



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

**“GULFSTREAM G-150”  
“AEROCARDAL S.A.”**

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

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

**A. - OPERATING LIMITS**

**1.- Limitations (KIAS)**

V <sub>A</sub> (SL to 20.000')	
V <sub>A</sub> (20.000' to 29.300')	
V <sub>A</sub> (above 29.300')	
V <sub>MO</sub> (SL to 8.000') AP ENG	
V <sub>MO</sub> (8.000 a 12.000') AP ENG	
V <sub>MO</sub> (12.000 to 29.300') AP ENG	
M <sub>MO</sub> (above 29.260') AP ENG	
V <sub>FE</sub> Slats	
V <sub>FE</sub> ( 12° position)	
V <sub>FE</sub> ( 20° position)	
V <sub>FE</sub> ( 40° Position)	
V <sub>LO</sub> /V <sub>LE</sub>	
V <sub>MCA</sub>	
V <sub>MCG</sub>	
V <sub>TIRE</sub> (Ground Speed)	

**2.- Fuel (LBS)**

Total Usable Volumen (U.S.GAL)	
Total Usable Weight	
Unbalance Takeoff	
Unbalance Cruise/Landing	

**3.- Weight (LBS)**

Maximum TAKE-OFF	
Maximum LANDING	
MAX ZFW	
MAX RAMP	
MAX Baggage Compartment	

**4.- Interstage Turbine Temperature (°C)**

Starting	
Take-Off	
Take-Off with APR-ON	
Max. Continuous	
Max. Climb	
Max. Cruise	

**5.- Start Times (Seconds)**

Light-Off	
From Light-Off to IDLE	
Air Starts	

**6.- Starter Limitations**


**7.- APU**

Max. Altitude for start	
Max. Altitude for operation	
Cool Period between starts	
Cool Period After 3 start	
EGT- Max. at governed speed	
EGT-Max. transient during start	
Overspeed	

**B. - EMERGENCY PROCEDURES**

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

**a.- Affected Engine:**

Power Levers \_\_\_\_\_  
Fire/Overht Pushbutton \_\_\_\_\_

**2.- FIRE/OVERHT LIGHT ON DURING TAKE-OFF BELOW V<sub>1</sub>**

**a.- Abort Take-Off:**

Power Levers \_\_\_\_\_  
Wheel Brakes \_\_\_\_\_  
T/R Sub-Levers \_\_\_\_\_  
Control Tower \_\_\_\_\_  
Affected Engine \_\_\_\_\_  
Fire/Overht Pushbutton \_\_\_\_\_

**3.- FIRE LIGHT ON DURING TAKE-OFF ABOVE V<sub>1</sub>**

**a.- Continue Take-Off:**

Power Levers \_\_\_\_\_  
APR \_\_\_\_\_  
Landing Gear Lever \_\_\_\_\_  
\_\_\_\_\_  
Airspeed \_\_\_\_\_  
Flaps \_\_\_\_\_  
Climb Power \_\_\_\_\_  
Accelerate to final segment speed \_\_\_\_\_  
Slats \_\_\_\_\_

**4.- FIRE LIGHT ON DURING FLIGHT**

**a.- Affected Engine:**

Power Lever \_\_\_\_\_

If indication persists after 30 seconds:

Power Lever \_\_\_\_\_

Fire/Overht Pushbutton \_\_\_\_\_

**5.- BRAKE FIRE DURING TAXI**

Control Tower \_\_\_\_\_

Aircraft \_\_\_\_\_

Engines \_\_\_\_\_

Batt Power Switch \_\_\_\_\_

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

Crew Oxygen Masks \_\_\_\_\_

Smoke Goggles \_\_\_\_\_

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

Crew Oxygen Masks \_\_\_\_\_

Smoke Goggles \_\_\_\_\_

**8.- ENGINE FAILURE DURING TAKE-OFF ABOVE V<sub>1</sub>**

**a.- Continue Take-Off:**

Power Lever	_____
APR	_____
Landing Gear Lever	_____
	_____
Airspeed	_____
Flaps	_____
Accelerate to final segment speed	
Slats	_____
APR	_____

**9.- ABORTED TAKE-OFF**

Power Levers	_____
Wheel Brakes	_____
	_____
T/R Sub-Levers	_____

**10.- FAILURE OF BOTH GENERATORS**

Batt Power Switch	_____
Both Generator Switches	_____
Generator Switch (L or R)	_____
Affected Generator Voltage	_____

**11.- INADVERTENT THRUST REVERSER (T/R) DEPLOYMENT BELOW V<sub>1</sub>**

**a.- Abort Take-Off:**

Power Levers \_\_\_\_\_  
Wheel Brakes \_\_\_\_\_  
\_\_\_\_\_  
T/R Sub-Levers \_\_\_\_\_  
Ground A/B \_\_\_\_\_

**12.- INADVERTENT THRUST REVERSER (T/R) DEPLOYMENT ABOVE V<sub>1</sub> OR IN FLIGHT**

Flight Controls \_\_\_\_\_  
Power Lever \_\_\_\_\_  
Airspeed \_\_\_\_\_  
T/R Sub-Levers \_\_\_\_\_  
Arm Switch \_\_\_\_\_  
Aux Hyd Pump \_\_\_\_\_  
If Not Aux Hyd Pump Switch \_\_\_\_\_  
**If thrust reverser does not stow (T/R FAIL message stays ON)**  
Affected Engine \_\_\_\_\_

**13.- RAPID DECOMPRESSION**

Crew Oxygen Masks \_\_\_\_\_  
Crew Communications \_\_\_\_\_  
Passenger Oxygen Selector \_\_\_\_\_

**14.- EMERGENCY DESCENT**

Power Levers

\_\_\_\_\_

Flight A/B Switch

\_\_\_\_\_

Descent Speed

\_\_\_\_\_

**15.- FAILURE OF BOTH ENGINES**

Airspeed

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Right Avionics Master Switch

\_\_\_\_\_

Air-Start Procedure

\_\_\_\_\_

**16.- ELEVATOR CONTROL FAILURE**

**Recommended Approach Practice is as follow:**

Emerg ARM Pushbutton

\_\_\_\_\_

Emergency Trim Switch

\_\_\_\_\_

**17.- AILERON FAILURES**

**Servoactuator Failure:**

Main and AUX Hyd Press

\_\_\_\_\_