DEPARTAMENTO SEGURIDAD OPERACIONAL
SUBDEPARTAMENTO LICENCIAS

EXAMEN DE SISTEMAS PARA HABILITACIÓN DE TIPO

"BEECHCRAFT SUPER KING AIR B350 ER"

"INVERSIONES PUNTA BRAVA"

(Abril 2026)

BIBLIOGRAFÍA

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1.- The cabin entry AIR STAIR DOOR is secured for flight by which of the following devices?

a) 4 micro-switches and 4 bayonet pin latching bolts.

b) 4 micro-switches and 2 upper door latching hooks.

c) 4 bayonet pin latching bolts and 2 upper door latching hooks.

d) 6 rotating hollow crescent latches.

2.- Compliance with which graph shows the aircraft can accelerate to V1, lose an engine, and climb as certified?

a) Accelerate-Go.

b) Take-off Field Length.

c) Close-in Take-off Flight Path.

d) Maximum Take-off Weight to Achieve Take-off Climb.

3.- When must you comply with the Maximum Take-off Weight to Achieve to Take-off Climb Requirements Graft?

a) At any Take-off weight.

b) At Take-off weight above 12,500 lbs.

c) At Take-off weight above 13,500 lbs.

d) None of the above.

4.- Testing the FIRE DETECTION system checks which of the following components?

a) The physical integrity of the sensing tube.

b) The operational status of the responder unit.

c) Electrical continuity in the sensor system.

d) All of the above.

5.- Which of the following conditions is required to illuminate a [FIRE WARNING] annunciation?

a) A nacelle fuel tank fire.

b) An over-temp condition.

c) An ITT exceeding 110°C.

d) Any temperature above 300°C.

6.- Before you can discharge the FIRE EXTINGUISHER, which condition must first be met?

a) Firewall Fuel Valve button pushed.

b) Firewall Fuel Valve Closed.

c) [FIRE WARNING] annunciator illuminated.

d) All of the above.

7.- The engine accessory section is driven by which of the following?

a) The N1 shaft.

b) The N2 shaft.

c) The starter shaft.

d) The power turbine shaft.

8.- Which of the following statements best describes fuel flow indication?

a) The fuel flow gauges are DC powered.

b) The gauges indicate fuel flow out of the nacelle tank:

c) The gauges indicate fuel flow to the high pressure fuel pump.

d) The gauges indicate fuel flow through the engine driver boost pump.

9.- Which engine gauges will continue to indicate with a total electrical failure?

a) ITT, Fuel Flow, Prop RPM.

b) ITT, N1 RPM, Prop RPM.

c) Torque, Fuel Flow, Oil, Pressure Temperature.

d) None of the gauges.

10.- OIL IN THE PT6A-60A ENGINE PERFORMS WHICH OF THE FOLLOWING FUNCTIONS?

a) Engine lubrication; feather the prop; heat the fuel.

b) Feather the prop; heat the fuel; provide torque indication.

c) Engine lubrication; feather the prop; provide torque indication.

d) Engine lubrication; heat the fuel; provide torque indication.

11.- WHAT IS THE PURPOSE OF HAVING A FLIGHT LOW PITCH STOP SETTING?

a) To prevent excessive propeller RPM.

b) To prevent excessive propeller drag in flight.

c) To keep the propeller speed above 1050 RPM.

d) To prevent the propeller from feathering when the power levers are retarded.

12.- AN ILLUMINED [PROP PITCH] ANNUNCIATOR INDICATES WHICH OF THE FOLLOWING CONDITIONS.

a) The REVERSE power range is ready for use.

b) The pilot has selected the GROUND LOW PITCH setting.

c) The aircraft weight is felt on the right main gear safety switch.

d) The propeller blade angle has decreased below the low pitch stop.

13.- THE PURPOSE OF THE GROUND LOW PITCH STOP IS BEST DESCRIBED BY WHICH OF THE FOLLOWING STATEMENTS?

a) Prevents excessive thrust in flight and allows the prop to feather after engine shutdown.

b) Prevents excessive thrust on the ground and keeps prop rpm above the resonance range.

c) Keeps prop rpm below 1050 rpm and prevents excessive thrust on the ground.

d) Keeps prop rpm above the resonance range and prevents prop feathering after engine shutdown.

14.- WHAT ACTIONS IS INITIATED BY THE FUEL TOPPING GOVERNOR TO LIMIT PROP RPM?

a) P3 air pressure is reduce to the fuel control.

b) Fuel pressure is used to reduce propeller blade angle.

c) The pilot valve is opened to reduce oil pressure in the propeller dome.

d) The beta valve is opened to increase oil pressure to the propeller dome.

