

CHANGE PROPOSAL RELEASE

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Change Proposal N° 12 (CP012) has been recently approved by EASA.

Pending next AFM revision, attached pages can be used in conjunction with current Revision 13.

Title and Approval reference	Sub-sub-sections changes		
	Added	Revised	Removed
CP012 "AFM: YAW DAMPER OFF IN LINE UP PROCEDURE" approved by EASA under reference M5792.		1-150-05 1-150-05A 4-100-15 4-150-05 4-150-10	

Insert this page before the "List of AFM revisions" sub-sub-section (0-100-05).

CHANGE PROPOSAL RELEASE

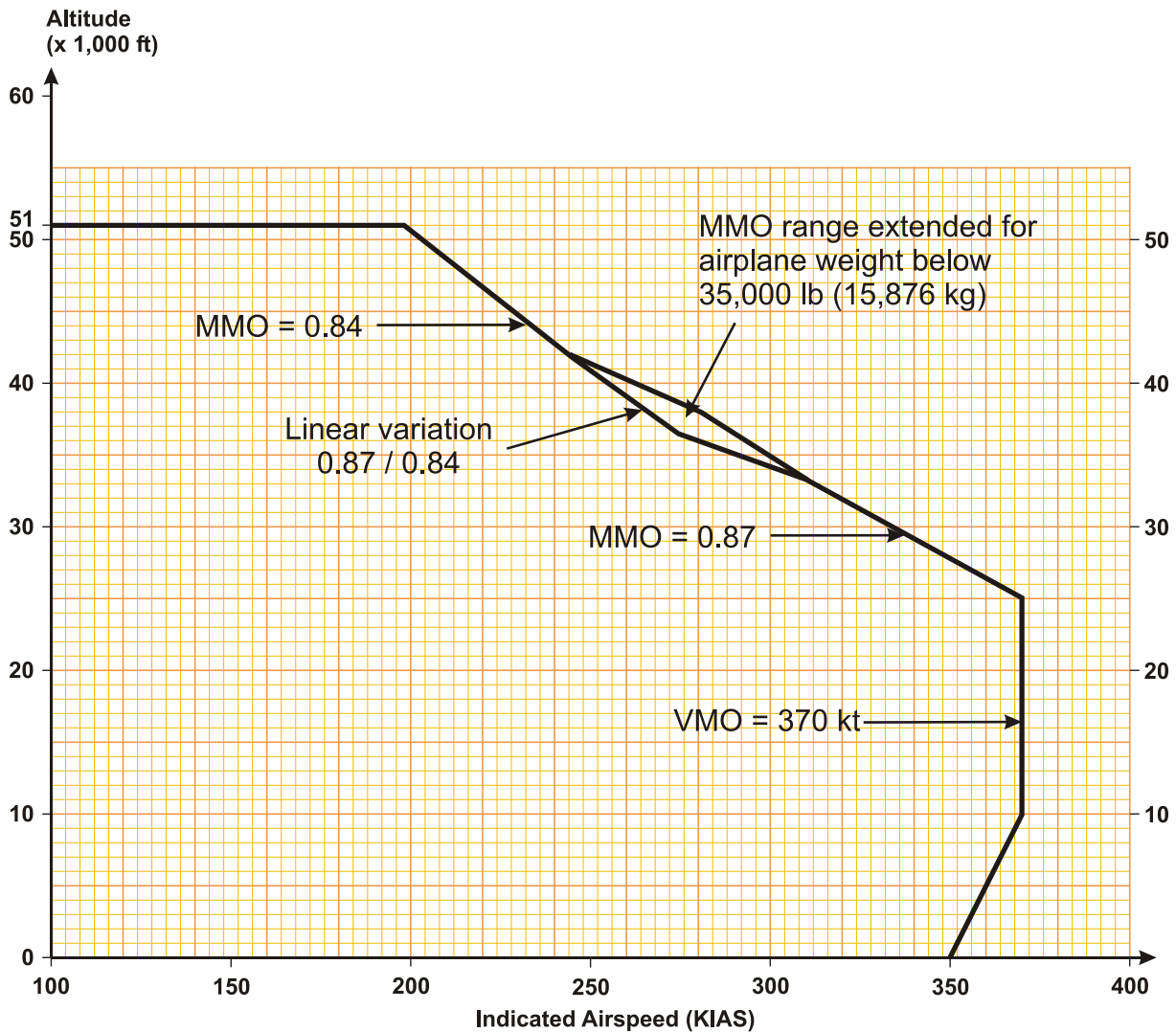
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Unless otherwise specified, limits are expressed in terms of indicated values.
Instrument error is assumed to be zero.

