



DEPARTAMENTO "SEGURIDAD OPERACIONAL"
SUBDEPARTAMENTO "LICENCIAS"

"BEECHCRAFT KING AIR B100"
CC-AVS

NOMBRE : _____ FIRMA: _____

FECHA : _____

A.- Limitaciones de Operación

1.- Velocidades (KIAS)

Va	167
Vmo	223
Vfe - Flaps APP	179
- Flaps FULL	153
Vle/Vlo	153
Vs	93
Vso	83
Vy	130
Vx	115
Vyse	125
Vxse	111
Vsse	100
Vapp	112
Max Demo Cross Wind	25

2.- Combustible (U.S. GAL)

Tipo a emplear	Jet A
Capacidad Total Util	430
Combustible de Emergencia	
AVGAS 100 LL	
AVGAS 80/87	

3.- Límites de Temperatura

Temperatura Ambiental (°C)	
Mínima a la Partida	-40
Máxima de Operación	ISA +37
Mínima de Operación	-54

4.- Pesos (Libras)

Max.Ramp Weight	11.875
MTOW	11.800
MLW	11.210
MZFW	9.600
Max. Rear Baggage	410

5.- Límites del Starter

Tiempo ON	Tiempo OFF
30 SEGS	1 MIN.
30 SEGS	1 MIN.
30 SEGS	30 MIN

6.- Límites de Generadores

Engine RPM	Loadmeter
Ground - 65%	0.80%
Ground - 70%	0.86%
Flight 96-100%	1.00%

7.- LIMITACIONES DE POTENCIA

COND	TORQUE (Lbs-PSI)	ITT (°C)	ENG SPEED (%)	OIL P° (PSIG)	OIL T° (°C)
Takeoff	1878	923	101	70-120	55-110
Max Cont	1878	923	100.5	70-120	55-110
Cruise	1878	905	96-100	70-120	55-110
Flight Idle			96-100	70-120	55-110
Ground Idle			64-97.5	40-120	-40
Max Rev		923	93	70-120	55-110
Starting		1149			-40

B.- Procedimientos de Emergencias

1.- HOT START ON GROUND

(ITT rapidly approaching redline)

Engine Start/Stop Switch **STOP**

If ITT not immediately decrease:

Fuel Cutoff/Feather Lever **FUEL CUTOFF & FEATHER**

Allow the engine to windmill to a stop. Then, to continue cooling the engine:

Start Select Switch **CRANK**

Engine Start/Stop Switch **MONETARILY TO START**

After the RPM reaches 15% or 15 seconds have passed, whichever occurs first:

Engine Start/ Stop Switch **STOP**

**2. – NACELLE FIRE ON GROUND
(ENGINE FIRE WARNING ANNUNCIATOR ILLUMINATED COMBINED WITH
VISIBLE SMOKE OR FLAMES, OR ABNORMALLY HIGH FUEL FLOW)**

Engine Start/ Stop Switches (2)	STOP
Fuel Cutoff/Feather Levers (2)	FUEL CUTOFF & FEATHER
Fuel Firewall Valves (2)	CLOSED
Standby Pumps	OFF
Battery and Generator Switches	OFF
Engine Fire Extinguisher	ACTUATE
Airplane	EVACUATE
Handheld Fire Extinguisher	ACTUATE (as required)

3. - ENGINE FAILURE DURING TAKEOFF- TAKEOFF ABORTED

NOTE: This procedure may also be used for an aborted takeoff caused by reasons other than engine failure.

Power Levers	REVERSE
Brakes	AS REQUIRED

If Insufficient runway remains for stopping:

Engine Start/ Stop Switches	STOP
Battery and Generator Switches	OFF
Fuel Firewall Valves	CLOSED
Standby Pumps	OFF

4. – ENGINE FAILURE DURING TAKEOFF- TAKEOFF CONTINUED

CAUTION: For some combinations of airports elevation, OAT, and aircraft weight, a continued takeoff with an engine failure may be impossible. Then only option will be to land straight ahead.

Power (Speed Levers FULL FORWARD)	MAXIMUM
Landing Gear	UP
Airspeed	MAINTAIN TAKEOFF SPEED
Inoperative Engine (Do not retard power lever)	IDENTIFY.
Fuel Cutoff/Feather Lever	FUEL CUTOFF & FEATHER
Airspeed (at 400' AGL, minimum)	ACCELERATE TO 111 KIAS OR HIGHER
Flaps	UP
Clean-up inoperative engine after reaching at least 1.000 feet AGL	

5. – CONFIRMED ENGINE FIRE IN FLIGHT

Fuel Cutoff/ Feather Lever	FUEL CUTOFF & FEATHER
Fuel Firewall Valve	CLOSED
Fire Extinguisher	ACTUATE AS REQUIRED
Continue with	ENGINE FAILURE IN FLIGHT

6. – ENGINE FAILURE IN FLIGHT

Power	AS REQUIRED
Yaw Damp	OFF
Speed Levers	FULL FORWARD
Flaps	CONSIDERED (UP, if in doubt)
Gear	CONSIDERED (UP, if in doubt)
Inoperative Engine	IDENTIFY (Do not retard power lever.)
For the inoperative engine:	
Fuel Cutoff/ Feather Lever	FUEL CUTOFF & FEATHER

7. – EMERGENCY DESCENT

Oxygen	AS REQUIRED
Power Levers	FLIGHT IDLE
Speed Levers	FULL FORWARD
Flaps	APPROACH (179 KTS MAX)
Landing Gear	DOWN (153 KTS MAX)
Airspeed	153 kts.