APE. A PREVUELOS Y POSTVUELOS

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELOAVIZOR
MODELO: *KING AIR 90 SERIES*

INSTRUCCIONES: El técnico deberá anotar su rúbrica a lado de cada punto requerido dentro de este prevuelo. Al finalizar los trabajos deberá poner su nombre completo, numero de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.

PROCEDURES BY FLIGHT PHASE

NOTE

Refer to all applicable Supplements for flight phase procedures and for optional equipment installed in the airplane.

PREFLIGHT INSPECTION

NOTE

After the first flight of each day, the Preflight Inspection may be omitted except for items marked with a "+" (Fuel Tank Caps and Engine Oil Quantity/Filler Cap need not be checked unless system(s) were serviced.) External inspections with flaps down may be conducted at intervals deemed appropriate by the pilot.

COCKPIT

1. Lighting for Night Operations:
   a. To obtain lighting for cabin entry: Use the switch located next to cabin floor at left side of entry door.
   b. For Cockpit Lighting with the battery off: Use the INSTRUMENT EMERGENCY Lights switch located on overhead panel.
   c. For Cockpit Lighting and Cabin Lighting with the battery on: Use the INSTRUMENT INDIRECT lights switch located on the overhead panel and the CABIN BRIGHT-DIM switch located on the copilot's left subpanel.
   d. All external and internal lighting is available with the Battery switch on and the GEN TIES switch in the MAN CLOSE position.
2. Monogram Electric Toilet . . . . . KNIFE VALVE OPEN
+ 3. Baggage . . . . . SECURE
4. Emergency Exit . . . . . LATCHED
+ 5. Control Locks . . . . . REMOVE AND STOW
6. Elevator Tabs . . . . . SET TO "0" UNITS

CAUTION

The elevator trim system must not be forced past the limits which are indicated on the elevator trim indicator scale, either manually, electrically, or by action of the autopilot.

7. Condition Levers . . . . . FUEL CUTOFF
8. Landing Gear Control . . . . . DN
9. Ignition and Engine Start . . . . . ENSURE OFF

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+10. Parking Brake . . . . . SET

11. Voltmeter

a. BAT Position . . . . . 23 VOLTS MINIMUM

b. All other Positions . . . . . .0 VOLTS

+12. Battery . . . . . ON

13. Voltmeter

a. TPL FED . . . . . 22 VOLTS MINIMUM

b. R GEN and L GEN . . . . . .0 VOLTS

c. CTR . . . . . .23 VOLTS

d. EXT PWR . . . . . .0 VOLTS

14. Gen Ties . . . . . MAN CLOSE

15. Voltmeter . . . . . R GEN AND L GEN - 23 VOLTS MINIMUM

+16. Fuel Quantity . . . . . .CHECK

17. Gear Down Annunciators . . . . . ILLUMINATED

18. Flap Control (if desired) . . . . . .APPROACH, THEN DOWN (check indicator)

19. Airstair Door Circuitry . . . . . .CHECK

a. Airstair Door Closed and Locked. [CABIN DOOR] . . . . . EXTINGUISHED

b. Airstair Door Closed and Latched, but not Locked. [CABIN DOOR] . . . . . ILLUMINATED

c. Airstair Door Open and Mechanism in Locked Position. [CABIN DOOR] . . . . . ILLUMINATED

20. Oxygen System Preflight Inspection . . . . . COMPLETE

a. Passenger Oxygen Masks . . . . . .CHECK CONDITION AND STOW (plug must be color-coded red)

b. Oxygen System Control . . . . . PULL ON

c. Crew . . . . . .DON MASKS, CHECK FIT AND OPERATION. SET MASKS AT 100% POSITION, THEN STOW

d. Oxygen Duration . . . . . DETERMINE (see OTHER PROCEDURES)

