



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“BEECHCRAFT KING AIR A-100”
(1990)

A.- Limitaciones de Operación

| 1.- Limitaciones de Velocidad | |
|-------------------------------|----------|
| | KCAS |
| Va | 170 |
| Vb | 170 |
| Vne | |
| Vmo | 226 |
| Vfe 10° | |
| Vfo | 75 – 140 |
| Vle | 156 |
| Vlo | 130 |
| Vmca 10° | 85 |
| Vs | 90 |
| Vso | 75 |
| Vx | 100 |
| Vy | 120 |
| Vsse | |
| Vxse | 113 |
| Vyse | 120 |
| Vr | |
| Vplaneo | |
| Vapp (Full Flaps) | 99 |
| Max Cross Wind | 25 |

2.- Combustible (U.S. GAL)

| | |
|------------------------------|------|
| Tipo a Utilizar | JP-1 |
| Capacidad Total | 470 |
| Combustible Usable | |
| Presión de Combustible (PSI) | |
| Mínima | |
| Máxima | |

3.- Pesos (LBS)

| | |
|-----------------|--------|
| Máximo TAKE-OFF | 11.500 |
| Baggage FWD | |
| Baggage AFT | 410 |

4.- Starter Limitations

| | | | | | |
|----|---------|----|----|---------|-----|
| 40 | Seconds | ON | 60 | Seconds | OFF |
| 40 | Seconds | ON | 60 | Seconds | OFF |
| 40 | Seconds | ON | 30 | Minutes | OFF |

B.- Emergencies Procedures

1.- ENGINE FAILURE DURING TAKE-OFF

a. - Below Take-off Speed:

| | |
|------------------|------------------------|
| Power | IDLE |
| Brakes | AS REQUIRED |
| Operative Engine | MAXIMUM REVERSE |

If Insufficient Runway remains for stopping:

| | |
|----------------------|----------------|
| Condition Lever | CUT-OFF |
| Fuel Firewall Valves | CLOSED |
| Electrical Power | OFF |

b. - If aircraft is airborne and conditions preclude an immediate landing:

| | |
|--------------------------------|----------------------------------|
| Power | MAXIMUM ALLOWABLE. |
| Propeller RPM | FULL INCREASE |
| Airspeed | MAINTAIN |
| Landing Gear | UP |
| Confirm | INOPERATIVE ENGINE |
| Propeller (Inoperative Engine) | FEATHERED |
| Airspeed | BEST ANGLE OF CLIMB SPEED |
| Flaps | UP |
| Airspeed | BEST RATE OD CLIMB SPEED |

2. - ENGINE FAILURE OR FIRE IN FLIGHT

a. - Affected Engine:

| | |
|---------------------|------------------------|
| Power lever | IDLE |
| Propeller | FEATHER |
| Condition lever | CUT-OFF |
| Fuel Firewall Valve | CLOSED |
| Bleed Air Valve | AS REQUIRED |
| Fire Extinguisher | ACTUATE (if installed) |

3. - ENGINE FLAME OUT (2ND Engine)

a. - Affected Engine:

| | |
|-----------------|----------------------|
| Power lever | IDLE |
| Propeller | DO NOT FEATHER |
| Condition lever | CUT-OFF |
| Conduct | AIR START PROCEDURES |

4. - ENGINE FAILURE IN FLIGHT BELOW V_{MCA}

| | |
|-----------------|---|
| Reduce Power | OPERATIVE ENGINE AS REQUIRED TO MAINTAIN CONTROL |
| Lower Nose | TO ACCELERATE ABOVE V_{MCA} |
| Power | AS REQUIRED |
| Power lever | IDLE (INOPERATIVE ENGINE) |
| Propeller | FEATHER |
| Condition lever | CUT-OFF |

5. - ENGINE FIRE ON GROUND

a. - Affected Engine:

| | |
|---------------------|------------------------|
| Condition lever | CUT-OFF |
| Fuel Firewall Valve | CLOSED |
| Starter Switch | STARTER ONLY |
| Fire Extinguisher | ACTUATE (if installed) |

6. – EMERGENCY DESCENT PROCEDURE

| | |
|--------------|--------------------|
| Power lever | IDLE |
| Propeller | FULL INCREASE RPM |
| Wing Flaps | APPROACH |
| Landing Gear | EXTEND |
| Airspeed | 156 KNOTS, MAXIMUM |