



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
 SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“BEECHCRAFT SUPER KING AIR B-350”
SERVICIOS AEREOS Y TERRESTRES “AVIASUR”

A.- Limitaciones de Operación

1.- Limitaciones (KIAS)	
Va	184
Vmo	263
Mmo (Mach)	0.58
Vle	184
Vlo extensión	184
Vlo retraction	166
Vfe Approach	202
Vfe Full Down	158
Vmca Flaps Up	94
Vmca Flaps Approach	93
Vso	81
Vs1 Max W. Flaps	89
Vs1 Max W. Flaps Up	96
Vx	125
Vy	140
Vxse	125
Vyse	125
Venr	125
Emergency Descent	184
Max Range Glide	135
Max.Demo.Crosswind	20

2.- Combustible (LBS)	
Tipo a Utilizar	JET A-1
Capacidad Total Usable	3.611
Each Main Fuel Tank System	1.273
Each AUX Fuel tank	533
Max Fuel imbalance	300

3.- Pesos (LBS)	
Máximo RAMP	15.100
Máximo TAKE-OFF	15.000
Máximo LANDING	15.000
Máximo Zero Fuel Weight	12.500

4.- Starter Limitations					
30	SEC	ON	05	MIN	OFF
30	SEC	ON	05	MIN	OFF
30	SEC	ON	30	MIN	OFF

B.- Emergency Procedures

1. ENGINE FIRE OR FAILURE IN FLIGHT

Affected Engine:

- 1. Condition Lever.....**FUEL CUTOFF**
- 2. Prop Lever.....**FEATHER**
- 3. Firewall Fuel Valve.....**CLOSE**
- 4. Fire Extinguisher (if fire warning persists).....**ACTUATE**
- 5. Checklist

2. ENGINE FIRE ON GROUND

Affected Engine:

- 1. Condition Lever.....**FUEL CUTOFF**
- 2. Firewall Fuel Valve.....**CLOSE**
- 3. Starter Switch.....**STARTER ONLY**
- 4. Fire Extinguisher (If Fire Warning Persists).....**ACTUATE**

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

- 1. Condition Levers.....**FUEL CUTOFF**
- 2. Prop Levers.....**FEATHER**
- 3. Firewall Fuel Valves.....**CLOSE**
- 4. Master Switch (gang bar).....**OFF**
- 5. Battery Bus.....**EMERG OFF**
- 6. ESIS Power.....**OFF**

4. **ENGINE FAILURE DURING TAKEOFF**
(AT OR BELOW V1) - TAKE OFF ABORTED

- 1. Power levers.....**GROUND FINE**
- 2. Brakes.....**MAXIMUM**

5. **ENGINE FAILURE DURING TAKEOFF**
(AT OR ABOVE V1) - TAKEOFF CONTINUED

- 1. V_R Speed.....**ROTATE TO APPROXIMATELY 10° PITCH ATTITUDE**
- 2. Landing Gear (when positive climb established).....**UP**
- 3. Airspeed.....**MAINTAIN V₂ TO 400 FT AGL**
- 4. Propeller (inoperative engine).....**VERIFY FEATHERED**
- 5. Checklist

6. **ENGINE FAILURE IN FLIGHT BELOW
AIR MINIMUM CONTROL SPEED (V_{mca})**

1. Power.....**REDUCE AS REQUIRED TO MAINTAIN CONTROL**
2. Nose.....**LOWER TO ACCELERATE ABOVE V_{mca}**
3. Checklist

7. **ELECTRICAL SMOKE OR FIRE**

1. Oxygen Mask(s)..... **DON**
2. Mask Selector Switch.....**EMERG**
3. Mic Switch (es).....**OXY**
4. Checklist

8. **ENVIRONMENTAL SYSTEM SMOKE OR FUMES**

1. Oxygen Mask(s)..... **DON**
2. Mask Selector Switch.....**EMERG**
3. Mic Switch (es).....**OXY**
4. Checklist

9. **AIRSTAIR DOOR/CARGO**
DOOR UNLOCKED

If the [DOOR UNLOCKED] Illuminates, Or if An Unlatched Airstair Door/Cargo Door Is Suspected:

1. All occupants.....**SEATED WITH SEAT BELTS SECURELY FASTENED**
2. Checklist

10. **EMERGENCY DESCENT**

1. Power Levers.....**IDLE**
3. Prop Levers.....**FULL FORWARD**
4. Flaps (202 Knots maximum).....**APPROACH**
5. Landing Gear (184 Knots maximum).....**DOWN**
6. Airspeed.....**184 KNOTS MAXIMUM**