15.- WHICH QUANTITY IS INDICATED WHEN THE FUEL QUANTITY SWITCH IS IN THE CENTER POSITION?

a) Fuel quantity in the wings.

b) Fuel quantity in the aircraft.

c) Fuel quantity in the AUX TANKS.

d) Fuel quantity in the MAIN TANKS.

16.- ILUMINATION OF A [FUEL QUANTITY] ANNUNCIATOR INDICATES WHITCH OF THE FOLLOWING CONDITIONS?

a) There is less than 265 lbs. of fuel remaining.

b) The main fuel tank indicators have reached the yellow arc on the gauge.

c) There is less than 30 minutes of fuel remaining at cruise power setting.

d) There is less than 30 minutes of fuel remaining at max. continuous power setting.

17.- WITH FUEL IN THE AUXILIARY FUEL TANK. WHICH OF THE FOLLOWING OPTIONS IS ASSURED WHEN THE [NO FUEL TRANSER] ANNUNCIATOR EXTINGUISHES AFTER ENGINE START?

a) Fuel is being drawn from the wing tanks.

b) Nothing until the Standby Boost Pump is turned on.

c) Fuel is being transferred from the nacelle tank to the auxiliary tank.

d) The motive flow valve has opened and there is fuel pressure in the motive flow line.

18.- WHAT ARE THE FUNCTIONS OF THE STANDBY BOOST PUMP?

a) Provide Motive Flow Pressure in the event of engine driven boost pump failure.

b) Provide fuel to the FCU in the event of high-pressure fuel pump failure.

c) Crossfeed fuel from one side of the aircraft to the opposite engine.

d) A and C.

19.- ILUMINATION OF THE GREEN [CROSSFEED] ANNUNCIATOR INDICATES WHICH OF THE FOLLOWING CONDITIONS?

a) The Crossfeed Valve is open.

b) The Crossfeed system has been selected.

c) Fuel is being pumped to the opposite engine.

d) Fuel is being transferred from the auxiliary tank to the nacelle tank.

20.- IS THE GENERATOR BUS TIES WERE MANUALLY CLOSED BEFORE ENGINE START, WHICH OF THE FOLLOWING ACTIONS WOULD EXTINGUISH THE [MAN TIES CLOSED] ANNUNCIATOR AFTER START?

a) Placing a generator on line.

b) Applying external power to the aircraft.

c) Placing the GEN TIES SWITCH in the OFF position.

d) Selecting the BUS SENSE SWITCH to RESET momentarily.

21.- WHICH STATEMENT IS TRUE IF THE STARTER SWITCH WAS LEFT ON FOR A FEW MINUTES AFTER ENGINE START?

a) The starter must be replaced withing 10 hours.

b) The starter limitations have all been exceeded.

c) The starter should be inspected as soon as possible.

d) The starter switch should be moved to the OFF position and the generator placed on line.

22.- WHICH STATEMENT IS TRUE CONCERNING A DUAL GENERATOR LOAD SHED SITUATION?

a) Items with a white circle around their switch are inoperable.

b) Items with a white circle around their switch are operable.

c) Co-pilot panel circuit breakers located along a white line are operable.

d) Co-pilot panel circuit breakers located along a white line are inoperable.

23.- WITH OAT GREATER THAN 10°. WHICH OF THE FOLLOWING SWITCH POSITIONS IS REQUIRED FOR TAKE-OFF?

a) ENVIR BLEED AIR -LOW.

b) ENVIR BLEED AIR - NORM.

c) BLEED AIR VALVES - OPEN.

d) BLEED AIR VALVES – ENVIRO OFF.

24.- SELECTING DUMP WITH THE CABIN PRESS SWITCH AL FL200 WILL CAUSE WHICH OF THE FOLLOWING TO OCCUR?

a) Cabin altitude climbs rapidly to 20.000 feet.

b) The ram air door opens to dump cabin pressure.

c) Cabin altitude climbs to approximately 13.500 feet.

d) The pressurization flow pack environmental valve closes.

25.- WHICH OF THE FOLLOWING ACTIONS WILL OCCUR IF THE CABIN PRESS SWITCH IS INADVERTENTLY MOVED FROM PRESS POSITION TO THE TEST POSITION IN FLIGHT?

a) Nothing.

b) The cabin altitude will climb at a rate equal to 6.6 psid.

c) The airstair door will inflate and the CABIN PRESET SOLENOID will open.

d) The cabin will be driven into a descent to test pressurization.

26.- AT WHICH OF THE FOLLOWING ALTITUDES WILL THE RED WARNING ANNUNCIATOR ILLUMINATE TO SHOW RISING CABIN ALTITUDE?

a) 10,000 Ft.

b) 12,000 Ft.

c) 12,500 FT.

d) 13,500 Ft.

