



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

**“MITSUBISHI MU-2B 36A (MU2B)”**

**“CC – AQD”**

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

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

**A.- OPERATING LIMITATIONS**

<b>1.- LIMITATIONS</b>	<b>KIAS</b>
VA	
VMO (S.L. to 21.300	
MMO (Above 21.300	
VFE Approach 5°	
VFE 20°, 40°	
VMC Flap 5°	
VMC Flap 20°	
VLE Extension	
VLLO	
VTire	
Vww (Windshield)	
Emergency Descent	
Vxse Flaps 5°	
Vxse Flaps 20°	
Vyse Flaps 5°	
Vyse Flaps 20°	
<b>Demo Cross Wind</b>	
-Takeoff	
-Landing	
Min. Speed Icing	

<b>2.- ENGINE SPEED LIMITS %</b>	
Takeoff Power	
Max. Cont. Power	
Cruise Power	
ABSOLUTE MAXIMUM	

<b>3.- FUEL</b>	<b>GAL</b>
Type to Use	
Total Capacity to Use	
-Mains	
-Outers	
-Tips	

<b>Fuel Imbalance</b>	
-Ground	
-Flight	

<b>4.- STARTER DUTY CYCLE FOR BATTERY OR APU</b>			

<b>5.- WEIGHT</b>	<b>POUNDS / KGS</b>
Max. Ramp Weight	
Max. T.O. Weight	
Max. Landing Weight	
Max. Zero Fuel Weight	

<b>6.- WINDMILLING RPM LIMITS</b>	<b>% RPM</b>

## **B. - EMERGENCIES PROCEDURES**

### **1. ENGINE FAILURE PRIOR TO LIFTOFF**

Power Levers: \_\_\_\_\_

Brakes: \_\_\_\_\_

Reverse Thrust: \_\_\_\_\_

### **2. ENGINE FAILURE AFTER LITOFF-CONTINUED CLIMB NOT POSSIBLE**

Landing Gear: \_\_\_\_\_

Power (Operating engine): \_\_\_\_\_

Flaps: \_\_\_\_\_

Landing Straight Ahead \_\_\_\_\_

### **3. ENGINE FAILURE AFTER LITOFF-CONTINUED CLIMB**

Landing Gear: \_\_\_\_\_

Airspeed: \_\_\_\_\_

\_\_\_\_\_

Condition Lever (failed engine): \_\_\_\_\_

Power Lever (failed engine): \_\_\_\_\_

**4. ENGINE FIRE**

Condition Lever (failed engine)

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Power Lever (failed engine)

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Fire Handle (fire engine)

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DC Gen

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Ignition switch

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A/C and pressurization

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Land as soon as possible

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**5. ENGINE SHUTDOWN**

Control Lever (failed engine)

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Power Lever (failed engine)

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## 6. EMERGENCY DESCENT

### High Speed Descent

Power Levers

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Condition Levers

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Airspeed

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### Low Speed Descent

Power Levers

Condition Levers

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Landing Gear

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Flaps

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Airspeed

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