



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“GULFSTREAM G-150”

“AEROCARDAL S.A.”

A. - OPERATING LIMITS

1.- Limitations (KIAS)

V _A (SL to 20.000')	272 to 287
V _A (20.000' to 29.300')	287 to 330
V _A (above 29.300')	0.85 M _i
V _{MO} (SL to 8.000') AP ENG	310
V _{MO} (8.000 a 12.000') AP ENG	310 to 330
V _{MO} (12.000 to 29.260') AP ENG	330
M _{MO} (above 29.260') AP ENG	0.85 M _i
V _{FE} Slats	250
V _{FE} (12° position)	250
V _{FE} (20° position)	225
V _{FE} (40° Position)	180
V _{LO} /V _{LE}	180
V _{MCA}	91
V _{MCG}	103
V _{TIRE} (Ground Speed)	182

2.- Fuel (LBS)

Total Usable Volumen (U.S.GAL)	1.537,3
Total Usable Weight	10.300
Unbalance Takeoff	400
Unbalance Cruise/Landing	600

3.- Weight (LBS)

Maximum TAKE-OFF	26.100
Maximum LANDING	21.700
MAX ZFW	17.500
MAX RAMP	26.250
MAX Baggage Compartment	1.100

4.- Interstage Turbine Temperature (°C)

Starting	990
Take-Off	1.004
Take-Off with APR-ON	1.022
Max. Continuous	990
Max. Climb	974
Max. Cruise	949

5.- Start Times (Seconds)

Light-Off	10
From Light-Off to IDLE	60
Air Starts	45

6.- Starter Limitations

15	SEC	ON	2	MIN	OFF
15	SEC	ON	2	MIN	OFF
15	SEC	ON	2	MIN	OFF

Luego esperar 20' por periodo de enfriamiento

7.- APU

Max. Altitude for start	20.000'
Max. Altitude for operation	35.000'
Cool Period between starts	5'
Cool Period After 3 start	30'
EGT- Max. at governed speed	690°C
EGT-Max. transient during start	870°C
Overspeed	108%

B. - EMERGENCY PROCEDURES

1.- FIRE LIGHT / ENG FIRE MESSAGE COMES ON DURING GROUND START

a.- Affected Engine:

Power Lever	CUT-OFF
Fire/Overht Pushbutton	PRESS (both ARM lights come on)

2.- FIRE/OVERHT LIGHT ON DURING TAKE-OFF BELOW V_1

a.- Abort Take-Off:

Power Levers	IDLE
Wheel Brakes	MAXIMUM BRAKING
T/R Sub-Levers	REVERSE THRUST
Control Tower	ADVISE
Affected Engine	SHUT-DOWN
Fire/Overht Pushbutton	PRESS (both ARM lights come on)

3.- FIRE LIGHT ON DURING TAKE-OFF ABOVE V_1

a.- Continue Take-Off:

Power Levers	T/O
APR	CHECK ARM
Landing Gear Lever	UP (after lift-off & positive rate of climb)
Airspeed	ACCELERATE V_2
Flaps	UP/SLATS-DN; at 400' minimum
Climb Power	ESTABLISH
Accelerate to final segment speed	
Slats	UP; continue climb

4.- FIRE LIGHT ON DURING FLIGHT

a.- Affected Engine:

Power Lever **IDLE**

If indication persists after 30 seconds:

Power Lever **CUT-OFF**

Fire/Overht Pushbutton **PRESS**

5.- BRAKE FIRE DURING TAXI

Control Tower **ADVISE**

Aircraft **IMMEDIATELY BRING TO FULL STOP (use nosewheel steering and operating brake)**

Engines **SHUT-DOWN**

Batt Power Switch **OFF**

6.- COCKPIT OR CABIN FIRE/SMOKE (INITIAL REACTION)

Crew Oxygen Masks **DON, 100% AND CHECKED;
VENT VALVE OPEN**

Smoke Goggles **ON**

7.- COCKPIT OR CABIN SMOKE/FUMES ORIGINATING FROM THE ECS

Crew Oxygen Masks **DON, 100% AND CHECKED;
VENT VALVE OPEN**

Smoke Goggles **ON**

8.- ENGINE FAILURE DURING TAKE-OFF ABOVE V₁

a.- Continue Take-Off:

Power Lever	T/O
APR	CHECK ON
Landing Gear Lever	UP (after lift-off & positive rate of climb)
Airspeed	ACCELERATE V ₂
Flaps	UP/SLATS-DN; at 400' minimum
Accelerate to final segment speed	
Slats	UP; continue climb
APR	OFF (AS REQUIRED)

9.- ABORTED TAKE-OFF

Power Levers	IDLE
Wheel Brakes	MAXIMUM BRAKING OR AS REQUIRED
T/R Sub-Levers	REVERSE THRUST

10.- FAILURE OF BOTH GENERATORS

Battery Power Switch	CHECK ON
Both Generator Switches	OFF
Generator Switch (L or R)	RESET then OFF
Affected Generator Voltage	CHECK

11.- INADVERTENT THRUST REVERSER (T/R) DEPLOYMENT BELOW V₁

a.- Abort Take-Off:

Power Levers	IDLE
Wheel Brakes	MAXIMUM BRAKING OR AS REQUIRED
T/R Sub-Levers	REVERSE THRUST
Ground A/B	VERIFY EXTENDED

12.- INADVERTENT THRUST REVERSER (T/R) DEPLOYMENT ABOVE V₁ OR IN FLIGHT

Flight Controls	TAKE IMMEDIATE COMMAND
Power Lever	CHECK IDLE
Airspeed	IDLE
T/R Sub-Levers	STOW, ARM SWITCH - OFF
Arm Switch	OFF
Aux Hyd Pump	VERIFY OPERATION
If Not Aux Hyd Pump Switch	OVERRD
If thrust reverser does not stow (T/R FAIL message stays ON)	
Affected Engine	SHUT-DOWN

13.- RAPID DECOMPRESSION

Crew Oxygen Masks	DON AND CHECKED
Crew Communications	ESTABLISH
Passenger Oxygen Selector	BYPASS

14.- EMERGENCY DESCENT

Power Levers	IDLE
Flight A/B Switch	OUTBD & INBD
Descent Speed	M _{MO} /V _{MO} MAINTAIN

15.- FAILURE OF BOTH ENGINES

Airspeed	SET FOR MAX RANGE GLIDE SPEED (for 16.000 lbs gross weight it is 166 KIAS + 5 KIAS / 1.000 lbs)
Right Avionics Master Switch	OFF
Air-Start Procedure	PERFORM

16.- ELEVATOR CONTROL FAILURE

Recommended Approach Practice is as follow:

Emerg ARM Pushbutton	PRESS ON
Emergency Trim Switch	AS REQUIRED

17.- AILERON FAILURES

Servoactuator Failure:

Main and AUX Hyd Press	MONITOR
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