



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”

“BRITISH AEROSPACE AVRO RJ-85 (RJ85)”

“AEROVÍAS DAP ”

A.- OPERATIONS LIMITATIONS

1.- LIMITS (KIAS)	
Vmo Primary	300
Mmo Primary	0.72
Bird Impact Speed 8.000 Ft	250
Vfe 18 T.O and App	215
Vfe 24	180
Vfe 30 T.O	170
Vfe 33 Landing	150
Vle and Vlo	210
Va Flaps UP	235
Va Flaps 18	175
Vmax Yaw Dump Inop	240

2.- ENGINE OPERATING LIMITS (Celcius)	
	649 - 713
Start and relight	max 15 seg
Max continue	613
Normal Take off	632
Max Take off	685 max 15 seg
	649 - 713
Start and relight	max 15 seg
Max continue	613
Normal Take off	632
Max Take off	685 max 15 seg

3.- WEIGTH (KGS)	
Maximun RAMP	44.225
Maximun TAKE OFF	43.998
Maximun LANDING	38.555
Maximun ZERO FUEL	35.833

4.- ENGINE STARTER COOLING PERIODS	
After 3 Starts Attempt	1 Hour

5.- FUEL LIMITS (KGS)	
Asymmetric Fuel Loading	680

6.- ALTITUD AND PRESSURE LIMITS	
Max. Operating Altitud	31.000 Ft
Max. Flaps Operating	19.000 Ft
Max. Gear Extended	20.000 Ft
Max. Diff Pressure 30.000 Ft	6.55 PSI
Above 30.000 Ft	6.75 PSI

B.- EMERGENCIES PROCEDURES

1.- EMERGENCY EVACUATION

CAPTAIN	
Aircraft	STOP
Wheelbrakes	PARK
Thrust Levers	FUEL OFF
PA	ORDER EVACUATION

FIRST OFFICER	
Pressurization	MAN - OPEN
Apu	STOP
Apu Fire Ext	DISCH
Fire Handles	PULL TO FULL EXTENT
	ROTATE TO EXT 1 OR 2
Atc	CALL ON VHF 1
Battery Power	LEAVE ON

2.- CABIN HIGH ALTITUDE

Oxygen masks	FLIGHT CREW DON
Crew communication	ESTABLISH
Packs and air supply	CONFIRM ON
Pressurization	CHECK CORRECTLY SET
If control not regained, pressurization	MAN-ATTEMPT TO CONTROL ROTARY CONTROL ALL THE WAY TO SHUT IF NECESSARY

3.- EMERGENCY DESCENT AFTER PRESSURIZATION FAILURE

Emergency descent	ANNOUNCE
Thrust Levers	FLIGHT IDLE
Target speed	ANNOUNCE- MMO/VMO OR 0.6 M/240 KT IF STRUCTURAL INTEGRITY IN DOUBT, DO NOT EXCEED 0.6 M/240 KT AND LIMIT G
Airbrake	OUT
Oxygen masks	CONFIRM DONNED AND CREW COMMUNICATIONS ESTABLISHED

Establish flight at 10.000 ft or the lowest safe altitude if higher.

4.- ENGINE FIRE/SEPARATION OR SEVERE DAMAGE

Relevant Thrust Lever	CONFIRM, THEN IDLE, THEN FUEL OFF
Relevant FIRE HANDLE	PULL TO BAULK
Relevant CWP ENG FIRE HANDLE caption	CONFIRM IT
Relevant FIRE HANDLE	PULL TO FULL EXTENT, ROTATE FULLY TO EXT 1
	CHECK ENG EXT #1 USED ANNUNCIATOR LIT
	IF ANNUNCIATOR NOT LIT, ROTATE HANDLE TO EXT 2
if FIRE caption still lit after 30 secs or there are other signs of fire:	
Relevant FIRE HANDLE	ROTATE FULLY TO EXT 2
	CHECK ENG EXT #2 USED ANNUNCIATOR LIT

5.- APU FIRE

APU AIR	OFF
APU	STOP
APU FIRE EXT	DISCHARGE

6.- LOSS OF BRAKING

ON LANDING	CONFIRM LIFT SPLR SELECTED
BRAKES	SELECT ALTERNATIVE BRAKING SYSTEM
If normal braking is not restored:	
BRAKES	EMERG YEL (NO ANTI-SKID)
Taxi only:	
ANTI-SKID	OFF

7.- GROUND PROXIMITY WARNING

AP and A/T	DISCONNECT
Pull up	
Thrust levers	FULLY FORWARD
TOGA Button	PRESS

8.- TCAS RA

AP and A/T	DISCONNECT
FD	OFF
Obey TCAS audio commands	
Comply with the TCAS RA information on the VSI	
Set thrust as required	
Inform ATC	

9.- ENGINE FAILURE OR IN-FLIGHT SHUTDOWN

Relevant Thrust Lever **CONFIRM, THEN IDLE, THEN FUEL OFF**

Relevant FIRE HANDLE **PULL TO BAULK**

Relevant CWP ENG FIRE

HANDLE caption **CONFIRM, LIT**

Relevant FIRE HANDLE **PULL TO FULL EXTENT**

If engine damage is suspected:

Relevant FIRE HANDLE **ROTATE TO DISCHARGE EXT 1**