MAXIMUM OPERATING LIMIT SPEED : VMO / MMO
--

VMO / MMO ENVELOPE



DASSAULT AVIATION Proprietary Data

CAUTION

The maximum operating limit speed VMO / MMO must not be deliberately exceeded in any regime of flight (climb, cruise, descent) unless a higher speed is authorized for flight test or pilot training.

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MANEUVERING SPEED

- VA228 KIAS

CAUTION

Full application of rudder or aileron controls, as well as maneuvers that involve angles-of-attack near the stall must be confined to speeds below VA.
Rapidly alternating large rudder applications in combination with large sideslip angles may result in structural failure at any speed.

HIGH LIFT DEVICES OPERATING OR EXTENDED LIMIT SPEEDS : VFE

- Slats extended + flaps 7°200 KIAS
- Slats extended + flaps 20°190 KIAS
- Slats extended + flaps 40°180 KIAS

CAUTION

Above 20,000 ft do not establish or maintain a configuration with the flaps or the slats extended.

MAXIMUM LANDING GEAR OPERATING SPEED: VLO / MLO

- VLO190 KIAS
- MLOMI 0.70

VLO / MLO is the maximum speed at which it is safe to extend or retract the landing gear.

MAXIMUM LANDING GEAR EXTENDED SPEED: VLE / MLE

- VLE245 KIAS
- MLEMI 0.75

VLE / MLE is the maximum speed at which the airplane can be safely flown with the landing gear extended and locked.

MINIMUM CONTROL SPEED IN THE AIR: VMCA

- VMCA85.2 KCAS

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MINIMUM CONTROL SPEED DURING LANDING APPROACH

- All engines operating..... VMCL = 85 KCAS
- One engine inoperative VMCL - 2 = 83 KCAS

MINIMUM CONTROL SPEED ON THE GROUND: VMCG

- VMCG 88.9 KCAS

NOTE

VMCG value has been demonstrated with yaw damper off.

MISCELLANEOUS LIMIT SPEEDS

- Windshield wiper operating speed.....215 KIAS
- Direct vision window opening speed.....215 KIAS
- Tire maximum operating speed 195 kt (ground speed)
- Stall speed:

CAUTION

Do not intentionally fly the airplane slower than initial stall warning onset.

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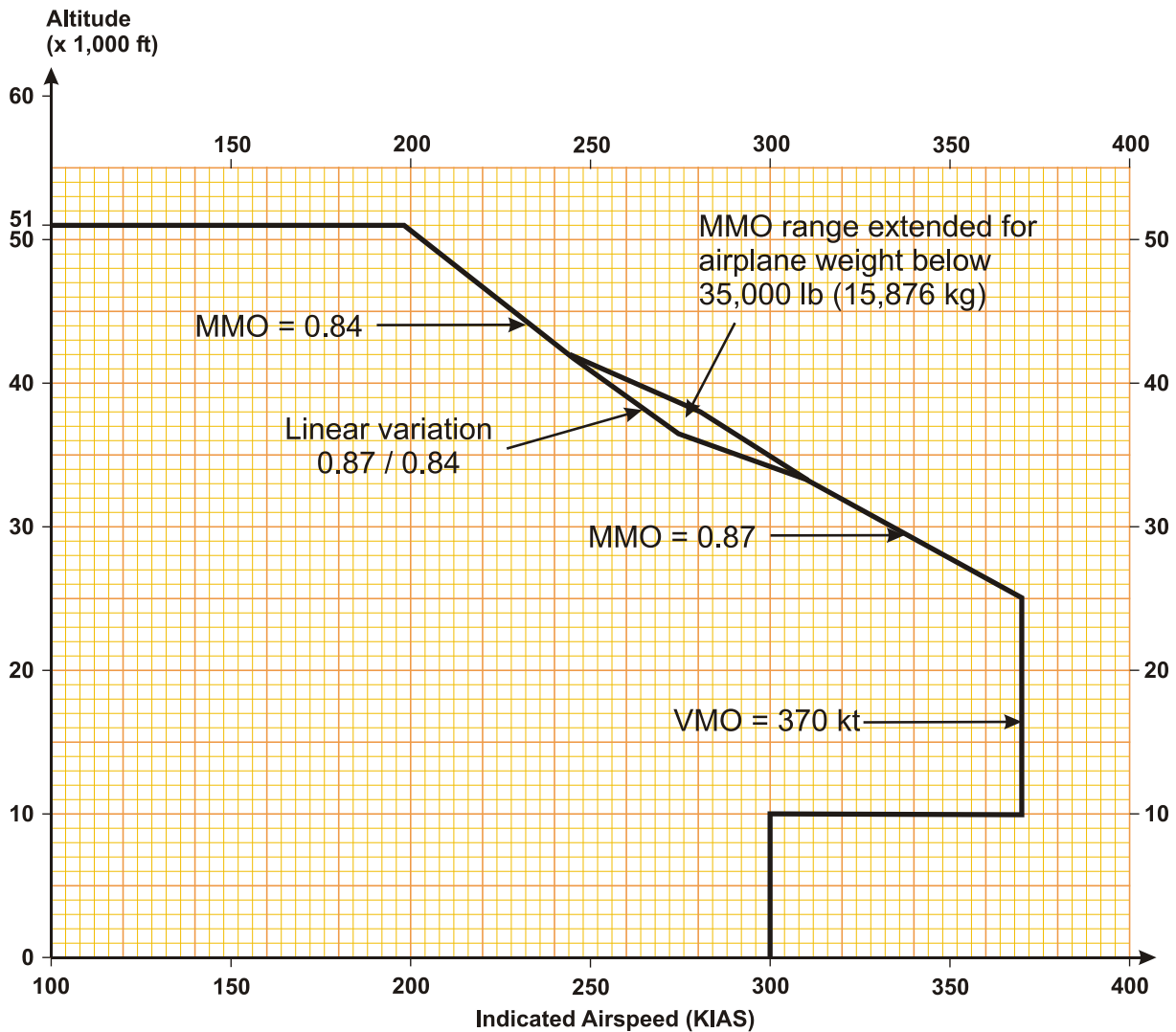
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STARTING ENGINES

