



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“RAYTHEON HAWKER 400XP”

“SERVICIOS AÉREOS Y TERRESTRES S.A.” (AVIASUR)

A. - OPERATING LIMITS

1.- Limitations (KIAS)	
V _A (20.000')	213
V _A (38.000')	246
V _B (Turbulence)	246
V _{MO} (below 8.000')	264
V _{MO} (8.000' a 11.000')	264-320
V _{MO} (11.000' a 26.000')	320
M _{MO} (Above 26.000')	0.78
V _{FE} /V _{FO} (Flaps 10° and 20°)	200
V _{FO} (Flaps 30°)	170
V _{FE} (Flaps 30°)	165
V _{LO} /V _{LE} (Normal Oper.)	200
V _{LO} (Emergency Oper.)	150
V _{LL}	200
V _{TIRE}	165
V _{MCA} (Flaps 0°)	96
V _{MCA} (Flaps 10° and 20°)	89
V _{MCG} (Flaps 0°, 10° and 20°)	88
Max Cross Wind	25
Max Tail Wind	10

2.- Fuel (LBS)	
Type to Utilize	JET-A & A1
Main Fuel System	2800
Auxiliary Fuel System	2000
Máx Usable Fuel Quantity	4800
Máx Asymmetric Fuel T/O	100
Máx Asymmetric Fuel Landing	300

3.- Weight (LBS)	
Maximum TAKE-OFF	16300
Maximum LANDING	15700
MAX ZFW	13000
MAX Ext Baggage Compart	450

4.- Starter Limitations					
30	SEC	ON	5	MIN	OFF
30	SEC	ON	15	MIN	OFF
30	SEC	ON	60	MIN	OFF

5.- Altitude Limitation	
Max Operating Alt	45000
Max Alt For T/O & Landing	10000

B . - EMERGENCY PROCEDURES

1.- ENGINE FAILURE DURING TAKE OFF

a.- SPEED BELOW V_1 – TAKE OFF ABORTED

Brakes	Apply
Thrust	Idle
Speed Brakes	Extend
Thrust Reverser (s)	Deploy

b.- SPEED ABOVE V_1 – TAKEOFF CONTINUED

Nose Up Pitch Attitude at Rotation (V_r)	13 – 15° desired
Landing Gear (When positive climb established)	up
Airspeed	Maintain V_2

2.- ENGINE FIRE

Thrust (affected engine)	IDLE
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a.- IF ENGINE FIRE PUSH switch remains illuminated:

Thrust Level (affected engine)	CUTOFF
Illuminated Engine Fire Switch	PUSH
Either Fire Bottle Switch	PUSH

3.- ENGINE FIRE DETECTOR FAILURE

Engine Fire Procedures	COMPLETE
Remaining Illuminated Engine Fire Bottle Switch	PUSH

4.- ENGINE FAILURE IN LANDING CONFIGURATION

Thrust (operating engine)	AS REQUIRED
Airspeed	Vref

5.- DUAL ENGINE FLAMEOUT

N2	VERIFY ABOVE 52%
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CAUTION

Engine damage may result if an immediate relight is attempted below 52 % N2

Ignitions	ON
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If N2 Is Not Above 52% Or Neither Engine Relights:

Battery	EMER
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6.- INADVERTENT THRUST REVERSE DEPLOYMENT DURING TAKEOFF (BELOW V1 – TAKEOFF ABORTED)

Brakes	APPLY
Thrust	IDLE
Speed Brakes	EXTEND
Trust Reversers	BOTH DEPLOY

7.- INADVERTENT THRUST REVERSE DEPLOYMENT DURING TAKEOFF (BELOW V1 – TAKEOFF CONTINUED)

Emergency Stow Push-Switch (affected engine)	PUSH
Nose Up Pitch Attitude at Rotation (Vr)	13-15° DESIRED
Landing Gear (when positive climb established)	UP
Airspeed	V2 (Min)
If reverser will not stow and lock:	
Thrust Lever (affected engine)	CUTOFF

8.- INADVERTENT THRUST REVERSE DEPLOYMENT IN FLIGHT

Emergency Stow Push-Switch (affected engine)	PUSH
Altitude	BELOW 30.000 FEET
Airspeed (until reverser stows-locks)	KIAS BELOW 135

9.- INADVERTENT OVERSPEED

Thrust	DON and 100%
Speed Brakes	MIC OXY MASK

If airplane is in a nosedown attitude, initiate wings level pullup without exceeding structural limits (3.2 g)

10.- LOSS OF AIRSPEED INDICATION

Autopilot	DISCONNECT
Airspeed	SLOW TO AND MAINTAIN 0.2 AOA
Thurst	AS REQUIRED
Speed Brakes	AS REQUIRED

(SLOW TO 0.25 AOA WITH SPEED BRAKES EXTENDED)

11.- ELECTRICAL FIRE OR SMOKE

Oxygen Masks	DON
Smoke Goggles	DON
Mic Selectors	OXY MASK
SPKR Switches (Pilot and Copilot)	ON or DON HEADSET
INPH Switch (Pilot)	ON
Smoke Removal Procedures	IF NECESSARY

	If Known Source:	
Faulted Circuits		ISOLATE
	If Unknown Source	
Battery		EMER
Master Generator Switches		EMER

12.- ENVIROMENTAL SYSTEM SMOKE OR ODOR

Oxygen Masks	DON
Smoke Goggles	DON
Mic Selectors	OXY MASK
SPKR Switches (Pilot and Copilot)	ON or DON HEADSET
INTPH Swtich (Pilot)	ON
Cabin Pressure Source	ISOLATE SOURCE BY SELECTING L ENG OR R ENG

13.- SMOKE REMOVAL

Oxygen Masks	DON
Smoke Goggles	DON
Mic Selectors	OXY MASK
SPKR Switches (Pilot and Copilot)	ON or DON HEADSET
INTPH Swtich (Pilot)	ON

14.- CABIN DECOMPRESSION

Oxygen Masks	DON
Mic Selectors	OXY MASK
SPKR Switches (Pilot and Copilot)	ON or DON HEADSET
INTPH Swtich (Pilot)	ON

15.- EMERGENCY DESCENT

Thrust	IDLE
Speed Brakes	EXTEND
Autopilot	OFF
Initiate Moderate Bank	45° MAX

16.- OVERPRESSURIZATION

Cabin Pressure Source	OFF
Oxygen Masks	DON
Mic Selectors	OXY MASK
SPKR Switches (Pilot and Copilot)	ON or DON HEADSET
INTPH Swtich (Pilot)	ON

17.- LOSS OF BOTH GENERATORS

GEN FLD and START-GEN Circuit Breakers (AFT MAIN PANEL)	CHECK
Generator Reset (L and R)	RESET-NORM

18.- PITCH TRIM RUNAWAY OR FAILURE ROLL TRIM RUNAWAY OR FAILURE RUDDER TRIM RUNAWAY OR FAILURE

Trim Interrupt- AP Disengage Switch	PUSH AND HOLD
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19.- POWER BRAKE FAILURE

Break Safety Wire and Remove Guard Clip on Emergency Brake Handle

Emergency Brakes

APPLY GRADUALLY

20.- AUTOPILOT TRIM FAIL

Trim Indicators

**CHECK FOR PROPER POSITION FOR
FLIGHT CONDITION**

Trim Interrupt-AP Disengage Switch

PUSH

21.- AUTOPILOT OVERSPEED RECOVERY

Thrust

IDLE

22.- FLIGHT DIRECTOR MALFUNCTIONS

Trim Interrupt-AP Disengage Switch

PUSH