



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

“HAWKER 850”

“CC-AEN”

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

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

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

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

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
a.- If Below 25 PSI	
HP Cock (affected engine)	CLOSE

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
b.- If above 15.000 ft	
Engine Indications	MONITOR

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 VLV1 & 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

Wheel Brake Lever

Brakes Pedals

RELEASE

EMERGENCY

APPLY GENTLY –

USE ON CONTINUOUS

APPLICATION IF POSSIBLE

15.- EGPWS WARNING

Go – Around Button

Thrust

Pitch Attitude

PUSH

TAKE-OFF N1

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	STOP
Wheel Brake Lever	PARK
HP Cocks	CLOSE
LP Cocks	CLOSE
Emergency Lights (if required)	MAN
PA	ORDER EVACUATION
Dump Valve	OPEN
BATT	OFF