ENGINE 2 START

- ANTICOL switch..... RED
- EID: engine page Displayed - Checked
- BOOSTER 2 switch..... ST-BY
 - ☑ **FUEL 2** light..... Out - Checked
- Power selector switch for:
 - Battery start or APU assist start.....NORMAL
 - GPU start.....EXT POWER
- Start pushbutton depressed Energize 2 sec.
- At a minimum N2 of 15 %:
 - Power lever Idle
- EID: **IGN** annunciation..... On
- ITT, N1, FUEL FLOW, oil pressure..... Rising - Checked
- When N2 reaches 45 %, **IGN** annunciation (EID) Out
- With N2 stabilized:
 - ☑ **HYDR # 2 PUMP 2** light..... Out
 - ☑ Hydraulic pressure # 2..... Green range
 - ☑ **OIL 2** light Out
 - ☑ If NORMAL start, **GEN 2** light Out
 - ☑ If EXT POWER start, **GEN 2** light On
- Idle speed parameters.....Checked
- Power selector switch.....NORMAL
- Ground power unit (as applicable).....Removed
 - ☑ **GEN 2** light Out
 - GEN 2 voltage-loadChecked

ENGINE 3 AND 1 START

- Use same starting procedure as for engine 2.

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STARTING PROBLEMS

DISCONTINUE START WHENEVER:

- ITT does not rise within 10 seconds.
- Oil pressure does not rise within 10 seconds after light-off.
- **GEN..** light-off did not occur:
 - After 40 seconds (first start attempt),
 - After 30 seconds (for the two other possible start attempts).
- ITT is rising rapidly and approaching the 994 °C limit.
- N2 does not increase smoothly and rapidly to idle after light-off.
- Abnormal noise or vibration.
- Power lever Cut-off
- Start selector switch MOTOR START STOP
- Perform a dry motoring whenever fuel is suspected to have accumulated in the tail pipe:
 - Power lever Cut-off
 - Start selector switch..... MOTOR START STOP
 - Start button Held depressed 15 seconds
- **If IGN annunciation remains on although N2 is greater than 45% (and all idle parameters are within limits).**
 - Start selector switch..... MOTOR START STOP
 - EID: **IGN** annunciation Out
(the engine starter stops operating)
- **If unsuccessful:**
 - Associated GEN switch Off
 - Associated IGNTR circuit breaker Pulled

AFTER START

- A - B buses FLIGHT NORM
- Battery voltage - Load Checked
- Generator voltage - Load..... Checked
- BOOSTER 2 switch..... NORM
 - ☑ **FUEL 2** light checked..... Out
- Isolation rotary switch ISOL *
 - ☑ **ISOL** light..... On
- Isolation rotary switch Horizontal
 - ☑ **ISOL** light..... Off
- WINDSHIELD PILOT and COPILOT switches..... NORM
- WINDSHIELD SIDE switch..... On
- All warning panel lights out except:
 - **PROBE HEATING *** light On
- Hydraulic pressures, systems 1 and 2 Green range
- Hydraulic fluid quantity Green range
- ST-BY PUMP AUTO
 - ☑ **ST/BY PUMP** light Out - Checked
- Antiskid Tested
- STALL 1 test pushbutton Depressed *
 - ☑ Stall warning and **IGN** annunciations (EICAS) Checked
 - ☑ Green SLATS light flashing Checked
- Slat-flap handle Take-off position
- STALL 1 then STALL 2 test pushbuttons..... Depressed
 - ☑ Stall warning and **IGN** annunciations (EICAS) Checked
 - ☑ Green SLATS light flashing Checked
- AFCS transfer by 1/2 on guidance controller
 - ☑ PFD's: green **AP2** annunciation..... Flashing 10 sec.- Checked
- RADAR STBY
 - For A/C without M3896 or M5013 or SB F900EX-239 or SB F900EX-270:*
- ATC..... STBY
 - For A/C with M3896 or M5013 or SB F900EX-239 or SB F900EX-270:*
- ATC..... ON
 - End*
- NAV-COM Set
- DCP Set
- AUX BAT light pushbutton (if installed)..... Depress to arm

- ☒

AUX BAT ON/OFF lights

Out - Checked
- ▶

Battery conditioning (if installed).....

