



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

**“BEEHCRAFT SUPER KING AIR B350 ER”**

**“INVERSIONES PUNTA BRAVA”**

(Reissue B – Diciembre 2009)

NOMBRE : \_\_\_\_\_ FIRMA: \_\_\_\_\_

FECHA : \_\_\_\_\_

**A.- LIMITATIONS:**

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

**B.- EMERGENCY PROCEDURES:**

**1. ENGINE FIRE OR FAILURE IN FLIGHT**

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

**2. ENGINE FIRE ON GROUND**

**Affected engine:**

- 1. Condition Lever \_\_\_\_\_
- 2. Firewall Fuel Valve \_\_\_\_\_
- 3. Ignition and Engine Start \_\_\_\_\_
- 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) - TAKEOFF ABORTED**

- 1. Powers Levers \_\_\_\_\_
- 2. Brakes \_\_\_\_\_

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

- 1. Vr Speed \_\_\_\_\_
- 2. Landing Gear (When positive climb established) \_\_\_\_\_
- 3. Airspeed \_\_\_\_\_
- 4. Propeller (Inoperative Engine) \_\_\_\_\_

**6. ENGINE FAILURE IN FLIGHT BELOW AIR MINIMUM CONTROL SPEED (Vmca)**

- 1. Power \_\_\_\_\_
- 2. Nose \_\_\_\_\_

**7. ENGINE FLAMEOUT (2<sup>nd</sup> ENGINE )**

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

**8. ELECTRICAL SMOKE OR FIRE**

- 1. Oxygen Mask(s) \_\_\_\_\_
- 2. Mask Selector Switch \_\_\_\_\_
- 3. MIC Switch (es) \_\_\_\_\_

**9. ENVIRONMENTAL SYSTEM SMOKE OR FUMES**

- 1. Oxygen Mask(s) \_\_\_\_\_
- 2. Mask Selector Switch \_\_\_\_\_
- 3. Mic Switch (es) \_\_\_\_\_

**10. AIRSTAIR DOOR UNLOCKED**

- 1. All Occupants \_\_\_\_\_

**11. EMERGENCY DESCEND**

- 1. Power Levers \_\_\_\_\_
- 2. Prop Levers \_\_\_\_\_
- 3. Flaps (202 Knots maximum) \_\_\_\_\_
- 4. Landing Gear (182 Knots maximum) \_\_\_\_\_
- 5. Airspeed \_\_\_\_\_

**12. GLIDE**

- 1. Landing Gear \_\_\_\_\_
- 2. Flaps \_\_\_\_\_
- 3. Prop Levers \_\_\_\_\_
- 4. Airspeed \_\_\_\_\_

**13. 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 \_\_\_\_\_

**14. USE OF OXYGEN**

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

**15. PRESSURIZATION LOSS**

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

**16. HIGH DIFFERENTIAL PRESSURE**

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

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

- 1. Passenger Manual Drop-Out \_\_\_\_\_

**18. BLEED AIR FAIL**

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

**19. SPINS**

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

**20. UNSCHEDULED ELECTRIC PITCH TRIM ACTIVATION**

- 1. Airplane Attitude \_\_\_\_\_
- 2. A/P Trim Disconnect \_\_\_\_\_

**21. UNSCHEDULED RUDDER BOOST ACTIVATION**

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

**22. AUTOPILOT MISTRIM [E] or [A]**

- 1. Flight Controls \_\_\_\_\_  
(control forces may exceed 25 pounds)
- 2. AP \_\_\_\_\_

**23. AUTOPILOT TRIM FAIL [TRIM]**

- 1. Flight Controls \_\_\_\_\_
- 2. AP \_\_\_\_\_

**24. AUTOPILOT AUTOMATIC DISENGAGEMENT**

- 1. Maintain airplane control.
- 2. AP/TRIM Disconnect \_\_\_\_\_  
\_\_\_\_\_

**25. TERRAIN AWARENESS WARNING SYSTEM PLUS (TAWS+)**

*In 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 \_\_\_\_\_