



DEPARTAMENTO "SEGURIDAD OPERACIONAL"
 SUBDEPARTAMENTO "LICENCIAS"
SECCIÓN EVALUACIONES

"BEECHCRAFT KING AIR B-350"

"INAER"

A.- Limitaciones de Operación

1.- Limitaciones (Kias)	
Va	184
Vmo	263
Mmo (Mach)	0.58
Vle	184
Vlo extention	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 App	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	
Tipo a Utilizar	JET A-1
Capacidad Total Usable	3611
Each Main Fuel Tank System	1273
Each Aux Fuel TankMax Fuel Imbalance	533
Max Fuel inbalance	300

3.- Pesos (Lbs)	
Maximo Ramp	15100
Maximo Take- off	15000
Maximo Landing	15000
Maximo Zero Fuel Weight	12500

4.- Starter Limitations	
30 Sec ON - 5 Min OFF	
30 Sec ON - 5 Min OFF	
30 Sec ON - 30 Min OFF	

B. Emergencies 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**

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**

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

1. Power Levers **GROUND FINE**
2. Brakes..... **MAXIMUM**

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

1. Vr Speed.....**ROTATE TO APPROXIMATELY 10° PITCH ATTITUDE**
2. Landing Gear (when positive climb established)..... **UP**
3. Airspeed **MAINTAIN V_2 TO 400 FT AGL**
4. Propeller (inoperative engine **VERIFY FEATHERED**

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}**

7- ELECTRICAL SMOKE OR FIRE

1. Oxygen Mask(s) **DON**
2. Mask Selector Switch**EMERG Position**
3. Headset(s) **DON, OR AUDIO SPEAKER(S) - ON**
4. Mic Switch(es)..... **OXYGEN MASK**

8- ENVIRONMENTAL SYSTEM SMOKE OR FUMES

- 1. Oxygen Mask(s) **DON**
- 2. Mask Selector Switch **EMERG Position**
- 3. Headset(s) **DON, OR AUDIO SPEAKER(S) - ON**
- 4. Mic Switch(es)..... **OXYGEN MASK**

9- If The [DOOR UNLOCKED] Illuminates, Or If An Unlatched Airstair Door/Cargo Door Is Suspected:

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

10- EMERGENCY DESCENT

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

11- GLIDE

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

12- SINGLE INVERTER FAILURE [#1 AC BUS] or [#2 AC BUS]

- 1. AC Bus Circuit Breakers **CHECK**

If Circuit Breaker is Not Tripped:

- 2. Failed Inverter **SELECT BUS TRANSFER**

If Circuit Breaker Is Tripped:

- 3. Circuit Breaker **RESET**

13- DUAL INVERTER FAILURE [#1 AC BUS] & [#2 AC BUS]

- 1. Attitude/Heading Control **USE BACKUP INSTRUMENTS**
- 2. AC Bus Circuit Breakers (if tripped) **RESET**

14- DUAL GENERATOR FAILURE [L DC GEN] & [R DC GEN]

- 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. Non-essential equipment **OFF**

15- UNSCHEDULED ELECTRIC PITCH TRIM ACTIVATION

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

16- UNSCHEDULED RUDDER BOOST ACTIVATION

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

If Condition Persists:

- 3. Rudder Boost Circuit Breaker **PULL**

17- USE OF OXYGEN-CREW

- 1. Oxygen Mask(s) **DON**
- 2. Headset(s) **DON, OR AUDIO SPEAKER(S) ON**
- 3. Mic Switch(es)..... **OXYGEN MASK**

18- PRESSURIZATION LOSS [CABIN ALT HI]

- 1. Oxygen Mask(s) **DON**
- 2. Headset(s) **DON, OR AUDIO SPEAKER(S) ON**
- 3. Mic Switch(es)..... **OXYGEN MASK**
- 4. Passenger Manual Drop-Out **PULL ON**
- 5. Descend..... **AS REQUIRED**

19- HIGH DIFFERENTIAL PRESSURE [CABIN DIFF HI]

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

**20- AUTO-DEPLOYMENT OXYGEN SYSTEM FAILURE [CABIN ALT HI]
ILLUMINATED, [PASS OXYGEN ON] EXTINGUISHED**

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

21- BLEED AIR FAIL [L BLEED FAIL] OR [R BLEED FAIL]

1. Bleed Air Valve (affected engine) **PNEU & ENVIR OFF**

22- 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.