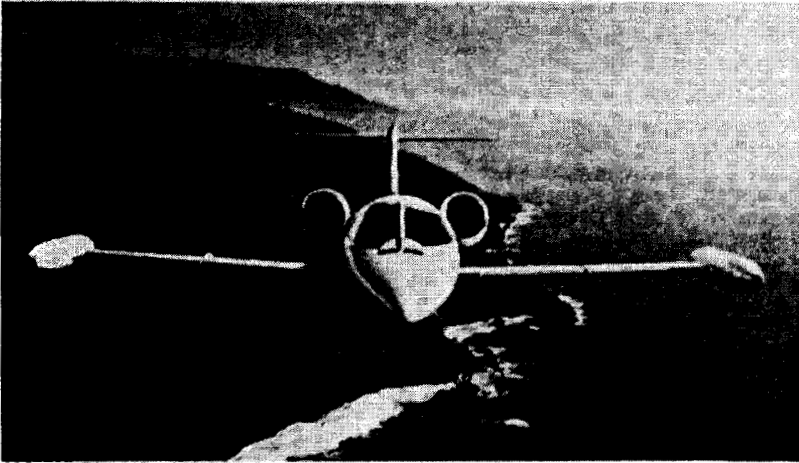


Gates Learjet 35A/36A with FC-200 Autopilot

FAA APPROVED AIRPLANE FLIGHT MANUAL



THIS AIRPLANE MUST BE OPERATED IN COMPLIANCE WITH THE
PRESCRIBED LIMITATIONS IN SECTION 1 OF THIS MANUAL

NOTICE

This AFM is a revised issue of the original AFM dated 4-30-76. This
reissue replaces all of the information in the original issue through
Change 13.

SERIAL NO. 209

N 22MS

REISSUE
APPROVED



DATE 2/25/81

for CHIEF, AIRCRAFT CERTIFICATION PROGRAM
FAA CENTRAL REGION
WICHITA, KANSAS

FM-102

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EXTERIOR PREFLIGHT (CONT)

- g. Right Pitot-Static Drain Valves (2) — Drain. Required only if moisture in the pitot-static system is known or suspected.

NOTE

If pitot-static drain valves are opened, ensure that valve stem returns to the closed position.

- h. Oxygen Discharge Disc (if applicable) — Condition.

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- a. Copilot's Windshield Defog Outlet — Clear of obstructions.
b. Wing Inspection Light and Lens (if installed) — Condition.
c. Lower Fuselage Antennas, Rotating Beacon Light and Lens — Condition.

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- a. Emergency Exit — Secure.
b. Upper Fuselage Antennas, Rotating Beacon Light and Lens (on vertical fin) — Condition.

- ◆ c. Right Engine Inlet and Fan — Clear of obstructions and condition.

WARNING

- If fan is windmilling, stop by pressing on fan spinner. Do not attempt to stop windmilling by grabbing blades.

- The wing, flight control surfaces, and engine inlet must be free of frost, snow, and ice.

- d. Fuel Crossover, Left Wing Sump, Left Engine Fuel, Right Wing Sump, and Right Engine Fuel Drain Valves — Drain.

- e. Right Main Gear and Wheel Well — Hydraulic/fuel leakage and condition:

- f. Right Main Gear Landing Light — Condition.

- ◆ g. Right Main Gear Wheels, Brakes and Tires — Condition.

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- a. Aircraft 35-279 and subsequent, 36-045 and subsequent and prior aircraft incorporating AAK 79-10 or AMK 83-5, Stall Strip (wing leading edge) and Stall Fence — Condition.

- b. Right Wing Access Panels (underside of wing) — Check for fuel leakage.

- c. Right Fuel Vent (underside of wing) — Plug removed, clear of obstructions.

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- a. • Aircraft 35-279 and subsequent, 36-045 and subsequent and prior aircraft incorporating AAK 79-10 or AMK 83-5, Boundary Layer Energizers — Condition.

- Other aircraft, Vortex Generators — Condition.

- b. Right Wing Heat Scupper (underside of wing forward) — Clear of obstructions.

EMERGENCY BRAKING

In the event of failure of the normal brake system, emergency brakes can be used to stop the airplane. When using emergency braking, anti-skid protection is not available, and the anti-skid OFF corrections presented in Section V will be applicable.

1. Pull EMER BRAKE handle out of recess.
2. Push downward on handle to apply brake pressure.


NOTE

- The EMER BRAKE handle must be pushed down approximately 2 inches before braking action begins. To realize the optimum benefit from the emergency braking system, the following technique should be employed:
 - a. Apply the brakes smoothly with small movements to produce improved feel and reduce the probability of tire skid. Do not pump the brake handle.
 - b. Avoid taxiing if sufficient brake pressure is not available.
 - An emergency air bottle charged to the lower end of the green segment (1800 psi) will provide for landing gear extension using the abnormal procedure and approximately 10 brake applications.
3. Rudder and/or nose wheel steering — As required for directional control.

EMERGENCY EVACUATION

1. Stop the aircraft.
2. PARKING BRAKE — Set.
3. Thrust Levers — CUTOFF.
4. • *If an engine fire is suspected:*
 - a. Applicable FIRE PULL or ENG FIRE PULL T-Handle — Pull.
 - b. Either ARMED Light — Depress.
 - c. Other FIRE PULL or ENG FIRE PULL T-Handle — Pull.
- *If engine fire is not suspected:*
 - a. Both FIRE PULL or ENG FIRE PULL T-Handles — Pull.
5. Both Battery Switches — OFF.

6. Evacuate the aircraft:
 - a. Cabin Entry Door — Open and exit aircraft. The upper door is openable with the landing gear retracted.
 - b. Aft Cabin Emergency Exit — Open and exit using the wing step area.

SECTION II — NORMAL PROCEDURES

GENERAL

DEPLOY

In order to deploy thrust reversers, the following prerequisite conditions must be satisfied:

- T/R POSN IND, T/R EMER STOW and T/R CONT circuit breakers — In.
- Aircraft on the ground (squat switches in ground mode).
- NORM-EMER STOW switch — NORM.
- Both main Thrust Levers — IDLE.

When the above conditions are satisfied and both Thrust Reverser Levers are pulled to the Reverse Idle/Deploy position, the UNLOCK lights will illuminate and remain illuminated while the reversers are translating. When a reverser reaches the fully deployed position, the corresponding UNLOCK light will go out and the DEPLOY light will illuminate. When both thrust reversers are fully deployed, the throttle lock will release.

In order to increase reverse thrust above approximately 55% to 60% Fan Speed (N1), both thrust reversers must be fully deployed. One-engine reverse thrust is permitted; however, due to the throttle lock, the reverse thrust available will be limited as noted.

NORMAL STOW

After a normal deployment and use of reverse thrust, normal stow is accomplished by first returning the Thrust Reverser Levers to the Reverse Idle/Deploy position and then pushing the Thrust Reverser Levers to the Stow position. When stow is commanded, the DEPLOY lights will go out and the UNLOCK lights will illuminate. The UNLOCK light will remain illuminated while the corresponding reverser is translating. When the reverser is fully stowed, the UNLOCK light will go out.

EMER STOW

EMER STOW is selected by setting the NORM-EMER STOW switch to EMER STOW. When EMER STOW is selected the EMER STOW light will illuminate and remain illuminated as long as the NORM-EMER STOW switch is in the EMER STOW position. With the reversers fully deployed (DEPLOY lights illuminated), the light sequence during the emergency stow cycle will be the same as the normal stow cycle.