27.- THE MAXIMUM ZERO FUEL WEIGHT OF THE AIRCRAFT IS?

a) 12,500 Lb.

b) 13,000 Lb.

c) 15.500 Lb.

d) 15,600 Lb.

28.- THE MAXIMUN LANDING WEIGHT OF THE AIRCFRAT IS?

a) 15,675 Lb.

b) 15,000 Lb.

c) 15,600 Lb.

d) 13,000 Lb.

29.- THE ENVIROMENT FLOW CONTROL PACKS PROVIDE AIR TO THE CABIN FOR WHAT PURPOSE?

a) Side window defogging.

b) Pressurization.

c) Environmental temperature control.

d) B and C.

30.- WHICH OF THE FOLLOWING SITUATIONS WILL DEPLOY THE FIRST AID OXYGEN MASK?

a) When the cabin altitude exceeds 12,000 feet.

b) When the cabin altitude exceeds 12,500 feet.

c) When the overhead access door is manually pulled opened.

d) When the Passenger Manual Dropout Handle is pulled.

31.- WHAT IS THE APPROXIMATE USEABLE O2 DURATION IN CRUISE AT FL230, ISA +31 C WITH 8 PASSENGERS, 2 PILOTS AND A 77 FT O2 BOTTLE READING 1300 PSI?

a) 22 minutes.

b) 28 minutes.

c) 32 minutes.

d) 36 minutes.

32.- WHAT WILL PNEUMATIC AIR SUPPLIES PRESSURE TO ACCOMPLISH WHICH OF THE FOLLOWING TASKS?

a) Inflate the Surface De-Ice boots.

b) Operate the Brake De-Ice system.

c) Determine when the Rudder Boost should activate.

d) Illuminate the [BLEED AIR] warning lights.

33.- WHAT WILL HAPPEN IF THE 18 PSI REGULATOR IN THE PNEUMATIC AND VACUUM SYSTEM FAILS TO THE RELIEF MODE?

a) The pneumatic pressure will be approximately 21 PSI.

b) The cabin attitude will climb at approximately 1800 to 2500 feet per minute.

c) The Schrader Valves in the Outflow and Safety Valves will prevent excessive pressurization.

d) The Airstair Door Seal will deflate, and the pressurization controller will fail.

34.- WHICH OF THE FOLLOWING CAUSES THE RUDDER BOOST TO ACTIVE WITH AN ENGINE FAILURE?

a) Difference between left and right engine unregulated pneumatic air.

b) Difference between left and right engine environmental air.

c) Difference between left and right engine torque.

d) Difference left and right engine 18 psi regulated pneumatic air.

35.- WHICH OF THE FOLLOWING INDICATES A SUCCESSFUL RUDDER BOOST TEST?

a) Left Power Lever forward, Right Rudder Pedal forward.

b) Right Power Level forward, Left Rudder Pedal forward

c) Right Power Lever forward, Right Rudder Pedal forward.

d) Left Power Lever forward, [RUDDER BOOST] annunciator illuminated.

36.- WHICH OF THE FOLLOWING SYSTEMS ARE REQUIRED TO BE ACTIVATED DURING FLIGHT IN ICING CONDITIONS?

a) Auto-Ignition and Windshield Heat.

b) Auto-Ignition, Prop De-Ice and Windshield Heat.

c) Auto-Ignition and Engine Anti-Ice Vanes.

d) Prop De-Ice and Engine Anti-Ice Vanes.

37.- UNDER WHAT CONDITIONS SHOULD THE ENGINE ANTI-ICE VANES BE EXTENDED?

a) All ground operations.

b) + 5°C ambient temperature in visible moisture.

c) + 5°C IOAT in visible moisture.

d) A and B.

38.- WHAT IS THE MAXIMUM APPROACH FLAP EXTENSION SPEED?

a) 166 KIAS.

b) 202 KIAS.

c) 158 KIAS.

d) The small white triangle on the airspeed indicator.

39.- AFTER A FULL-FLAPS LANDING, THE FLAP HANDLE IS RAISED TO THE APPROACH POSITION. WHAT WILL THE FLAPS DO?

a) The flaps will not move.

b) The flaps will retract and stop at the approach position.

c) The flaps will fully retract and then extend to the approach position.

d) The flaps will move as selected unless the flap position transducer is inoperative.

40.- WHICH OF THE LISTED POWER SOURCES ARE REQUIERED TO OPERATE THE LANDING GEAR SYSTEM?

a) Left Generator and Triple Fed Bus.

b) Right Generator and Triple Fed Bus.

c) Center and Triple Fed Bus.

d) Center Bus only.