+21. Battery . . . . . OFF

22. Flashlight . . . . . .CHECK

23. Fire Extinguisher (Under Copilot's Chair) . . . . . .CHECK

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LEFT WING AND NACELLE

1. Cabin Door Seal, Step Extension Cable, Light Wire, Damper, and Handrails . . . . . CHECK
2. Cabin Windows . . . . . CHECK
3. Flaps . . . . . CHECK
4. Aileron and Tab . . . . . CHECK
5. Wing Tip and Lights . . . . . CHECK
6. Stall Warning . . . . . CHECK
7. Deice Boot . . . . . CHECK

+ 8. Tie-down and Chocks . . . . . REMOVE

+ 9. Wing Fuel Tank . . . . . CHECK QUANTITY; CAP SECURE

10. Outboard Wing Sump . . . . . DRAIN
11. Wheel Well Sump . . . . . DRAIN

+12. Landing Gear, Strut, Brake, Wheel Well, and Landing Gear Doors . . . . . CHECK

13. Fire Extinguisher (if installed) . . . . . CHECK PRESSURE

FIRE EXTINGUISHER PRESSURE VS. TEMPERATURE

°F °C	-40 -40	-20 -29	0 -18	20 -7	40 4	60 16	80 27	100 38	120 49
PSI Range	190 to 240	220 to 275	250 to 315	290 to 365	340 to 420	390 to 480	455 to 550	525 to 635	605 to 730

14. Boost Pump Sump . . . . . DRAIN
15. Prop . . . . . CHECK
16. Engine Air Intakes . . . . . CLEAR

+17. Engine Oil . . . . . CHECK QUANTITY; CAP SECURE

18. Fuel Strainer (Firewall) . . . . . DRAIN
19. Cowling, Doors, and Panels . . . . . SECURE

+20. Nacelle Fuel Tank . . . . . CHECK; CAP SECURE

21. Heat Exchanger Inlet . . . . . CLEAR
22. Transfer Pump Sump . . . . . DRAIN
23. Lower Antennas and Beacon . . . . . CHECK

NOSE

1. OAT Probe . . . . . CHECK
2. Brake Reservoir Vent . . . . . CLEAR
3. Ram Air Inlet . . . . . CLEAR
4. Left Avionics Access Panel/Baggage Door . . . . . SECURE

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5. Air Conditioner Condenser Exhaust Duct ..... CLEAR
6. Windshield and Wipers. ..... CHECK
7. Radome ..... CHECK
8. Pitot Masts ..... CLEAR
9. Landing and Taxi Lights ..... CHECK
+10. Nose Gear (shimmy damper, stop block, torque knee, strut, tire) .. CHECK
+11. Chocks ..... REMOVE
12. Nose Gear Doors and Wheel Well ..... CHECK
13. Air Conditioner Condenser Intake Duct ..... CLEAR
14. Right Avionics Access Panel ..... SECURE

RIGHT WING AND NACELLE

1. Transfer Pump Sump ..... DRAIN
2. Heat Exchanger Inlet ..... CLEAR
+ 3. Nacelle Fuel Tank ..... CHECK; CAP SECURE
4. Prop ..... CHECK
5. Engine Air Intakes ..... CLEAR
+ 6. Engine Oil ..... CHECK QUANTITY; CAP SECURE
7. Fuel Strainer (Firewall) ..... DRAIN
8. Cowling, Doors, and Panels ..... SECURE
9. Fire Extinguisher (if installed) ..... CHECK PRESSURE
10. Boost Pump Sump ..... DRAIN
+11. Landing Gear, Strut, Brake, Wheel Well, and Landing Gear Doors ..... CHECK
12. Wheel Well Sump ..... DRAIN
13. Outboard Wing Sump ..... DRAIN
+14. Wing Fuel Tank ..... CHECK QUANTITY; CAP SECURE
+15. Tie-down and Chocks ..... REMOVE
16. Deice Boot ..... CHECK
17. Wing Tip and Lights ..... CHECK
18. Aileron ..... CHECK
19. Flaps ..... CHECK
20. Cabin Windows ..... CHECK

RIGHT AFT FUSELAGE

1. Oxygen Door ..... SECURE
2. Static Ports ..... CLEAR
3. Access Panels ..... SECURE

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TAIL

+ 1. Tie-down ..... REMOVE
2. Deice Boots ..... CHECK
3. Control Surfaces and Tabs ..... CHECK
4. Light(s) ..... CHECK
5. Top Antennas and Beacon ..... CHECK
6. Elevator Trim Tab ..... VERIFY "0" (NEUTRAL) POSITION

NOTE

The elevator trim tab "0" (neutral) position is determined by observing that the alignment marks on the elevator trim tab push rods align with the alignment marks on the elevator when the elevator is resting against the downstops.

