



DEPARTAMENTO “SEGURIDAD OPERACIONAL”
SUBDEPARTAMENTO “LICENCIAS”
SECCIÓN EVALUACIONES

“BEECHCRAFT SUPER KING AIR B350 ER”

“INVERSIONES PUNTA BRAVA”

(Reissue B – Diciembre 2009)

A.- LIMITACIONES DE OPERACIÓN

1.- Limitaciones (KIAS)		2.- Combustible (LBS)	
Va	182	Tipo a Utilizar	JET A- A1
Vmo	245	Capacidad Total Usable	5.192
Mmo (Mach)	0.58	Each Main Fuel Tank System	1.273
Vle	182	Each AUX Fuel tank	533
Vlo extension	182	Each Ext. Range Fuel Tank	790
Vlo retraction	164	Max Fuel imbalance	300
Vfe Approach	202		
Vfe Full Down	158		
Vmca Flaps Up	103	3.- Pesos (LBS)	
Vs	99	Máximo RAMP	16.600
Vso	82	Máximo TAKE-OFF	16.500
Vx	135	Máximo LANDING	15.675
Vy	135	Máximo Zero Fuel Weight	13.000
Vxse	135		
Vyse	135		
		4.- Starter Limitations	
Emergency Descent	182	30	SEC ON 5 MIN OFF
Max Range Glide	135	30	SEC ON 5 MIN OFF
Vref M.L.W.	107	30	SEC ON 30 MIN OFF
Max. crosswind (Dem)	20		

B.- EMERGENCY PROCEDURES

1. ENGINE FIRE OR FAILURE IN FLIGHT

- | | |
|--|--------------------|
| 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. Ignition and Engine Start | 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 |
| 6. ESIS Power | OFF |

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

- | | |
|------------------|--------------------|
| 1. Powers Levers | GROUND FINE |
| 2. Brakes | MAXIMUM |

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

- | | |
|---|--|
| 1. Vr Speed | ROTATE TO APPROX 10° PITCH ATTITUDE |
| 2. Landing Gear (When positive climb established) | UP |
| 3. Airspeed | MAINTAIN V2 TO 400 FT AGL |
| 4. Propeller (Inoperative Engine) | VERIFY FEATHERED |

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

- | | |
|----------|---|
| 1. Power | REDUCE AS REQUIRED TO MAINTAIN CONTROL |
| 2. Nose | LOWER TO ACCELERATE ABOVE Vmca |

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. ELECTRICAL SMOKE OR FIRE

- | | |
|-------------------------|--------------|
| 1. Oxygen Mask(s) | DON |
| 2. Mask Selector Switch | EMERG |
| 3. MIC Switch (es) | OXY |

9. ENVIRONMENTAL SYSTEM SMOKE OR FUMES

- | | |
|-------------------------|--------------|
| 1. Oxygen Mask(s) | DON |
| 2. Mask Selector Switch | EMERG |
| 3. Mic Switch (es) | OXY |

10. AIRSTAIR DOOR UNLOCKED

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

11. EMERGENCY DESCEND

- | | |
|-------------------------------------|--------------------------|
| 1. Power Levers | IDLE |
| 2. Prop Levers | FULL FORWARD |
| 3. Flaps (202 Knots maximum) | APPROACH |
| 4. Landing Gear (182 Knots maximum) | DN |
| 5. Airspeed | 182 KNOTS MAXIMUM |

12. GLIDE

- | | |
|-----------------|------------------|
| 1. Landing Gear | UP |
| 2. Flaps | UP |
| 3. Prop Levers | FEATHERED |
| 4. Airspeed | 135 KTS |

13. DUAL GENERATOR FAILURE

- | | |
|--|-----------------------|
| 1. Instrument Emergency Lights (if required) | ON |
| 2. Generators | RESET, THEN ON |
| <i>If Either Generator Will Reset:</i> | |
| 3. Operating Generator Loadmeter | MONITOR |
| <i>If Neither Generator Will Reset:</i> | |
| 4. ECS Mode | OFF |
| 5. Cockpit/ Cabin Blower | AUTO |
| 6. Non-essential Equipment | OFF |

14. USE OF OXYGEN

- | | |
|--------------------|------------|
| 1. Oxygen Mask(s) | DON |
| 2. Mic Switch (es) | OXY |

15. PRESSURIZATION LOSS

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

16. HIGH DIFFERENTIAL PRESSURE

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

17. AUTO-DEPLOYMENT OXYGEN SYSTEM FAILURE

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

18. BLEED AIR FAIL

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

19. 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

20. UNSCHEDULED ELECTRIC PITCH TRIM ACTIVATION

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

21. UNSCHEDULED RUDDER BOOST ACTIVATION

1. A/P Trim Disconnect **DEPRESS TO 1st LEVEL AND HOLD**
 2. Rudder Boost **OFF**
- If Condition Persists:*
3. YD/AP DISC (on Flight Guidance Panel) **PULL DOWN**

22. AUTOPILOT MISTRIM [E] or [A]

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

23. AUTOPILOT TRIM FAIL [TRIM]

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

24. AUTOPILOT AUTOMATIC DISENGAGEMENT

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

25. 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**