T-6A BOLDFACE Emergency	Procedures and Operating Limitations	01 June 2023
Name	Checked By	Date
Section 1. BOLDFACE Emergency Procedures	1	
Emergency Engine Shutdown on the Ground		
PCL - OFF		
FIREWALL SHUTOFF HANDLE - PULL		
Abort		
PCL - IDLE		
BRAKES - AS REQUIRED		
Engine Failure Immediately After Takeoff (Sufficient Runway Remaining Straight Ahead)		
AIRSPEED - 110 KNOTS (MINIMUM)		
PCL - AS REQUIRED		
EMER LDG GR HANDLE - PULL (AS REQUIRED)		
Engine Failure During Flight		
ZOOM/GLIDE - 125 KNOTS (MINIMUM)		
PCL - OFF		
INTERCEPT ELP		
Immediate Airstart (PMU NORM)		
PCL - OFF		
STARTER SWITCH - AUTO/RESET		
PCL - IDLE, ABOVE 13% N1		
Uncommanded Power Changes / Loss of Power / Uncommanded Propeller Feather		
PCL - MID RANGE		
PMU SWITCH - OFF		
PROP SYS CIRCUIT BREAKER	(left front console) - PULL, IF Np STABLE BELOW 40	%
Inadvertent Departure From Controlled Flight		
PCL - IDLE		
CONTROLS - NEUTRAL		
ALTITUDE - CHECK		
Fire In Flight, If Fire is Confirmed:		
PCL - OFF		
FIREWALL SHUTOFF HANDLE - PULL		
<32>PHYSIOLOGICAL SYMPTOMS		
BOS PUSH MAN - PRESS ON		
<30>OBOGS Failure / Overtemp / Physiological Symptoms/<32>OXY CRIT Annunciator		
GREEN RING - PULL (AS REQUIRED)		
DESCENT BELOW 10,000 FEET MSL - INITIATE		
OBOGS SUPPLY LEVER - OFF (BOTH)		
Eject		
EJECTION HANDLE - PULL		

Section 2. Operating Limits

Engine	Starting	
Maximum Torque	Starter Limit:20 Seconds	
Takeoff / Max%	Wait Sec, Min, Min, Min, Min	
Transient 101 % to7% (5 Seconds)	after each start/motoring attempt	
Torque above% is indicative of a system malfunction.	Maximum ITT <u>871</u> to <u>1,000</u> °C for <u>5</u> Sec	
Maximum ITT	(Do Not Attempt Restart)	
ldle°C	Maximum Oil Pressure <u>200</u> PSI	
Takeoff / Max920°C	Minimum Oil Temperature -40 °C	
Transient to *70 °C (Seconds)	Minimum Battery Voltage23.5V	
N ₁	Pressurization	
Idle60to61% Ground,67% (Min) Flight	Normal Above 18,000 Ft MSL3.6 ±0.2PSI	
Np	Overpressurization Safety Valve Opens PSI	
Idle <u>46</u> to <u>50</u> %	Fuel	
Takeoff / Max <u>100</u> %, (<u>100</u> % ± <u>2</u> % PMU Off)	Normal Recovery Fuel Pounds	
Avoid stabilized ground operations from <u>62</u> to <u>80</u> % Np	Minimum Fuel <u>150</u> Pounds (<u>200</u> Pounds Solo)	
Oil Pressure	Emergency Fuel Pounds	
Takeoff / Max90 to120 PSI	Minimum Fuel for Aerobatics 150 Pounds per side	
Aerobatics / Spins40 to130 PSI	Runway	
Aerobatics / Spins (Idle) to 40 PSI (Sec)	Minimum Landing Distance Available (LDA)Feet, or	
Oil Temp	heavy weight flapslanding ground roll plus 500	
Takeoff / Max10 to105 °C	Feet, whichever is greater	
Transient106 to110 °C (0 Min)	Minimum Runway Width75 Feet	
Maximum Fuel Flow	Winds	
All phases of flight PPH	Maximum Crosswinds	
Prohibited Maneuvers	Dry Runway Knots	
1InvertedStalls	Wet Runway10 Knots	
2InvertedSpins	Icy Runway 5 Knots	
3. Aggravated spins past 2 turns	Touch-and-Go Knots	
4. Spins with the PCLabove idle	Formation Takeoff / Landing Knots	
5. Spins withlanding gear,flaps,	Maximum Tailwind Component for Takeoff10 Knots	
or speed brake extended	Maximum Wind with Canopy Open40 Knots	
6. Spins with the PMU off	Acceleration Limits	
7. Spins belowfeet pressure altitude	Symmetric Clean to Gs	
8. Spins above feet pressure altitude	Symmetric Gear / Flaps to Gs	
9. Abrupt maneuvers maneuvers	Asymmetric Clean to Gs	
10. Aerobatic maneuvers, spins, or stalls with greater than	Asymmetric Gear / Flaps to Gs	
50 pounds fuel imbalance	Intentional Spin Entry	
11 Tail slides	Minimum Altitude for Entry 13,500 Feet MSL	
Airspeed Limitations	Minimum Cloud Clearance7,000 Feet above clouds	
Max Airspeed Gear and/or Flaps KIAS	Icing	
Max Operating Speed 316 KIAS or 0.67	Maximum Icing Band 5,000 Feet	
Mach	Maximum Icing Type light rime	
Full rudder deflection above KIAS will exceed the	Temperature	
limits of the rudder control system.	Ground operation is limited to ambient temperatures of -23 to 43 °C	