



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“BEECHCRAFT SUPER KING AIR B200GT”

“INVERSIONES PUNTA BRAVA”

(Rev 1 – Febrero 2012)

NOMBRE : _____ FIRMA: _____

FECHA : _____

A.- LIMITATIONS:

1.- Limitaciones (KIAS)		2.- Combustible (LBS)	
Va		Tipo a Utilizar	
Vmo		Capacidad Total Usable	
Mmo (Mach)		Each Main Fuel Tank System	
Vle		Each AUX Fuel tank	
Vlo extensión		Max Fuel imbalance	
Vlo retraction			
Vfe Approach			
Vfe Full Down		3.- Pesos (LBS)	
Vmca		Máximo RAMP	
Vs		Máximo TAKE-OFF	
Vso		Máximo LANDING	
Vx		Máximo Zero Fuel Weight	
Vy			
Vxse			
Vyse		4.- Starter Limitations	
Emergency Descent			
Max Range Glide			
Vref M.L.W.			
Max. crosswind (Dem)			

B.- EMERGENCY PROCEDURES:

**1. EMERGENCY ENGINE SHUTDOWN
UNSCHEDULED ENGINE TORQUE INCREASE IN FLIGHT
(Not Responsive to Power Lever Movement)
ENGINE FIRE IN FLIGHT
ENGINE FAILURE IN FLIGHT**

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

2. ENGINE FIRE ON GROUND

Affected engine:

- 1. Condition Lever _____
- 2. Firewall Shutoff Valve _____
- 3. Ignition and Engine Start _____

If Fire Warning Persists:

- 4. Fire Extinguisher _____

3. EMERGENCY ENGINE SHUTDOWN ON THE GROUND

- 1. Condition Levers _____
- 2. Prop Levers _____
- 3. Firewall Shutoff Valves _____
- 4. Master Switch (gang bar) _____
- 5. ESIS Power _____

**4. ENGINE FAILURE DURING TAKEOFF
(At or below V1) - TAKEOFF ABORTED**

- 1. Powers Levers _____
- 2. Brakes _____
- 3. Operative Engine _____

**5. ENGINE FAILURE DURING TAKEOFF
(At or above V1) - TAKEOFF CONTINUED**

1. Power _____
2. Airspeed _____
3. Landing Gear (When positive climb establish) _____
4. Propeller (Inoperative Engine) _____
5. Airspeed (after obstacle clearance altitude is reached) _____

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

1. Power _____
2. Nose _____

7. ENGINE FLAMEOUT (2nd ENGINE)

1. Power Lever _____
2. Prop Lever _____
3. Condition Lever _____
4. Conduct Air Start Procedures in ABNORMAL PROCEDURES.

8. FUEL PRESSURE LOW

1. Standby pump (Failed side) _____

9. ELECTRICAL SMOKE OR FIRE

1. Oxygen Mask(s) _____
2. Mask Selector Switch _____
3. MIC Switch (es) _____

10. ENVIRONMENTAL SYSTEM SMOKE OR FUMES

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

11. AIRSTAIR DOOR UNLOCKED

- 1. All Occupants _____

12. EMERGENCY DESCEND

- 1. Power Levers _____
- 2. Prop Levers _____
- 3. Flaps (200 Knots maximum) _____
- 4. Landing Gear (181 Knots maximum) _____
- 5. Airspeed _____

13. GLIDE

- 1. Landing Gear _____
- 2. Flaps _____
- 3. Propellers _____
- 4. Airspeed _____

14. DUAL GENERATOR FAILURE

- 1. Generators _____

15. USE OF OXYGEN

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

16. PRESSURIZATION LOSS

- 1. Oxygen Mask(s) _____
 - 2. Mic Switch (es) _____
 - 3. Passenger Manual Drop-Out _____
 - 4. Descend _____
- [PASS OXY ON] - ILLUMINATED

17. HIGH DIFFERENTIAL PRESSURE

If Cabin Differential Pressure Exceeds 6.6 psi:

- 1. Bleed Air Valves _____
- 2. Oxygen (Crew and Passengers) _____
- 3. Descend _____

18. AUTO-DEPLOYMENT OXYGEN SYSTEM FAILURE

- 1. Passenger Manual Drop-Out _____

19. BLEED AIR FAIL

- 1. Bleed Air Valve (affected engine) _____
[L BL AIR OFF] or [L BL AIR OF] - ILLUMINATED

20. SPINS

- 1. Control Column _____
- 2. Full Rudder _____
- 3. Power Levers _____
- 4. Execute a Smooth Pullout _____

21. UNSCHEDULED ELECTRIC ELEVATOR TRIM ACTIVATION

- 1. Airplane Attitude _____
- 2. A/P Trim Disconnect _____

22. UNSCHEDULED RUDDER BOOST ACTIVATION

- 1. Directional Control _____
 - 2. Rudder Boost _____
- If Condition Persists:*
- 3. Rudder Boost Circuit Beaker _____

23. AUTOPILOT MISTRIM [E] or [A]

1. Flight Controls _____
(control forces may exceed 25 pounds)
2. AP _____

24. AUTOPILOT TRIM FAIL [TRIM]

1. Flight Controls _____
2. AP _____

25. AUTOPILOT AUTOMATIC DISENGAGEMENT

1. _____
2. AP/TRIM disconnect _____

26. TERRAIN AWARENESS WARNING SYSTEM PLUS (TAWS+)

If IMC or at Night:

1. Autopilot _____
2. Wings _____
3. Power _____
4. 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 100 KIAS
5. Gear and Flaps _____