



**DEPARTAMENTO DE SEGURIDAD OPERACIONAL
SUBDEPARTAMENTO “LICENCIAS”**

**“BEECHCRAFT KING AIR B-250 (B-200GT)”
MATRÍCULA CC-AFO**

A.- Limitaciones de Operación

1.- Limitaciones (KIAS)	
Va	181
Vmo	259
Mmo	0.58
Vfe approach	200
Vfe down	157
Vlo extension	181
Vlo retraction	162
Vle	181
Vmca	92
Vx	100
Vy	125
Vxse	105
Vyse	116
Emergency Descent	181
Max. range glide	135
Max Cross Wind	25
Turbulent air penetration	170

2.- Combustible (LBS)	
Tipo a Utilizar	JET-A/JET-A1/JET B
Capacidad Usable	3.645

3.- Pesos (LBS)	
Maximum Ramp	12.590
Maximum take off	12.500
Maximum landing	12.500
Zero fuel wight	11.000
Max Rear Baggage	510

4.- Starter Limitations					
40	SEG	ON	60	SEG	OFF
40	SEG	ON	60	SEG	OFF
40	SEG	ON	30	MIN	OFF

5.- Cruise Clim (KIAS)	
SL - 10.000'	160
10.000 - 20.000'	140
20.000 - 25.000'	130
25.000' - 30.000'	120

1-. EMERGENCY ENGINE SHUTDOWN

a.- Affected engine:

Condition Lever	FUEL CUTOFF
Prop Lever	FEATHER
Firewall Shutoff Valve	CLOSE

2-. ENGINE FIRE ON GROUND

a.- Affected engine:

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

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

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
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 VMCA

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-. FUEL PRESSURE LOW (L or R FUEL PRESS ANNUNCIATOR)

- Standby Pump (failed side) **ON**

9-. ELECTRICAL SMOKE OR FIRE

- Oxygen Mask (s) **DON**
- Mask Selector Switch **EMERGENCY Position**
- Mic Switch (s) **OXY**

10-. ENVIRONMENTAL SYSTEM SMOKE OR FUMES

- Oxygen Mask (s) **DON**
- Mask Selector Switch **EMERGENCY Position**
- Mic Switch (s) **OXY**

11-. AIRSTAIR DOOR OR CARGO DOOR UNLOCKED (DOOR UNLOCKED Annunciator)

- All Occupants **SEATED WITH SEAT BELTS**
SECURELY FASTENED

12-. EMERGENCY DESCENT

Power Levers	IDLE
Prop Levers	FULL FORWARD
Flaps	APPROACH
Landing Gear	DOWN
Airspeed	181 KNOTS MAXIMUM

13-. GLIDE

Landing Gear	UP
Flaps	UP
Props	FEATHERED
Airspeed	135 KNOTS

14-. DUAL GENERATOR FAILURE

Generators	RESET, THEN ON
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15-. USE OF OXYGEN

Crew:

Oxygen Mask (s)	DON
Mic Selector Swich (es)	OXY

16-. PRESSURIZATION LOSS

Oxygen Mask (s)	DON
Mask Selector Switch	EMERGENCY Position
Mic Swich (s)	OXY
Passenger Manual Drop Out	PULL ON (Pax Oxy On Illuminated)
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-. AUTO - DEPLOYMENT OXYGEN SYSTEM FAILURE

Passenger Manual Drop Out	PULL ON
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19-. BLEED AIR FAIL

Bleed Air Valve (affected engine)	PNEU & ENVIR OFF
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20-. SPINS

Control Column	FULL FORWARD
	AILERONS NEUTRAL
Full Rudder	OPPOSITE THE DIRECTION OF SPIN
Power Levers	IDLE
Rudder	NEUTRALIZE WHEN ROTATION STOPS
Execute a Smooth Pullout	

21-. UNSCHEDULED ELECTRIC ELEVATOR TRIM

Airplane Attitude	MAINTAIN (USING ELEVATOR CONTROL)
Control Wheel Disconnect Switch	DEPRESS FULLY & HOLD

22-. UNSCHEDULED RUDDER BOOST ACTIVATION

Directional control	MAINTAIN USING RUDDER PEDALS
Rudder boost	OFF
If condition persist	
Rudder Bust Circuit Braker	Pull