



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

**“BEECHCRAFT SUPER KING AIR B-200GT”
“EMPRESA AÉREAS AEROSERVICIOS CONIMEX”**

A.- Limitaciones de Operación

1.- Limitaciones (KIAS)	
Va	181
Vmo	259
Mmo (Mach)	0.52
Vle	181
Vlo extensión	181
Vlo retraction	163
Vfe Approach 40%	200
Vfe Full Down 100%	157
Vmca (Hartzell)	86
Vs	99
Vso	75
Vx	100
Vy	125
Vxse	115
Vyse	121
V ₁	95
Emergency Descent	181
Max Range Glide	135
Vapp	103
Max Cross Wind	25

2.- Combustible (U.S. GAL)	
Tipo a Utilizar	JET A-1
Capacidad Total Usable	544
Each Main Fuel Tank System	193
Each AUX Fuel tank	79
Fuel imbalance	1.000 lbs

3.- Pesos (LBS)	
Máximo RAMP	12.590
Máximo TAKE-OFF	12.500
Máximo LANDING	12.500
Máximo Zero Fuel Weight	11.000

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 IN FLIGHT OR FIRE IN FLIGHT

a.- Affected engine:

Condition Lever	FUEL CUTOFF
Prop Lever	FEATHER
Firewall Shutoff Valve	CLOSE
Fire Extinguisher (if installed) (if fire warning persists)	ACTUATE

2.- ENGINE FIRE ON GROUND

a.- Affected engine:

Condition Lever	FUEL CUTOFF
Firewall Shutoff Valve	CLOSE
Ignition and Engine Start	STARTER ONLY

b.- If Fire Warning Persists:

Fire Extinguisher (if installed)	ACTUATE
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3.- ENGINE SHUTDOWN ON THE GROUND

Condition Levers	FUEL CUTOFF
Prop Levers	FEATHER
Firewall Shutoff Valves	CLOSE
Master Switch (gang bar)	OFF
ESIS POWER	OFF

4-. ENGINE FAILURE DURING TAKEOFF (AT OR BELOW V_1) TAKEOFF ABORTED

Power levers	GROUND FINE
Brakes	AS REQUIRED TO ACHIEVE STOPPING DISTANCE
Operative engine	MAXIMUM REVERSE

a.- If insufficient runway remains for stopping:

Condition Levers	FUEL CUTOFF
Firewall Shutoff Valves	CLOSE
Master switch	OFF (Gang bar down)

5-. ENGINE FAILURE DURING TAKEOFF (AT OR ABOVE V_1) TAKEOFF CONTINUED

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

6-. 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}

7-. ENGINE FLAMEOUT (2ND ENGINE)

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

8-. ELECTRICAL SMOKE OR FIRE

Oxygen System Ready
Mask Selector Switch
Mic Selector

CONFIRM ON
EMERGENCY Position
OXYGEN MASK

9-. ENVIRONMENTAL SYSTEM SMOKE OR FUMES

Oxygen MASK (S)
Mask Selector Switch
Mic Selector

CONFIRM DOW
EMERGENCY Position
OXYGEN MASK

10-. EMERGENCY DESCENT

Power Levers
Prop Levers
Flaps (200 KTS MAX.)
Landing Gear (181 KTS MAX)
Airspeed

IDLE
FULL FORWARD
APPROACH
DOWN
181 KNOTS MAXIMUM

11-. GLIDE

Landing Gear
Flaps
Props
Airspeed

UP
UP
FEATHERED
135 KNOTS

12-. DUAL GENERATOR FAILURE

Generators
a.- If Either Generator Will Reset:
Operating Generator Loadmeter

RESET, THEN ON

DO NOT EXCEED 100%
(88% above 31,000 feet)

13-. UNSCHEDULED ELECTRIC ELEVATOR TRIM

Airplane Attitude

MAINTAIN (Using elevator control)

Control Wheel Disconnect Switch

FULLY DEPRESS

2nd level, ELECT TRIM OFF Annunciator

ILLUMINATED

14-. UNSCHEDULED RUDDER BOOST ACTIVATION

Directional control

MAINTAIN USING RUDDER
PEDALS

Rudder boost

OFF

15-. USE OF OXYGEN

Cabin Pressure Altitude

TUC

1.- Oxygen System Ready

CONFIRM ON

2.- Mic Selector

OXYGEN MASK

16-. PRESSURIZATION LOSS (ALT WARN Annunciator)

Oxygen

1.- Oxygen MASK(S)

CONFIRM ON

2.- Mic Selector

OXYGEN MASK

3.- Passenger Manual Drop Out

PULL ON

4.- Descend

AS REQUIRED

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

Bleed Air Valves

ENVIRONMENT OFF

Oxygen (Crew and Passengers)

AS REQUIRED

Descend

AS REQUIRED

18-. 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