

<p>Approved Operations</p> <ul style="list-style-type: none"> Day, Night, VFR, IFR Flight in icing Ditching with required safety equipment installed <p>Structural Weight Limits</p> <ul style="list-style-type: none"> Taxi / ramp: 48,300 lb Take-off: 48,200 lb Landing: 38,000 lb Zero fuel: 32,000 lb <p>Notes:</p> <ul style="list-style-type: none"> T/O / landing weights may be further limited by performance Landing weight further limited above 10,000 ft <p>Operating Limits</p> <ul style="list-style-type: none"> Max... altitude for takeoff and landing 10,000 ft Except per Sup 3 14,000 ft Max operating altitude: 41,000 ft Max [temp] for take-off / landing: ISA + 35°C Min [temp] for take-off: -40°C Min [temp] at altitude: -70°C Safety harness by at least one pilot: > 25,000 ft <p>Take-off</p> <ul style="list-style-type: none"> Pitch trim must be set according to computed CG. <p>Cold Weather Operations</p> <ul style="list-style-type: none"> Take-off is prohibited with frost, ice, snow or slush on any critical surface (wings, horizontal stab, vertical stab, control surfaces and engine inlets), except: frost on the upper fuselage, and/or the undersurface of the wing [due to] cold soaked fuel In addition to a visual check, a tactile check of the wing leading edge, forward upper surface and rear upper surface is required - to determine that the wing is free from frost, ice, snow or slush - when: <ul style="list-style-type: none"> OAT is < 5°C, or Bulk fuel is < 0°C, or Conditions favor frost formation <p>Note:</p> <ul style="list-style-type: none"> Ice and frost may adhere to wing surfaces even at air temperatures above 5°C <p>Ground Operations in Icing Conditions</p> <ul style="list-style-type: none"> The flight crew must ensure the fuselage, wings and tail are free from ice, snow or frost <p>Cowl Anti-Ice</p> <ul style="list-style-type: none"> Must be on with OAT... < 10°C, and Visible moisture (fog with visibility of one mile or less, rain, snow, sleet and ice crystals), or Contaminated runways, ramps, or taxiways Single engine taxi is prohibited if OAT is <10°C <p>Wing Anti-Ice</p> <ul style="list-style-type: none"> Icing conditions exist with: OAT < 5°C, and Ceiling below 400 ft AGL Any precipitation Contaminated runway 	<p>Wing Anti-Ice (cont'd)</p> <ul style="list-style-type: none"> Must be ON for final taxi when OAT is ≤5°C unless Type II, III or IV anti-icing fluids have been applied. If not required for take-off, select OFF just before applying power. Must be ON during icing conditions for take-off <p>Notes:</p> <ul style="list-style-type: none"> All caution messages must be out and WING / COWL A/ICE ON advisory message and L and R HEAT lights must be verified on, prior to take-off. When Wing A/I is ON, Cowl A/I must also be ON With Type II, III, or IV anti-ice fluids, select Wing ON and confirm L and R HEAT lights just prior to thrust increase for take-off. <p>Flight Operations in Icing Conditions</p> <ul style="list-style-type: none"> In-flight Icing conditions exist at a TAT < 10°C In visible moisture Except when SAT < -40°C <p>Wing and Cowl Anti-ice... ON:</p> <ul style="list-style-type: none"> At or above 22,000 feet [when]: <ul style="list-style-type: none"> Ice is indicated by the ice detectors, In icing conditions, if an ice detector has failed. Below 22,000 feet [when]: <ul style="list-style-type: none"> In icing conditions, or Ice is indicated by the ice detectors. <p>Wing only - before extending flaps when TAT < 10°C</p> <p>Note:</p> <ul style="list-style-type: none"> Wing anti-ice may be selected OFF when the L and R HEAT lights turn green, if ICE light is out, and Not in icing conditions <p>Super-Cooled Large Droplet (SLD) Icing</p> <ul style="list-style-type: none"> Continued operation in SLD conditions is prohibited Indicated by ice buildup... on cockpit side windows. Wing and Cowl anti-icing... must be ON Leave icing conditions when side window icing occurs <p>RUNWAY SLOPES</p> <ul style="list-style-type: none"> Take-off and landing: + 2% <p>TAILWIND</p> <ul style="list-style-type: none"> Max... take-off / landing: 10 kts <p>APPROACHES</p> <ul style="list-style-type: none"> Normal glidepath up to 3.5° SUPPLEMENT 11: 3.6° - 4.5° SUPPLEMENT 12: 4.6° - 5.5° SUPPLEMENT 20: FAA EGLC <p>ENGINE INDICATIONS</p> <ul style="list-style-type: none"> EICAS must be used to comply with limits Above 40,000 feet, one air-conditioning unit or cowl anti-ice must be... on for each engine. Max... N2 split at ground idle: 2%
--	--