



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

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

NOMBRE : _____ **FIRMA:** _____

FECHA : _____

A.- Limitaciones de Operación

1.- Limitaciones (KIAS)	
Va	
Vmo	
Mmo (Mach)	
Vle	
Vlo extensión	
Vlo retraction	
Vfe Approach	
Vfe Full Down	
Vmca Flaps Up	
Vmca Flaps Approach	
Vso	
Vs1 Max W. Flaps	
Vs1 Max W. Flaps Up	
Vx	
Vy	
Vxse	
Vyse	
Venr	
Emergency Descent	
Max Range Glide	
Max.Demo.Crosswind	

2.- Combustible (LBS)	
Tipo a Utilizar	
Capacidad Total Usable	
Each Main Fuel Tank System	
Each AUX Fuel tank	
Max Fuel imbalance	

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

4.- Starter Limitations					

B.- Emergency Procedures

1. ENGINE FIRE OR FAILURE IN FLIGHT

Affected Engine:

- 1. Condition Lever..... _____
- 2. Prop Lever..... _____
- 3. Firewall Fuel Valve..... _____
- 4. Fire Extinguisher (if fire warning persists)..... _____
- 5. Checklist

2. ENGINE FIRE ON GROUND

Affected Engine:

- 1. Condition Lever..... _____
- 2. Firewall Fuel Valve..... _____
- 3. Starter Switch..... _____
- 4. Fire Extinguisher (If Fire Warning Persists)..... _____

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

- 1. Condition Levers.....
- 2. Prop Levers.....
- 3. Firewall Fuel Valves.....
- 4. Master Switch (gang bar).....
- 5. Battery Bus.....
- 6. ESIS Power.....

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

- 1. Power levers.....
- 2. Brakes.....

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

- 1. V_R Speed.....
- 2. Landing Gear (when positive climb established).....
- 3. Airspeed.....
- 4. Propeller (inoperative engine).....
- 5. Checklist

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

- 1. Power..... _____
- 2. Nose..... _____
- 3. Checklist

7. **ELECTRICAL SMOKE OR FIRE**

- 1. Oxygen Mask(s)..... _____
- 2. Mask Selector Switch..... _____
- 3. Mic Switch (es)..... _____
- 4. Checklist

8. **ENVIRONMENTAL SYSTEM SMOKE OR FUMES**

- 1. Oxygen Mask(s)..... _____
- 2. Mask Selector Switch..... _____
- 3. Mic Switch (es)..... _____
- 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..... _____
- 2. Checklist

10. **EMERGENCY DESCENT**

- 1. Power Levers..... _____
- 3. Prop Levers..... _____
- 4. Flaps (202 Knots maximum)..... _____
- 5. Landing Gear (184 Knots maximum)..... _____
- 6. Airspeed..... _____

11. **GLIDE**

- 1. Landing Gear..... _____
- 2. Flaps..... _____
- 3. Prop Levers..... _____
- 4. Airspeed..... _____
- 5. Checklist

12. **DUAL GENERATOR FAILURE**

1. Instrument Emergency Lights (if required)..... _____

2. Generators..... _____

If Either Generator Will Reset:

3. Operating Generator Loadmeter..... _____

If Neither Generator Will Reset:

4. ECS Mode..... _____

5. Cockpit/Cabin Blower..... _____

6. Non-essential equipment..... _____

7. Checklist

13. **USE OF OXYGEN**

Crew

1. Oxygen Mask (s)..... _____

2. Mic Switch (es)..... _____

3. Checklist

14. **RESSURIZATION LOSS**

1. Oxygen Mask (s)..... _____

2. Mic Switch (es)..... _____

3. Passenger Manual Drop-Out..... _____

4. Descend..... _____

5. Checklist

15. **HIGH DIFFERENTIAL PRESSURE**

- 1. Bleed Air Valves.....
- 2. Oxygen (crew and passengers).....
- 3. Descend.....

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

- 1. Passenger Manual Drop-Out.....
- 2. Checklist

17. **BLEED AIR FAIL**

- 1. Bleed Air valve (Affected engine).....
- 2. Checklist

18. **SPINS**

- 1. Control Column.....
- 2. Full Rudder.....
- 3. Power Levers.....
- 4. Rudder.....
- 5. Execute a smooth pullout

19. **UNSCHEDULED ELECTRIC PITCH TRIM ACTIVATION**

- 1. Airplane Attitude.....
- 2. AP / Trim Disconnect.....
- 3. Checklist

20. **UNSCHEDULED RUDDER BOOST ACTIVATION**

- 1. AP / Trim Disconnect.....
- 2. Rudder Boost.....
- If Condition Persists:*
- 3. YD / AP DISC (on Flight Guidance Panel).....
- 4. Checklist

21. **AUTOPILOTS FAILURES**

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

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

- 1. Flight Controls.....
- 2. AP.....
- 3. Checklist

23. **AUTOPILOTS AUTOMATIC DISENGAGEMENT**

If An Automatic Disengagement Occurs:

- 1. Maintain Airplane Controls.
- 2. AP / TRIM Disconnect.....
- 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....._____

2. Power....._____

3. Pitch....._____

- 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....._____

5. Checklist