



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

“RAYTHEON HAWKER 400XP”

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

NOMBRE : _____ FIRMA: _____

FECHA : _____

A. - OPERATING LIMITS

1.- Limitations (KIAS)	
V _A (20.000')	
V _A (38.000')	
V _B (Turbulence)	
V _{MO} (below 8.000')	
V _{MO} (8.000' a 11.000')	
V _{MO} (11.000' a 26.000')	
M _{MO} (Above 26.000')	
V _{FE} /V _{FO} (Flaps 10° and 20°)	
V _{FO} (Flaps 30°)	
V _{FE} (Flaps 30°)	
V _{LO} /V _{LE} (Normal Oper.)	
V _{LO} (Emergency Oper.)	
V _{LL}	
V _{TIRE}	
V _{MCA} (Flaps 0°)	
V _{MCA} (Flaps 10° and 20°)	
V _{MCG} (Flaps 0°, 10° and 20°)	
Max Cross Wind	
Max Tail Wind	

2.- Fuel (LBS)	
Type to Utilize	
Main Fuel System	
Auxiliary Fuel System	
Máx Usable Fuel Quantity	
Máx Asymmetric Fuel T/O	
Máx Asymmetric Fuel Landing	

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

4.- Starter Limitations					

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

B . - EMERGENCY PROCEDURES

1.- ENGINE FAILURE DURING TAKE OFF

a.- SPEED BELOW V_1 – TAKE OFF ABORTED

Brakes

Thrust

Speed Brakes

Thrust Reverser (s)

b.- SPEED ABOVE V_1 – TAKEOFF CONTINUED

Nose Up Pitch Attitude at Rotation (V_r)

Landing Gear (When positive climb established)

Airspeed

2.- ENGINE FIRE

Thrust (affected engine)

a.- IF ENGINE FIRE PUSH switch remains illuminated:

Thrust Level (affected engine)

Illuminated Engine Fire Switch

Either Fire Bottle Switch

3.- ENGINE FIRE DETECTOR FAILURE

Engine Fire Procedures

Remaining Illuminated Engine Fire Bottle Switch

4.- ENGINE FAILURE IN LANDING CONFIGURATION

Thrust (operating engine) _____
Airspeed _____

5.- DUAL ENGINE FLAMEOUT

N2 _____

CAUTION

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

Ignitions _____

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

Battery _____

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

Brakes _____

Thrust _____

Speed Brakes _____

Trust Reversers _____

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

Emergency Stow Push-Switch (affected engine) _____

Nose Up Pitch Attitude at Rotation (Vr) _____

Landing Gear (when positive climb established) _____

Airspeed _____

If reverser will not stow and lock:

Thrust Lever (affected engine) _____

8.- INADVERTENT THRUST REVERSE DEPLOYMENT IN FLIGHT

Emergency Stow Push-Switch (affected engine) _____
Altitude _____
Airspeed (until reverser stows-locks) _____

9.- INADVERTENT OVERSPEED

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

10.- LOSS OF AIRSPEED INDICATION

Autopilot _____
Airspeed _____
Thurst _____
Speed Brakes _____

(SLOW TO 0.25 AOA WITH SPEED BRAKES EXTENDED)

11.- ELECTRICAL FIRE OR SMOKE

Oxygen Masks _____
Smoke Goggles _____
Mic Selectors _____
SPKR Switches (Pilot and Copilot) _____
INPH Switch (Pilot) _____
Smoke Removal Procedures _____

If Known Source:

Faulted Circuits

If Unknown Source

Battery

Master Generator Switches

12.- ENVIROMENTAL SYSTEM SMOKE OR ODOR

Oxygen Masks

Smoke Goggles

Mic Selectors

SPKR Switches (Pilot and Copilot)

INTPH Swtich (Pilot)

Cabin Pressure Source

13.- SMOKE REMOVAL

Oxygen Masks

Smoke Goggles

Mic Selectors

SPKR Switches (Pilot and Copilot)

INTPH Swtich (Pilot)

14.- CABIN DECOMPRESSION

Oxygen Masks

Mic Selectors

SPKR Switches (Pilot and Copilot)

INTPH Swtich (Pilot)

15.- EMERGENCY DESCENT

Thrust _____
Speed Brakes _____
Autopilot _____
Initiate Moderate Bank _____

16.- OVERPRESSURIZATION

Cabin Pressure Source _____
Oxygen Masks _____
Mic Selectors _____
SPKR Switches (Pilot and Copilot) _____
INTPH Swtich (Pilot) _____

17.- LOSS OF BOTH GENERATORS

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

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

Trim Interrupt- AP Disengage Switch _____

19.- POWER BRAKE FAILURE

Break Safety Wire ad Remove Guard Clip on Emergency Brake Handle
Emergency Brakes _____

20.- AUTOPILOT TRIM FAIL

Trim Indicators _____

Trim Interrupt-AP Disengage Switch _____

21.- AUTOPILOT OVERSPEED RECOVERY

Thrust _____

22.- FLIGHT DIRECTOR MALFUNTIONS

Trim Interrupt-AP Disengage Switch _____