



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“BOMBARDIER LEARJET LR-40”
“LOS CEDROS AVIACIÓN”

A.- Operations Limitations

1.- Limits (KIAS)	
Step Turn	250
Vmo Primary	330
Mmo Primary	0.81
Vmo Stanby Instrument	325
Mmo Stanby Instrument	0.75
Vfe 8°	250
Vfe 20°	200
Vfe 40°	150
Vle	260
Vlo	201
Vmca Flaps 8°	103
Vmca Flaps 20°	101
Vmcg RB ON, APR ON	102
Vmcg RB ON, APR OFF	100
Vmcl Flaps 8°	105
Vmcl Flaps 40°	98
V ₁ TKOFF FP 8° SL 10°C	115
V _r TKOFF FP 8° SL 10°C	117
V ₂ TKOFF FP 8° SL 10°C	127
Vref LAND SL 0°C	123
Vapp LAND SL 0°C	132

2.- Weight (Lbs)	
Maximum RAMP	21.250
Maximum TAKE-OFF	21.000
Maximum LANDING	19.200
Maximum ZERO FUEL	16.000
Minimum FLIGHT	13.500

3.- Starter Cooling Periods	
After Start Attempt	Wait
1	1'
2	2'
3	30'

4.- Fuel Limits (Lbs)	
Maximum Fuel Imbalance	200
Approved Fuels	JP5, JP8, JET-A
Maximum Refueling Pressure	55 PSIG

B.- Emergencies Procedures

1.- CABIN/COCKPIT FIRE, SMOKE OR FUMES

Crew Oxygen Masks	DON & 100%
Smoke Goggles	DON
EMER DEPRESS	ON
Pilot & Copilot MIC/MASK	MASK
Pilot & Copilot INPH	INPH

2.- CABIN ALTITUDE EXCEEDS 10.000 FEET

Crew Oxygen Masks	DON & 100%
Thrust Levers	IDLE
Autopilot	DISENGAGE
SPOILER	EXT
Descent at Mmo/Vmo, but not below Minimum Safe Altitude	
DEPLOY	ON
Pilot & Copilot MIC/MASK	MASK
Pilot & Copilot INPH	INPH

3.- EMERGENCY EVACUATION

EMERGENCY/PARKING BRAKE	SET
Thrust Levers	CUT OFF
EMER LIGHTS	ON
EMER BATT, L & R BATT	OFF

4.- ENGINE FIRE

a.- Affected Engine:

Thrust Levers IDLE

Unless a Critical Thrust Situation Exists

If fire continues more than 15 seconds or there are other indications of fire:

- Thrust Lever CUT OFF
- Applicable FIRE (Engine) FIRE PUSH
- EXTINGUISHER #1 (Engine) ARMED PUSH

5.- ENGINE FAILURE DURIN TAKEOFF

a.- Below V_1 Speed:

Brakes APPLY

Thrust Levers IDLE

b.- Above V_1 Speed:

Attitude Control APPLY

Accelerate to V_r . Keep nose wheel on the ground.

Rotate at V_r to target takeoff pitch attitude; Climb at V_2 .

Gear UP

Climb to 1500 feet, accelerate to $V_2 + 25$, retract flaps,
then accelerate to 200 KIAS en route climb speed.

6.- IMMEDIATE ENGINE AIRSTART

a.- Affected Engine:

Thrust Levers IDLE

IGN will automatically activate

STBY (FUEL) ON

7.- AILERON CONTROL JAM

Attitude Control AS REQUIRED

Use Rudder & Thrust as necessary

ROLL DISC LEVER PULL

- Pilot – Control aircraft with the spoilerons.
- Do not use the copilot control.
- Do not use AIL TRIM.

8.- ELEVATOR CONTROL JAM

Attitude Control AS REQUIRED

Use Pitch Trim & Thrust as necessary

ELEV DISC PULL & ROTATE

Determine elevator without the jam & transition flight control to that pilot.

- Do not apply additional control force to the jammed control.
- Do not use PIT TRIM BIAS

9.- PITCH AXIS UNCOMMANDED MOTION

Control Wheel Master (MSW) DEPRESS & HOLD

Attitude Control AS REQUIRED

Thrust Levers AS REQUIRED

10.- RECOVERY FROM INADVERTENT OVERSPEED

Thrust Levers	IDLE
Autopilot	DISENGAGE
SPOILER	EXT
Identify aircraft pitch & roll attitude	
Level Wings	
Elevator & Pitch Trim	AS REQUIRED

11.- ROLL OR YAW UNCOMMANDED MOTION

Control Wheel Master (MSW)	DEPRESS & HOLD
Attitude Control	AS REQUIRED

12.- AILERON CONTROL JAM

Attitude Control	AS REQUIRED
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Use Roll Control & Thrust as necessary

13.- PRIMARY FLIGHT DISPLAY (PFD) ANNUNCIATOR

“PULL UP”

Autopilot	DISENGAGE
Thrust Lever(s)	SELECT T/O OR APR, AS REQUIRED

Increase pitch attitude and climb as required to avoid terrain.

SPOILER lever	RET
Flaps	RETRACT (8° OR UP), AS REQUIRED
Gear	UP
Flaps	UP

14.- EMERGENCY BRAKING

EMERGENCY/PARKING BRAKE

PULL SMOOTHLY

15.- NOSE WHEEL STEERING MALFUNCTION

Control Wheel Master (MSW)

DEPRESS & RELEASE

Thrust Levers

IDLE

16.- STALL

Lower the pitch attitude to reduce angle of attack.

Thrust Levers

T/O (MANUAL APR IF
REQUIRED)

Level the wings.

Accelerate out of stall condition.

17.- ABORTED TAKEOFF

Brakes

APPLY

Thrust Levers

IDLE

18.- REVERSER UNSAFE (DURING TAKEOFF)

a.- Below V_1 Speed

Brakes

APPLY

Thrust Levers

IDLE

b.- Above V_1 Speed

Attitude Control

AS REQUIRED

Accelerate to V_r . Keep nose wheel on the ground.

Rotate at V_r ; Climb at V_2 .

Gear

UP

When clear of obstacles, accelerate to $V_2 + 25$ and retract flaps.