41.- AFTER THE LANDING GEAR HANDLE IS MOVED UP, WHAT MUST ALSO HAPPEN TO BEGIN THE RETRACTION SEQUENCE?

a) [HYD FLUID LOW] annunciator extinguished and weight off the left landing gear safety switch.

b) [HYD FLUID LOW] annunciator extinguished and weight off the right Landing Gear Safety Switch.

c) Weight must be off the left and right Landing Gear Safety Switches.

d) Weight must be off all three-landing gear.

42.- IF NORMAL LANDING GEAR EXTENSION IS ATTEMPTED WITH A [HYD FLUID LOW] ANNUNCIATOR ILLUMINATED, WHICH OF THE FOLLOWING SCENARIOS WILL MOST LIKELY OCCUR?

a) The landing gear motor will not operate.

b) Use of the standby (manual) reservoir may render the brakes inoperative.

c) The landing gear may not fully extend without the use of the manual hand pump.

d) The landing gear will extend normally but the manual extension system will not work.

43.- WITH ONLY TWO GREEN LANDING GEAR INDICATORS ILLUMINATED, WHICH INDICATIONS REINFORCE THE PROBABILITY THAT ALL GEAR ARE DOWN AND LOCKED?

a) [HYD FLUID LOW] and [RVS NOT READY] annunciators extinguished.

b) [HYD FLUID LOW] annunciator is extinguished and the landing gear Warning Horn does not sound with flaps at FULL.

c) [RVS NOT READY] annunciator is extinguished and the Gear Handle Red Light remains extinguished with power levers below 86° N1.

d) The landing gear Warning Horn does not sound when flaps are fully extended, and the Gear Handle Red Light remains extinguished with power levers below 86% N1.

44.- WHICH STATEMENT IS TRUE REGARDING THE TWO EXIT LIGHTS MOUNTED IN THE CABIN HEADLINER?

a) The lights are activated by the Instrument Emergency Light switch.

b) Each light is powered only by a set of internal flashlight type batteries.

c) The lights are activated by the Cabin Entry Threshold Lights switch.

d) Each light has 2 light sources and can be activated by a rapid deceleration.

45.- WHAT IS THE REASON FOR NOT HOLDING STEADY PRESSURE ON THE INBOARD BRAKE PEDAL WHILE TURNING?

a) It may cause excessive rudder deflection.

b) It may roll the outboard tires off the rims.

c) It may induce a twisting action on the strut, inflicting serious damage.

d) It may distort the soft metal block on the rear of the nosewheel strut.

46.- IF THE PILOT´S PITOT TUBE BECOMES COMPLETELY BLOCKED AT ROTATION. WHAT WOULD BE TRUE DURING THE CLIMB?

a) The indicated airspeed will increase.

b) The indicate airspeed will decrease.

c) The indicate airspeed will continuously read the speed of rotation.

d) The Air Data Computer will compensate for changes in the airspeed indication.

47.- WHICH OF THE FOLLOWING STATEMENTS IS TRUE WHEN SELECTING ALTERNATE STATIC AIR SOURCE?

a) The aircraft is approximately 7 knots faster and 70 feet lower than indicated.

b) The aircraft is approximately 7 knots faster and 70 feet higher than indicated.

c) The aircraft is approximately 7 knots slower and 70 feet lower than indicate.

d) The aircraft is approximately 7 knots slower and 70 feet higher than indicated.

48.- WHICH STATEMENT BEST DESCRIBES THE AVIONICS SYSTEM RESPONSE TO A LOSS OF TRIPLE FED BUS POWER?

a) COMM 1 and NAV1 will be inoperative.

b) Pulling the avionics circuit breaker will restore operation of all radios.

c) Selecting AUDIO EMER will restore operation of all radios.

d) All radios will be inoperative except for the GROUND COMM backup function.

49.- THE FLIGHT DIRECTOR “GA” FUNCTION WILL INDICATE APPROXIMATELY?

a) Seven degrees of pitch.

b) Nine degrees of pitch.

c) Five degrees of pitch.

d) Four degrees of pitch.

50.- IF THE AVIONICS MASTER POWER SWITCH SHOULD FAIL IN THE OFF POSITION, WHICH OF THE FOLLOWING PROCEDURES SHOULD BE FOLLOWED TO APPLY POWER TO THE AIRCRAFT AVIONICS SYSTEM?

a) Pull the AVIONICS MASTER POWER circuit breaker.

b) Pull the pilot´s and copilot´s AUDIO circuit breaker.

c) Depress the GROUND COMM switch to restore power.

d) Select AUDIO EMER on the Avionics Control Panel.