**DEPARTAMENTO "SEGURIDAD OPERACIONAL"**
**SUBDEPARTAMENTO "LICENCIAS" SECCIÓN**
**EVALUACIONES**

# "BE400 BEECHJET CC-AQV"

## "Servicios y Transportes Aéreos Heliworks Ltda"

### A. - OPERATING LIMITS

| **1.- Limitations (KIAS)** | |
|---|---|
| $V_A$ (20.000') | |
| $V_A$ (38.000') | |
| $V_{MO}$ (below 8.000') | |
| $V_{MO}$ (8.000' a 11.000') | |
| $V_{MO}$ (11.000' a 26.000') | |
| $M_{MO}$ (Above 26.000') | |
| $V_{FE}/V_{FO}$ (Flaps 10°) | |
| $V_{FO}$ (Flaps 30°) | |
| $V_{FE}$ (Flaps 30°) | |
| $V_{LO}/V_{LE}$ (Normal Oper.) | |
| $V_{LO}$ (Emergency Oper.) | |
| $V_{LL}$ | |
| | |
| | |
| $V_{TIRE}$ | |
| $V_{MCA}$ | |
| $V_{MCG}$ | |
| | |
| | |
| Max Cross Wind | |
| Max Tail Wind | |
| | |
| | |
| | |
| | |

| **2.- Fuel (LBS)** | |
|---|---|
| Type to Utilize | |
| | USG |
| Wing Tanks | |
| Fuselage Tank | |
| Máx Usable Fuel Quantity | |
| Máx Asymmetric Fuel T/O | |
| Máx Asymmetric Fuel Landing | |
| | |

| **3.- Weight (LBS)** (EEW 9466,3) | |
|---|---|
| Maximum TAKE-OFF | |
| Maximum LANDING | |
| MAX ZFW | |
| MAX Ext Baggage Compart | |

| **4.- Starter Limitations** | | | | | |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |

| **5.- Altitude Limitation** | |
|---|---|
| | |
| Max Operating Alt | |
| Max Alt For T/O & Landing | |

## B . - EMERGENCY PROCEDURES

### 1.- ENGINE FAILURE DURING TAKE OFF

#### a.- SPEED BELOW $V_1$ – TAKE OFF ABORTED

Brakes _____

Thust _____

Speed Brakes _____

Trust Reverser (s) _____

#### b.- SPEED ABOVE $V_1$ – TAKEOFF CONTINUED

Nose Up Pitch Attitude at Rotation (Vr) _____

Landing Gear (When positive climb established) _____

Airspeed _____

### 2.- ENGINE FIRE

Thrust (affected engine) _____

#### a.- IF ENGINE FIRE PUSH switch remains iluminated:

Thrust Level (affected engine) _____

Illuminated Engine Fire Switch _____

Either Fire Bottle Switch _____

### 3.- ENGINE FIRE DETECTOR FAILURE

Engine Fire Procedures _____

Remaining Iluminated Engine Fire Bottle Switch _____

**4.- ENGINE FAILURE IN LANDING CONFIGURATION**

Thrust (operating engine) _____

Airspeed _____

**5.- DUAL ENGINE FLAMEOUT**

N2 _____

**CAUTION**

Engine damage may result if an inmediate relight is attempted below 52 % N2

Ignitions _____

If N2 Is Not Above 52% Or Neither Engine Relights:

Battery _____

**6.- INADVERTENT THRUST REVERSE DEPLOYMENT DURING TAKEOFF (BELOW V1 – TAKEOFF ABORTED)**

Brakes _____

Thrust _____

Speed Brakes _____

Trust Reversers _____

**7.- INADVERTENT THRUST REVERSE DEPLOYMENT DURING TAKEOFF (ABOVE V1 – TAKEOFF CONTINUED)**

Emergency Stow Push-Switch (affected engine _____

Nose Up Pitch Attitude at Rotation (Vr) _____

Landing Gear (when positive climb established) _____

Airspeed _____

If reverser will not stow and lock:

Thrust Lever (affected engine) _____

## 8.- INADVERTENT THRUST REVERSE DEPLOYMENT IN FLIGHT

Emergency Stow Push-Switch (affected engine) _____

Altitude _____

(until reverser stows-locks) _____

## 9.- INADVERTENT OVERSPEED

Thrust _____

Speed Brakes _____

If airplane is in a nosedown attitude, initiate wings level pullup without exceeding structural limits (3.2 g)

## 10.- LOSS OF AIRSPEED INDICATION

Autopilot _____

Airspeed _____

Thurst _____

Speed Brakes _____

(SLOW TO 0.25 AOA WITH SPEED BRAKES EXTENDED)

## 11.- ELECTRICAL FIRE OR SMOKE

Oxygen Masks _____

Smoke Goggles _____

Mic Selectors _____

Smoke Removal Procedures _____

If Known Source:

Faulted Circuits _____

If Unknown Source

Battery _____

Master Generator Switches _____

**12.- ENVIROMENTAL SYSTEM SMOKE OR ODOR**

Oxygen Masks _____

Smoke Googles _____

Mic Selectors _____

Cabin Pressure Source _____

**13.- SMOKE REMOVAL**

Oxygen Masks _____

Smoke Googles _____

Mic Selectors _____

**14.- CABIN DECOMPRESSION**

Oxygen Masks _____

Mic Selectors _____

**15.- EMERGENCY DESCENT**

Thrust _____

Speed Brakes _____

Autopilot _____

Initiate Moderate Bank _____

## 16.- OVERPRESSURIZATION

Cabin Pressure Source _____

Oxygen Masks _____

Mic Selectors _____

## 17.- LOSS OF BOTH GENERATORS

GEN FLD and START-GEN Circuit Breakers

(AFT MAIN PANEL) _____

Generator Reset (L and R) _____

## 18.- PITCH TRIM RUNAWAY OR FAILURE ROLL TRIM RUNAWAY OR FAILURE RUDDER TRIM RUNAWAY OR FAILURE

Trim Interrupt- AP Disengage Switch _____

## 19.- POWER BRAKE FAILURE

Break Safety Wire ad Remove Guard Clip on Emergency Brake Handle

Emergency Brakes _____