Off
- For A/C with M3697:
- ▶

115 / 230 VAC light pushbutton (if installed)

OFF
- End
- ▶

Flight controls.....

Free
- * These checks to be performed once a day.

DASSAULT AVIATION Proprietary Data

TAXIING

- TAXI light On
- PARK BRAKE handle.....Fully forward
 - ☑ **# 2 P. BK** light..... Out
- # 1 and # 2 brake operation.....Checked
- Brake selector # 1 / ASKID ON
- Headings and horizons.....Checked
- Thrust reverser Tested
 - ☑ Engine 2 Idle - Checked
- Reverser lever Reverser idle
 - ☑ EID: **TRANS** annunciation On then out - Checked
 - ☑ EID: **DEPLOY** annunciation..... On
 - ☑ Engine 2 Idle - Checked
- Reverser lever Stowed
 - ☑ EID: **DEPLOY** annunciation..... Out
 - ☑ EID: **TRANS** annunciation On then out - Checked
 - ☑ **THRUST REVERSER** Out - Checked
- DEEC: manual mode.....Tested *
- DEEC: switches (all 3)MAN
 - ☑ **DEEC..** lights (all 3)..... On
 - ☑ Change of -5 % to +10 % N1Checked
- Gradually advance power lever until approximately 40 % increase in N2 is observed then retard power lever to idle and note decrease in N2.
- DEEC: switches (all 3)AUTO
 - ☑ **DEEC..** lights (all 3)..... Out
- APU BLEED switch Off
- Pilot sliding window Closed / Checked
- APU STOP pushbutton Depressed 1 s
 - ☑ When **OIL** light on, **APU** MASTER Off
- ANTI-ICE: WINGS switch AUTO - 10 sec. max. *
 - ☑ Observe 3 ITT's..... Rising
- ANTI-ICE: BRAKE switch (if installed) ON *
 - ☑ BRAKE lights Amber then green - Checked
- ANTI-ICE: BRAKE switch (if installed) OFF *
- ANTI-ICE: WINGS switch OFF *
- ANTI-ICE: ENG 1 - ENG 3 switches.....AUTO *
 - ☑ Observe engine 1 and engine 3 ITT's..... Rising
- ANTI-ICE: ENG 1 - ENG 3 switches..... OFF *

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- ANTI-ICE: ENG 2 switchAUTO *
 - ☒ Observe engine 2 ITT Rising
 - ANTI-ICE: ENG 1 - ENG 2 - ENG 3 switches OFF / As required *
- * These checks to be performed once a day.

LINE UP

- YDDisarmed
- ☒ YD light..... Off - Checked
- LANDING lights switch ON
- ANTICOL lights switch ALL
- RADAR ON
- Radar Weather or Terrain / Traffic..... Displayed
- For A/C without M3896 or M5013 or SB F900EX-239 or SB F900EX-270:
- ATC ON
- End
- PITOT heating (all 3) On
- Passenger door curtain Open
- Flight controls..... Free
- All warning lights Out

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TAKE-OFF

- Prior to brake release:
 - Power levers Full forward
 - ☑ ITT - N1 Checked
- **# 2 P. BK** light Out
- Brakes Released
- Acceleration Checked
- When a positive rate of climb is established:
 - Landing gear Up
 - ☑ LANDING GEAR lights Out

AFTER TAKE-OFF

- **At 400 ft above runway:**
 - ANTI-ICE: WINGS switch As required
 - ANTI-ICE: BRAKE switch (if installed) As necessary
- **At V2 + 25 kt and take-off safety height reached:**
 - Slat-flap handle CLEAN

CAUTION

To minimize possible flaps asymmetry during take-off, retract the flaps by one notch at a time

- INTERIOR LIGHTS: **FASTEN BELTS** and No smoking light pushbuttons As required
- Mid cabin partition door (if installed) As required
- Power levers MAX. CLIMB
- Cabin pressure and temperature controllers Checked
- YD As required
- LANDING and TAXI lights switches Out
- Altimeters Set
- Passenger door curtain Closed

For A/C with M3697:

- 115 / 230 VAC light pushbutton As required

End

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