



**DEPARTAMENTO “SEGURIDAD OPERACIONAL”  
SUBDEPARTAMENTO “LICENCIAS”  
SECCIÓN EVALUACIONES**

**“BEEHCRAFT SUPER KING AIR B-200GT”  
“CARABINEROS DE CHILE”**

NOMBRE : \_\_\_\_\_ FIRMA: \_\_\_\_\_

FECHA : \_\_\_\_\_

**A.- Limitaciones de Operación**

<b>1.- Limitaciones (KIAS)</b>	
Va	
Vmo	
Mmo (Mach)	
Vle	
Vlo extensión	
Vlo retraction	
Vfe Approach 40%	
Vfe Full Down 100%	
Vmca (Hartzell)	
Vs	
Vso	
Vx	
Vy	
Vxse	
Vyse	
V <sub>1</sub>	
Emergency Descent	
Max Range Glide	
Vapp	
Max Cross Wind	

<b>2.- Combustible (U.S. GAL)</b>	
Tipo a Utilizar	
Capacidad Total Usable	
Each Main Fuel Tank System	
Each AUX Fuel tank	
Fuel imbalance	

<b>3.- Pesos (LBS)</b>	
Máximo RAMP	
Máximo TAKE-OFF	
Máximo LANDING	
Máximo Zero Fuel Weight	

<b>4.- Starter Limitations</b>					

**B.- Emergencies Procedures**

**1.- ENGINE FAILURE IN FLIGHT OR FIRE IN FLIGHT**

a.- Affected engine:

Condition Lever

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Prop Lever

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Firewall Shutoff Valve

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

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**2.- ENGINE FIRE ON GROUND**

a.- Affected engine:

Condition Lever

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Firewall Shutoff Valve

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Ignition and Engine Start

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b.- If Fire Warning Persists:

Fire Extinguisher (if installed)

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**3.- ENGINE SHUTDOWN ON THE GROUND**

Condition Levers

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Prop Levers

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Firewall Shutoff Valves

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Master Switch (gang bar)

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ESIS POWER

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**4. ENGINE FAILURE DURING TAKEOFF (AT OR BELOW V<sub>1</sub>) TAKEOFF ABORTED**

Power levers \_\_\_\_\_

Brakes \_\_\_\_\_

Operative engine \_\_\_\_\_

a.- If insufficient runway remains for stopping:

Condition Levers \_\_\_\_\_

Firewall Shutoff Valves \_\_\_\_\_

Master switch \_\_\_\_\_

**5. ENGINE FAILURE DURING TAKEOFF (AT OR ABOVE V<sub>1</sub>) TAKEOFF CONTINUED**

Power \_\_\_\_\_

Airspeed \_\_\_\_\_

Landing Gear \_\_\_\_\_

Prop Lever (inoperative engine) \_\_\_\_\_

(or verify FEATHERED if autofeather is installed)

Airspeed (After obstacle clearance altitude is reached) \_\_\_\_\_

**6. ENGINE FAILURE IN FLIGHT BELOW AIR MINIMUM CONTROL SPEED (V<sub>MCA</sub>)**

Power \_\_\_\_\_

Nose \_\_\_\_\_

**7. ENGINE FLAMEOUT (2ND ENGINE)**

Power Lever \_\_\_\_\_

Prop Lever \_\_\_\_\_

Condition Lever \_\_\_\_\_

Conduct Air Start Procedures in ABNORMAL PROCEDURES

**8-. ELECTRICAL SMOKE OR FIRE**

Oxygen System Ready

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Mask Selector Switch

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Mic Selector

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**9-. ENVIRONMENTAL SYSTEM SMOKE OR FUMES**

Oxygen MASK (S)

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Mask Selector Switch

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Mic Selector

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**10-. EMERGENCY DESCENT**

Power Levers

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Prop Levers

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Flaps ( 200 KTS MAX.)

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Landing Gear ( 181 KTS MAX )

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Airspeed

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**11-. GLIDE**

Landing Gear

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Flaps

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Props

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Airspeed

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**12-. DUAL GENERATOR FAILURE**

Generators

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a.- If Either Generator Will Reset:

Operating Generator Loadmeter

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**13-. UNSCHEDULED ELECTRIC ELEVATOR TRIM**

Airplane Attitude

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Control Wheel Disconnect Switch

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2<sup>nd</sup> level, ELECT TRIM OFF Annunciator

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**14-. UNSCHEDULED RUDDER BOOST ACTIVATION**

Directional control

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Rudder boost

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**15-. USE OF OXYGEN**

Cabin Pressure Altitude

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1.- Oxygen System Ready

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2.- Mic Selector

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**16-. PRESSURIZATION LOSS (ALT WARN Annunciator)**

Oxygen

1.- Oxygen MASK(S)

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2.- Mic Selector

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3.- Passenger Manual Drop Out

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4.- Descend

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**17-. HIGH DIFFERENTIAL PRESSURE (Cabin Differential Pressure Exceeds 6.6 psi)**

Bleed Air Valves

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Oxygen (Crew and Passengers)

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Descend

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**18-. SPINS**

Control Column

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Full Rudder

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Power Levers

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Rudder

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Execute a Smooth Pullout

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