



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“BEECHCRAFT SUPER KING AIR BE-200”

“AEROTRANSPORTE LA ARAUCANÍA”

“CC-ACV”

A.- Limitaciones de Operación

| 1.- Limitaciones (KIAS) | |
|--------------------------------|-------------|
| Va | 181 |
| Vb | 170 |
| Vmo | 259 |
| Mmo (Mach) | 0.52 |
| Vfe Approach 40% | 200 |
| Vfe Full Down 100% | 157 |
| Vmca (Hartzell) | 86 |
| Vs | 99 |
| Vso | 75 |
| Vx | 100 |
| Vy | 125 |
| Vyse | 121 |
| V ₁ | 95 |
| Vapp | 103 |
| Max Cross Wind | 25 |

| 2.- Combustible (US GAL) | |
|---------------------------------|----------------|
| Tipo a Utilizar | JET A-1 |
| Capacidad Total | 544 |

| 3.- Pesos (LBS) | |
|------------------------|---------------|
| Máximo TAKE-OFF | 12.500 |
| Máximo LANDING | 12.500 |
| MAX ZFW | 10.400 |

| 4.- Starter Limitations | | | | | |
|--------------------------------|------------|-----------|-----------|------------|------------|
| 40 | SEC | ON | 60 | SEC | OFF |
| 40 | SEC | ON | 60 | SEC | OFF |
| 40 | SEC | ON | 30 | MIN | OFF |

B.- Emergencies Procedures

1-. ENGINE FAILURE

Affected Engine:

Condition Lever

Prop Lever

Firewall Shutoff Valve

Fire Extinguisher (if installed) (if fire warning persists)

CUTOFF

FEATHER

CLOSE

ACTUATE

2-. ENGINE FIRE ON GROUND

Affected Engine:

Condition Lever

Firewall Shutoff Valve

Starter Switch

If Fire Warning Persists:

Fire Extinguisher (if installed)

CUTOFF

CLOSE

STARTER ONLY

ACTUATE

3-. ENGINE FAILURE

Power levers

Brakes

Operative engine

IDLE

AS REQUIRED

MAXIMUM REVERSE

a.- If insufficient runway remains for stopping:

Condition Levers

Firewall Shutoff Valves

Master switch

CUTOFF

CLOSE

OFF (Gang bar down)

4-. ENGINE FAILURE AFTER LIFT OFF

| | |
|---|---|
| Power | MAXIMUM ALLOWABLE |
| Airspeed | MAINTAIN (take-off speed or above) |
| Landing Gear | UP |
| Prop Lever (inoperative engine) | FEATHER |
| Airspeed (After obstacle clearance altitude is reached) | Vyse |

5-. ENGINE FAILURE IN FLIGHT BELOW AIR MINIMUM CONTROL SPEED (V_{MCA})

| | |
|-------|---|
| Power | REDUCE AS REQUIRED TO MAINTAIN CONTROL |
| Nose | LOWER TO ACCELERATE ABOVE V_{MCA} |

6-. ENGINE FLAMEOUT (2ND ENGINE)

| | |
|--|-----------------------|
| Power Lever | IDLE |
| Prop Lever | DO NOT FEATHER |
| Condition Lever | FUEL CUTOFF |
| Conduct Air Start Procedures in ABNORMAL PROCEDURES | |

7-. EMERGENCY DESCENT

| | |
|------------------|--------------------------|
| Power Levers | IDLE |
| Propeller Levers | FULL FORWARD |
| Flaps | APPROACH |
| Landing Gear | EXTEND |
| Airspeed | 181 KNOTS MAXIMUM |

8- UNSCHEDULED ELECTRIC ELEVATOR TRIM ACTIVATED

Airplane Attitude

MAINTAIN (Using elevator control)

Control Wheel Disconnect Switch

DEPRESS FULLY (2ND Level)

9- BLEED AIR LINE FAILURE WARNING SYSTEM (L or R AIR FAIL Annunciator)

Bleed Air Valve (Affected Engine)

INST & ENVIRONMENT OFF

[L BL AIR OFF] or [R BL AIR OFF]-ILLUMINATED

Engine Instruments

MONITOR

10- SPINS

Control Column

FULL FORWARD

Full Rudder

AILERONS NEUTRAL

OPPOSITE THE DIRECTION OF SPIN

Power Levers

IDLE

Rudder

NEUTRALIZE WHEN

ROTATION STOPS

Execute a Smooth Pullout