



DGAC
CHILE

DIRECCIÓN GENERAL DE AERONÁUTICA CIVIL

EXAMEN DE LIMITACIONES E ITEMS DE MEMORIA

B 787



Nombre del Postulante _____

Cpt. ☐

Firma del Postulante _____

FO. ☐

Nombre de IOA/IE _____

Firma de IOA/IE _____

Lugar _____

Fecha

| | | |
|--|--|--|
| | | |
|--|--|--|

| |
|--|
| |
|--|

% Obtenido

787 Flight Crew Operations Manual

Airplane General Operational Limitations

| | |
|--|-------------|
| # Maximum Takeoff and Landing Tailwind Component | _____ knots |
|--|-------------|

Note: The capability of the airplane has been satisfactorily demonstrated for takeoffs and landings with tailwinds up to 15 knots. This does not constitute operational approval to conduct takeoffs or landings with tailwind in excess of 10 knots.

Turbulent Air Penetration Speed

Turbulent air penetration speed (in severe turbulence) is defined as:

- _____ KIAS below 25,000 feet
- _____ KIAS/ _____ Mach (whichever is lower) at and above 25,000 feet.

Operational Information

Do not operate HF radios when _____

Non-AFM Operational Information

Do not operate weather radar in a hangar or within _____ meters of any fuel spill.

Note: The hangar restriction does not apply to the weather radar test mode.

Autoflight

Autopilot/Flight Director System

The autopilot must not be engaged below a minimum engage altitude of _____ feet AGL after takeoff.

Autoland capability may only be used for operations into runways at or below _____ feet airport field elevation.

CC-BBA – CC-BBJ

Without LAND 2 or LAND 3 annunciated, the autopilot must be disengaged below _____ feet AGL.

CC-BGA – CC-BGL

Without LAND 2 or LAND 3 annunciated, the autopilot must be disengaged below _____ feet AGL.

With LAND 2 or LAND 3 annunciated and glidepath angles greater than _____ degrees, the autopilot must be disengaged below 100 feet AGL.

787 Flight Crew Operations Manual

Low Visibility (HUD) Takeoff

Low weather minima takeoff may only be performed using ILS guidance on U.S. Type II or Type III ILS facilities.

Maximum wind component speeds when takeoff weather minima are predicated on HUD takeoff operations:

| | |
|-------------|-------------|
| # Headwind | _____ knots |
| # Tailwind | _____ knots |
| # Crosswind | _____ knots |

Automatic Landing

Maximum wind component speeds when landing weather minima are predicated on autoland and CAT II/III operations:

| | |
|-------------|-------------|
| # Headwind | _____ knots |
| # Tailwind | _____ knots |
| # Crosswind | _____ knots |

The maximum glideslope angles is _____

The minimum glideslope angle is _____

Non-AFM Operational Information

Operational approval is required for low visibility operations using HUD TO/GA.

Do not use FLCH on final approach below _____

Engines

Engine Oil System

Oil temperature must be greater than _____ °C for engine start.

Reverse Thrust

Intentional selection of _____ is prohibited.

Backing the airplane with _____ is prohibited.

787 Flight Crew Operations Manual

Reverse Thrust

Intentional selection of _____ is prohibited.

Backing the airplane with _____ is prohibited.

Flight Controls

Takeoff is permitted only in the normal flight control mode.(Refer to Flight Control System Normal Mode in Chapter 9, Section 20, for additional Information.)

Avoid _____ alternating control inputs, especially in combination with large changes in pitch, roll, or yaw (e.g. large side slip angles) as they may result in structural failure at any speed, including below V_A .

2.1

[] CABIN ALTITUDE

Condition: Cabin altitude is excessive.

- 1 _____
- 2 _____
- 3 _____

4 **If** the cabin altitude is uncontrollable:

_____ Push to _____ and
hold for 1 second

Without delay , descend to the lowest safe
altitude or _____ feet , whichever is higher.

To descend:

- _____
- _____
- If structural integrity is in doubt, limit
airspeed and avoid high maneuvering loads
- Descend at _____

7.1

Aborted Engine Start L, R

Condition: On the ground, an aborted engine start is
needed.

- 1 _____
(affected side) _____

7.2

Dual Eng Fail/Stall

Condition: Engine speed for both engines is below idle.

- 1 _____
(both) _____
 - 2 _____ _____

-

7.3

[] ENG AUTOSTART L, R

Condition: Autostart did not start the engine.

- 1 _____
(affected side) Confirm _____
-

7.4

[] ENG LIMIT EXCEED L, R

Condition: An engine limit exceedance occurs.

- 1 _____
(affected side) Confirm _____
- 2 _____
(affected side) Confirm _____ until
_____ message _____ or
the thrust lever is at idle

7.7

[] ENG SURGE L, R

Condition: An engine surge or stall that requires crew action is detected.

- 1 _____
(affected side) Confirm _____
- 2 _____
(affected side) Confirm _____ until
the _____
message _____ or
the thrust lever is at idle

7.8

Eng Svr Damage/Sep L, R

Condition: One or more of these occur:

- Airframe vibrations with abnormal engine indications
- Engine separation

- 1 _____
(affected side) Confirm _____
- 2 _____
(affected side) Confirm _____
- 3 _____
(affected side) Confirm _____
- 4 _____
(affected side) Confirm _____

8.2

[] FIRE ENG L, R

Condition: Fire is detected in the engine.

- 1 _____
(affected side) Confirm _____
- 2 _____
(affected side) Confirm _____
- 3 _____
(affected side) Confirm _____
- 4 _____
(affected side) Confirm _____

5 **If** the FIRE ENG message stays shown:

(affected side) Rotate to the stop
and hold for 1 second

If after 30 seconds, the FIRE ENG message
stays shown:

(affected side) Rotate to the
_____ and
hold for 1 second

9.1

[] STABILIZER

Condition: One of these occurs:

- Stabilizer movement without a signal to trim
- The stabilizer is failed

1 _____ (both) CUTOUT

2 _____

10.1

[] AIRSPEED UNRELIABLE

Condition: The airspeed or Mach indications disagree with AOA calculated airspeed.

Objective: To identify a reliable airspeed indication.

1 _____ .Push

2 _____ (both) OFF

3 _____ (both) OFF

4 Set the following gear up pitch attitude and thrust:

_____ N1

_____ N1
