



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

**“RAYTHEON HAWKER 800 XP”
“LOS CONDORES”**

A.- Operations Limitations

1.- Speed (Kias)	
Va	196
Vmo (ventral not empty)	280
Vmo (ventral empty)	335
Mmo	0,80
Mmo W/Mach Trim Fail	0,73
Vfe/Vfo 15°	220
Vfe/Vfo 25°	175
Vfe/Vfo 45°	165
Vle/Vlo	220
Air Brakes	No limit
Vs	
Vso	
Vx	
Vy	
Vxse	
Vyse	
V ₁	
Vapp (flaps 40°)	

2.- Fuel (U.S. GAL)	
Tipo a Utilizar	JET A/A-1
Wing tank (e.s.)	634
Ventral Tank	233

3.- Weight (Lbs)	
Max. Take-OFF	28.000
Max. Landing	23.350
Max. Zero Fuel	18.450
Baggage FWD	
Baggage AFT	

4.- Start					
30	Seconds	On	1	Minute	Off
30	Seconds	On	1	Minute	Off
30	Seconds	On	30	Minutes	Cooling

5.- Category II approaches W/autopilot	
RVR	1.200 FT min
DH	100 FT min
Headwind	17 Knots
Tailwind	11 Knots
Crosswind	17 Knots
Autopilot disengaged at	80 FT

B.- Emergencies Procedures

1.- ENGINE FIRE, FAILURE or INADVERTENT THRUST REVERSER DEPLOYMENT DURING TAKEOFF

a.- Below V_1 – Takeoff Aborted

Thrust Levers	CLOSE
Brakes	APPLY
Air Brakes	DEPLOY
Thrust Reversers	DEPLOY

b.- After V_1 – Takeoff Continued

Landing Gear (when positive climb established)	UP
Main Air Valves	CLOSE BOTH
F/DK Valve	CLOSE

2.- ENGINE FIRE IN FLIGHT

Thrust Levers (affected engine)	CLOSE
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a.- If Fire Warning Persist

HP Cock (affected engine)	CLOSE
LP Cock (affected engine)	CLOSE
Eng. Ext.	SHOT 1

b.- If Engine Shutdown Occurs During Initial Climb

Main Air Valves 1 & 2	CLOSE
F/DK Valve	CLOSE

3.- ENGINE FIRE ON GROUND

Start PWR Switch (starting only)	PUSH FOR ABORT
HP Cock (affected engine)	CLOSE
LP Cock (affected engine)	CLOSE
Eng. Ext. (affected engine)	SHOT 1

4.- OIL LOW PRESSURE

Oil Pressure	CHECK GAUGE READING
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a.- If Below 25 PSI

HP Cock (affected engine)	CLOSE
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5.- DOUBLE ENGINE FAILURE

Eng Ignition 1 & 2	ON
Thrust Levers	CLOSE
Crew Oxygen	DON MASKS

a.- If above 15.000 ft

Mic Selector	OXY-MIC
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b.- If above 15.000 ft

Engine Indications	MONITOR
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6.- INADVERTENT THRUST REVERSE DEPLOYMENT IN FLIGHT

HP Cock (affected engine) **CLOSE**

7.- DEPRESSURIZATION

Crew Oxygen **DON MASKS**

Mic Selector **OXY-MIC**

8.- REAR EQUIPMENT BAY OVERHEAT

Main Air VLV 1 & 2 **CLOSE**

F/DK VLV **OPEN FULLY**

9.- HIGH PRESSURE AIR OVERHEAT

Main Air VLV (affected engine) **CLOSE**

F/DK VLV **CLOSE**

10.- EMERGENCY DESCENT

Thrust Levers **CLOSE**

Speed **MMO/VMO – UNLESS
STRUCTURAL DAMAGE IS
SUSPECTED**

Air Brakes **OPEN**

11.- ELECTRICAL FIRE OR SMOKE

Crew Oxygen **DON MASKS – 100% EMERG**

Mic Selector **OXY-MIC**

Smoke Goggles **DON AND VENT**

Cabin Notices **ON**

12.- FUSELAGE FIRE OR SMOKE

Crew Oxygen	DON MASKS – 100% EMERG
Mic Selector	OXY-MIC
Smoke Goggles	DON AND VENT
Cabin Notices	ON

13.- SMOKE FROM AIR CONDITIONING DUCTS

Crew Oxygen	DON MASKS – 100% EMERG
Mic Selector	OXY-MIC
Smoke Goggles	DON AND VENT
Cabin Notices	ON

14.- BRAKE FAILURE

Brakes Pedals	RELEASE
Wheel Brake Lever	EMERGY
Brakes Pedals	APPLY GENTLY – USE ON CONTINUOUS APPLICATION IF POSSIBLE

15.- EGPWS WARNING

Go – Around Button	PUSH
Thrust	TAKE-OFF N ₁
Pitch Attitude	INCREASE AND CLIMB AS REQUIRED TO AVOID TERRAIN/OBSTACLE

16.- WINDSHEAR WARNING

Go – Around Button

Thrust

Pitch Attitude

PUSH

TAKE-OFF N₁

**INCREASE AS REQUIRED TO
ARREST DESCENT, ALLOWING
AIRSPEED TO DECREASE TO
INTERMITTENT STICK SHAKER
ACTIVATION**

17.- EMERGENCY EVACUATION

Airplane

Wheel Brake Lever

HP Cocks

LP Cocks

Emergency Lights (if required)

PA

Dump Valve

BATT

STOP

PARK

CLOSE

CLOSE

MAN

ORDER EVACUATION

OPEN

OFF