



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

“BEECHCRAFT SUPER KING AIR BE-200 (BE20)”

“CC – CDY”

A.- OPERATING LIMITATIONS

1.- Limitations (KIAS)	
Va	181
Vb	170
Vmo	259
Mmo (Mach)	0.52
Vfe Approach 40%	200
Vfe Full Down 100%	146
Vmca (Hartzell)	86
Vs	99
Vso	75
Vx	100
Vy	125
Vyse	121
V ₁	95
Vapp	103
Max Cross Wind	25

2.- Fuel	
Type to Use	JET A-1
Total Capacity (Lbs)	3.645

3.- Weights (LBS)	
Maximum TAKE-OFF	12.500
Maximum LANDING	12.500
MAX ZFW	10.400

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

B.- EMERGENCIES PROCEDURES

1.- ENGINE FAILURE

Affected engine:

Condition Lever	CUTOFF
Prop Lever	FEATHER
Firewall Shutoff Valve	CLOSED
Fire Extinguisher (if installed) (if fire warning persists)	ACTUATE

2.- ENGINE FIRE ON GROUND

Affected engine:

Condition Lever	CUTOFF
Firewall Shutoff Valve	CLOSED
Starter Switch	STARTER ONLY
If Fire Warning Persists:	
Fire Extinguisher (if installed)	ACTUATE

3.- ENGINE FAILURE BEFORE V1

Powers Levers	IDLE
Brakes	AS REQUIRED
Operative Engine	MAXIMUM REVERSE

If insufficient runway remains for stopping:

Condition Levers	CUTOFF
Firewall Shutoff Valves	CLOSED
Master switch	OFF (GANG BAR DOWN)

4.- ENGINE FAILURE AFTER V1

Power	MAXIMUM ALLOWABLE
Airspeed	MAINTAIN (take-off speed or above)
Landing Gear	UP
Prop Lever (inoperative engine)	FEATHER
Airspeed	
(After obstacle clearance altitude is reached)	Vyse

5.- ENGINE FAILURE IN FLIGHT BELOW AIR MINIMUM CONTROL SPEED (V_{MCA})

Power	REDUCE AS REQUIRED TO MAINTAIN CONTROL
Nose	LOWER TO ACCELERATE ABOVE V_{mca}

6.- ENGINE FLAMEOUT (2ND ENGINE)

Power Lever **IDLE**

Prop Lever **DO NOT FEATHER**

Condition Lever **CUTOFF**

Conduct Air Start Procedures in ABNORMAL PROCEDURES

7.- EMERGENCY DESCENT

Power Levers **IDLE**

Prop Levers **FULL FORWARD**

Flaps **APPROACH**

Landing Gear **DOWN**

Airspeed **181 KNOTS MAXIMUM**

8.- UNSCHEDULED ELECTRIC ELEVATOR TRIM

Airplane Attitude **MAINTAIN** (USING ELEVATOR CONTROL)

Control Wheel Disconnect Switch **DEPRESS FULLY** (2ND SECOND LEVEL)

9.- BLEED AIR LINE FAILURE (L or R BL AIR FAIL Annunciator)

Bleed Air Valve (Affected Engine) **INST & ENVIRONMENT OFF**

[L BL AIR OFF] or [R BL AIR OFF]-ILLUMINATED

Engine Instruments **MONITOR**

10.- 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