



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“BEECHCRAFT SUPER KING AIR B200GT”

“INVERSIONES PUNTA BRAVA”

(Rev 1 – Febrero 2012)

A.- LIMITATIONS:

1.- Limitaciones (KIAS)		2.- Combustible (LBS)	
Va	181	Tipo a Utilizar	JET A- A1
Vmo	259	Capacidad Total Usable	3.645
Mmo (Mach)	0.52	Each Main Fuel Tank System	1.293
Vle	181	Each AUX Fuel tank	529
Vlo extensión	181	Max Fuel imbalance	1.000
Vlo retraction	163		
Vfe Approach	200		
Vfe Full Down	157	3.- Pesos (LBS)	
Vmca	86	Máximo RAMP	12.590
Vs	99	Máximo TAKE-OFF	12.500
Vso	75	Máximo LANDING	12.500
Vx	100	Máximo Zero Fuel Weight	11.000
Vy	125		
Vxse	115		
Vyse	121	4.- Starter Limitations	
Emergency Descent	181	40	SEC ON 60 SEC OFF
Max Range Glide	135	40	SEC ON 60 SEC OFF
Vref M.L.W.	103	40	SEC ON 30 MIN OFF
Max. crosswind (Dem.)	25		

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 | FUEL CUTOFF |
| 2. Prop Lever | FEATHER |
| 3. Firewall Shutoff Valve | CLOSE |
| 4. Fire Extinguisher
<i>(if fire warning persists)</i> | ACTUATE |

2. ENGINE FIRE ON GROUND

Affected engine:

- | | |
|------------------------------|---------------------|
| 1. Condition Lever | FUEL CUTOFF |
| 2. Firewall Shutoff Valve | CLOSE |
| 3. Ignition and Engine Start | STARTER ONLY |
- If Fire Warning Persists:*
- | | |
|----------------------|----------------|
| 4. Fire Extinguisher | ACTUATE |
|----------------------|----------------|

3. EMERGENCY ENGINE SHUTDOWN ON THE GROUND

- | | |
|-----------------------------|--------------------|
| 1. Condition Levers | FUEL CUTOFF |
| 2. Prop Levers | FEATHER |
| 3. Firewall Shutoff Valves | CLOSE |
| 4. Master Switch (gang bar) | OFF |
| 5. ESIS Power | OFF |

4. ENGINE FAILURE DURING TAKEOFF

(At or below V1) - TAKEOFF ABORTED

- | | |
|---------------------|---|
| 1. Powers Levers | GROUND FINE |
| 2. Brakes | AS REQUIRED TO ACHIEVE STOPPING DISTANCE |
| 3. Operative Engine | MAXIMUM REVERSE |

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

1. Power **MAXIMUM ALLOWABLE**
2. Airspeed **MAINTAIN (Take-off speed or above)**
3. Landing Gear (When positive climb establish) **UP**
4. Propeller (Inoperative Engine) **VERIFY FEATHERED**
5. Airspeed (after obstacle clearance altitude is reached) **Vyse**

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. ENGINE FLAMEOUT (2nd ENGINE)

1. Power Lever **IDLE**
2. Prop Lever **DO NOT FEATHER**
3. Condition Lever **FUEL CUTOFF**
4. Conduct Air Start Procedures in ABNORMAL PROCEDURES.

8. FUEL PRESSURE LOW

1. Standby pump (Failed side) **ON**

9. ELECTRICAL SMOKE OR FIRE

1. Oxygen Mask(s) **DON**
2. Mask Selector Switch **EMER POSITION**
3. MIC Switch (es) **OXY**

10. ENVIRONMENTAL SYSTEM SMOKE OR FUMES

1. Oxygen Mask(s) **DON**
2. Mask Selector Switch **EMER POSITION**
3. Mic Switch (es) **OXY**

11. AIRSTAIR DOOR UNLOCKED

1. All Occupants

**SEATED WITH SEAT BELTS
SECURELY FASTENED**

12. EMERGENCY DESCEND

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

**IDLE
FULL FORWARD
APPROACH
DN
181 KNOTS MAXIMUM**

13. GLIDE

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

**UP
UP
FEATHERED
135 KTS**

14. DUAL GENERATOR FAILURE

1. Generators

RESET, THEN ON

15. USE OF OXYGEN

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

**DON
OXY**

16. PRESSURIZATION LOSS

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

17. HIGH DIFFERENTIAL PRESSURE

If Cabin Differential Pressure Exceeds 6.6 psi:

1. Bleed Air Valves **ENVIR OFF**
2. Oxygen (Crew and Passengers) **AS REQUIRED**
3. Descend **AS REQUIRED**

18. AUTO-DEPLOYMENT OXYGEN SYSTEM FAILURE

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

19. BLEED AIR FAIL

1. Bleed Air Valve (affected engine) **PNEU & ENVIR OFF**
[L BL AIR OFF] or [L BL AIR OF] - ILLUMINATED

20. SPINS

1. Control Column **FULL FORWARD, ALERONS NEUTRAL**
2. Full Rudder **OPPOSITE DIRECTION OF SPIN**
3. Power Levers **IDLE**
4. Rudder **NEUTRALIZE WHEN ROTATION STOPS**
5. Execute a Smooth Pullout

21. UNSCHEDULED ELECTRIC ELEVATOR TRIM ACTIVATION

1. Airplane Attitude **MAINTAIN USING ELEVATOR CONTROL**
2. A/P Trim Disconnect **DEPRESS FULLY & HOLD**

22. UNSCHEDULED RUDDER BOOST ACTIVATION

1. Directional Control **MAINTAIN USING RUDDER PEDALS**
 2. Rudder Boost **OFF**
- If Condition Persists:*
3. Rudder Boost Circuit Beaker **PULL**

23. AUTOPILOT MISTRIM [E] or [A]

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

24. AUTOPILOT TRIM FAIL [TRIM]

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

25. AUTOPILOT AUTOMATIC DISENGAGEMENT

1. Maintain airplane control.
2. AP/TRIM disconnect **DEPRESS TO 1st LEVEL
TO CANCEL HORN**

26. TERRAIN AWARENESS WARNING SYSTEM PLUS (TAWS+)

In IMC or at Night:

1. Autopilot **DISCONNECT**
2. Wings **LEVEL**
3. Power **MAX ALLOWABLE**
4. 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 100 KIAS
5. Gear and Flaps **UP**