <b>EMERG YEL (No anti-skid)</b>          |
| <b>Taxy only:</b>                         |                                          |
| ANTI-SKID                                 | <b>OFF</b>                               |

## 7.- GROUND PROXIMITY WARNING

|                |                      |
|----------------|----------------------|
| AP and A/T     | <b>Disconnect</b>    |
| <b>Pull UP</b> |                      |
| Thrust Levers  | <b>Fully Forward</b> |
| TOGA Button    | <b>Press</b>         |

## 8.- TCAS RA

|                                                       |                   |
|-------------------------------------------------------|-------------------|
| AP and A/T                                            | <b>Disconnect</b> |
| FD                                                    | <b>OFF</b>        |
| <b>Obey TCAS audio commands</b>                       |                   |
| <b>Comply with the TCAS RA information on the VSI</b> |                   |
| <b>Set thrust as required</b>                         |                   |
| <b>Inform ATC</b>                                     |                   |

## 9.-ENGINE FAILURE OR IN-FLIGHT SHUTDOWN

|                       |                                          |
|-----------------------|------------------------------------------|
| Relevant Thrust Lever | <b>Confirm, then IDLE, then FUEL OFF</b> |
|-----------------------|------------------------------------------|

|                      |                      |
|----------------------|----------------------|
| Relevant FIRE HANDLE | <b>Pull to Baulk</b> |
|----------------------|----------------------|

|                       |                    |
|-----------------------|--------------------|
| Relevant CWP ENG FIRE | <b>Confirm lit</b> |
|-----------------------|--------------------|

HANDLE caption

|                      |                            |
|----------------------|----------------------------|
| Relevant FIRE HANDLE | <b>Pull to full extent</b> |
|----------------------|----------------------------|

**If engine damage is suspected:**

|                      |                                  |
|----------------------|----------------------------------|
| Relevant FIRE HANDLE | <b>Rotate to discharge EXT 1</b> |
|----------------------|----------------------------------|