



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’)	205
V _A (38.000’)	230
V _{MO} (below 8.000’)	264
V _{MO} (8.000’ a 11.000’)	264-320
V _{MO} (11.000’ a 26.000’)	320
M _{MO} (Above 26.000’)	0.785
V _{FE} /V _{FO} (Flaps 10°)	200
V _{FO} (Flaps 30°)	170
V _{FE} (Flaps 30°)	165
V _{LO} /V _{LE} (Normal Oper.)	200
V _{LO} (Emergency Oper.)	150
V _{LL}	200
V _{TIRE}	165
V _{MCA}	90
V _{MCG}	93
Max Cross Wind	25
Max Tail Wind	10

2.- Fuel (LBS)	
Type to Utilize	JET-A & A1
	USG
Wing Tanks	531,89
Fuselage Tank	214,67
Máx Usable Fuel Quantity	726,36
Máx Asymmetric Fuel T/O	100
Máx Asymmetric Fuel Landing	300

3.- Weight (LBS)		(EEW 9466,3)
Maximum TAKE-OFF		15780
Maximum LANDING		14220
MAX ZFW		12470
MAX Ext Baggage Compart		125 lb/sq ft

4.- Starter Limitations					
30	SEC	ON	5	MIN	OFF
30	SEC	ON	15	MIN	OFF
30	SEC	ON	60	MIN	OFF

5.- Altitude Limitation	
Max Operating Alt	41000
Max Alt For T/O & Landing	10000

B . - EMERGENCY PROCEDURES

1.- ENGINE FAILURE DURING TAKE OFF

a.- SPEED BELOW V_1 – TAKE OFF ABORTED

Brakes	APPLY
Thrust	IDLE
Speed Brakes	EXTEND
Thrust Reverser (s)	DEPLOY

b.- SPEED ABOVE V_1 – TAKEOFF CONTINUED

Nose Up Pitch Attitude at Rotation (V_r)	13 – 15° desired
Landing Gear (When positive climb established)	UP
Airspeed	MAINTEN V_2

2.- ENGINE FIRE

Thrust (affected engine)	IDLE
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a.- IF ENGINE FIRE PUSH switch remains illuminated:

Thrust Level (affected engine)	CUTOFF
Illuminated Engine Fire Switch	PUSH
Either Fire Bottle Switch	PUSH

3.- ENGINE FIRE DETECTOR FAILURE

Engine Fire Procedures	COMPLETE
Remaining Illuminated Engine Fire Bottle Switch	PUSH

4.- ENGINE FAILURE IN LANDING CONFIGURATION

Thrust (operating engine)	AS REQUIRED
Airspeed	Vref

5.- DUAL ENGINE FLAMEOUT

N2	VERIFY ABOVE 52%
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CAUTION

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

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

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

Brakes	APPLY
Thrust	IDLE
Speed Brakes	EXTEND
Trust Reversers	BOTH DEPLOY

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

Emergency Stow Push-Switch (affected engine)	PUSH
Nose Up Pitch Attitude at Rotation (Vr)	13-15° DESIRED
Landing Gear (when positive climb established)	UP
Airspeed	V2 (Min)
If reverser will not stow and lock:	
Thrust Lever (affected engine)	CUTOFF

8.- INADVERTENT THRUST REVERSE DEPLOYMENT IN FLIGHT

Emergency Stow Push-Switch (affected engine)	PUSH
Altitude	BELOW 30.000 FEET
Airspeed (until reverser stows-locks)	KIAS BELOW 135

9.- INADVERTENT OVERSPEED

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

10.- LOSS OF AIRSPEED INDICATION

Autopilot	DISCONNECT
Airspeed	SLOW TO AND MAINTAIN 0.2 AOA
Thurst	AS REQUIRED
Speed Brakes	AS REQUIRED
(SLOW TO 0.25 AOA WITH SPEED BRAKES EXTENDED)	

11.- ELECTRICAL FIRE OR SMOKE

Oxygen Masks	DON
Smoke Goggles	DON
Mic Selectors	OXY MIC
Smoke Removal Procedures	IF NECESSARY

If Known Source:

Faulted Circuits	ISOLATE
If Unknown Source	
Battery	EMER
Master Generator Switches	EMER

12.- ENVIROMENTAL SYSTEM SMOKE OR ODOR

Oxygen Masks	DON Smoke Goggles
DON	
Mic Selectors	OXY MIC
Cabin Pressure Source	ISOLATE SOURCE BY SELECTING L ENG OR R ENG

13.- SMOKE REMOVAL

Oxygen Masks	DON Smoke Goggles
DON	
Mic Selectors	OXY MIC

14.- CABIN DECOMPRESSION

Oxygen Masks	DON
Mic Selectors	OXY MIC

15.- EMERGENCY DESCENT

Thrust	IDLE
Speed Brakes	EXTEND
Autopilot	OFF
Initiate Moderate Bank	45° MAX

16.- OVERPRESSURIZATION

Cabin Pressure Source	OFF Oxygen Masks
DON	
Mic Selectors	OXY MIC

17.- LOSS OF BOTH GENERATORS

GEN FLD and START-GEN Circuit Breakers (AFT MAIN PANEL)	CHECK Generator Reset (L and R)
RESET-NORM	

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

Trim Interrupt- AP Disengage Switch	PUSH AND HOLD
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19.- POWER BRAKE FAILURE

Break Safety Wire and Remove Guard Clip on Emergency Brake Handle	
Emergency Brakes	APPLY GRADUALLY