11. **GLIDE**

1. Landing Gear.....**UP**
2. Flaps.....**UP**
3. Prop Levers.....**FEATHERED**
4. Airspeed.....**135 KNOTS**
5. Checklist

12. **DUAL GENERATOR FAILURE**

- 1. Instrument Emergency Lights (if required)..... **ON**
- 2. Generators.....**RESET, THEN ON**

If Either Generator Will Reset:

- 3. Operating Generator Loadmeter.....**MONITOR**

If Neither Generator Will Reset:

- 4. ECS Mode..... **OFF**
- 5. Cockpit/Cabin Blower.....**AUTO**
- 6. Non-essential equipment.....**OFF**
- 7. Checklist

13. **USE OF OXYGEN**

Crew

- 1. Oxygen Mask (s).....**DON**
- 2. Mic Switch (es).....**OXY**
- 3. Checklist

14. **RESSURIZATION LOSS**

- 1. Oxygen Mask (s)..... **DON**
- 2. Mic Switch (es).....**OXY**
- 3. Passenger Manual Drop-Out.....**PULL ON**
- 4. Descend.....**AS REQUIRED**
- 5. Checklist

15. **HIGH DIFFERENTIAL PRESSURE**

- 1. Bleed Air Valves.....**ENVIR OFF**
- 2. Oxygen (crew and passengers)..... **AS REQUIRED**
- 3. Descend.....**AS REQUIRED**

16. **AUTO-DEPLOYMENT OXYGEN SYSTEM FAILURE**

- 1. Passenger Manual Drop-Out.....**PULL ON**
- 2. Checklist

17. **BLEED AIR FAIL**

- 1. Bleed Air valve (Affected engine).....**PNEU & ENVIR OFF**
- 2. Checklist

18. **SPINS**

- 1. Control Column.....**FULL FORWARD, AILERONS NEUTRAL**
- 2. Full Rudder.....**OPPOSITE THE DIRECTION OF SPIN**
- 3. Power Levers.....**IDLE**
- 4. Rudder.....**NEUTRALIZE WHEN ROTATION STOPS**
- 5. Execute a smooth pullout

19. **UNSCHEDULED ELECTRIC PITCH TRIM ACTIVATION**

- 1. Airplane Attitude.....**MAINTAIN USING ELEVATOR CONTROL**
- 2. AP / Trim Disconnect.....**DEPRESS FULLY & HOLD**
- 3. Checklist

20. **UNSCHEDULED RUDDER BOOST ACTIVATION**

- 1. AP / Trim Disconnect.....**DEPRESS TO 1ST LEVEL AND HOLD**
- 2. Rudder Boost.....**OFF**

If Condition Persists:

- 3. YD / AP DISC (on Flight Guidance Panel).....**PULL DOWN**
- 4. Checklist

21. **AUTOPILOTS FAILURES**

- 1. Flight Controls.....**HOLD FIRMLY**
(control forces may exceed 25 pounds)
- 2. AP.....**DISENGAGE**
- 3. Checklist

22. **AUTOPILOTS TRIM FAIL (TRIM)**

1. Flight Controls.....**HOLD FIRMLY**
2. AP.....**DISENGAGE**
3. Checklist

23. **AUTOPILOTS AUTOMATIC DISENGAGEMENT**

If An Automatic Disengagement Occurs:

1. Maintain Airplane Controls.
2. AP / TRIM Disconnect.....**DEPRESS TO 1ST LEVEL TO CANCEL HORN**
3. Checklist

24. **ENHANCED GROUND PROXIMITY WARNING
SYSTEM (EGPWS)**

GPWS WARNING (Red [GPWS] on PFD and Continuous “PULL UP, PULL UP” Voice Warning)

Or

EGPWS TERRAIN WARNING (Red [GPWS] on PFD and “TERRAIN, TERRAIN, PULL UP” or “OBSTACLE, OBSTACLE, PULL UP” Voice Warning)

In IMC or at Night:

1. Wings.....**LEVEL**
2. Power.....**MAX ALLOWABLE**
3. Pitch.....**INCREASE**
 - Promptly and smoothly increase pitch towards an initial pitch attitude of 20° - 25°.
 - Adjust as required to avoid continuous buffeting and /or stall warning.
 - Adjust to maintain 125 KIAS.
4. Gear and Flaps.....**UP**
5. Checklist