LEFT AFT FUSELAGE

1. Access Panels ..... SECURE
2. Static Ports ..... CLEAR

BEFORE ENGINE STARTING

NOTE

Items marked with an "*" may be omitted at pilot's discretion after the first flight of each day.

WARNING

Only a crew member or properly trained ground personnel should close and lock the cabin door.

1. Airstair Door ..... LOCKED
   a. Close and lock the door.
   b. Ensure that the door handle will not move out of the locked position without depressing the release button.
   c. Lift the top door step and ensure that the red safety arm is around the plunger.
   d. Ensure that the green index mark on each of the 4 locking bolts aligns with the black pointer in the observation port.
2. Monogram Electric Toilet ..... KNIFE VALVE CONFIRM OPEN
3. Load and Baggage ..... CONFIRM SECURE
4. Weight and CG ..... CHECKED

* 5. Emergency Exit ..... CONFIRMED LATCHED

6. Seats and Tables . . . . . POSITIONED
   a. All Seats - Seatbacks Upright, Headrests fully extended
   b. Lateral-tracking Seats - Outboard position
   c. Tables - Stowed
7. Passenger Briefing . . . . . COMPLETE
8. Control Locks . . . . . CONFIRM REMOVED AND STOWED
9. Seats and Rudder Pedals . . . . . ADJUSTED
10. Seat Belts and Shoulder Harnesses . . . . . FASTENED
* 11. Oxygen System Preflight Inspection . . . . . CONFIRM COMPLETE
12. Oxygen System Control . . . . . CONFIRM ON
13. ELT . . . . . CONFIRM ARM
    [XMT] - EXTINGUISHED
14. Fuel System . . . . . CHECK
    a. Circuit Breakers . . . . . IN
* b. Battery . . . . . ON
* c. Fuel FW Shutoff Valves . . . . . CLOSE
* d. Battery . . . . . OFF
* e. Crossfeed . . . . . OPEN, THEN CLOSE
    [FUEL CROSSFEED] - ILLUMINATED WHEN OPEN
* f. Boost Pumps . . . . . ON, LISTEN FOR OPERATION
    g. Battery . . . . . ON
    [L FUEL PRESS] & [R FUEL PRESS] - ILLUMINATED
* h. Fuel FW Shutoff Valves . . . . . OPEN
    [L FUEL PRESS] & [R FUEL PRESS] - EXTINGUISHED
* i. Boost Pumps . . . . . OFF
    j. Fuel Quantity . . . . . CHECK
* k. Transfer Pumps (Full Nacelle Tanks) . . . . . TEST
    1) Transfer Pumps . . . . . AUTO
    2) Transfer Test Switch . . . . . LEFT, THEN RIGHT
    [L NO FUEL XPER], then [R NO FUEL XFER] - BLINK
    3) Transfer Pumps . . . . . OFF

If nacelle tanks are not full, transfer pumps will begin operating when AUTO *is selected, and annunciators will not blink. Use the following procedure.*

* l. Transfer Pumps (Partial Nacelle Tanks) . . . . . TEST
    1) Transfer Pumps . . . . . CONFIRM OFF
    2) Transfer Test Switch . . . . . HOLD TO LEFT SIDE
    3) Left Transfer Pump . . . . . AUTO, THEN OFF
    [L NO FUEL XFER] - BLINKS

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4) Transfer Test Switch ..... HOLD TO RIGHT SIDE
5) Right Transfer Pump ..... AUTO, THEN OFF
[R NO FUEL XFER] - BLINKS
6) Transfer Test Switch ..... RELEASE

* 15. Pilot's Clock (Control Wheel) ..... CHECK AND SET
16. Pilot's Instrument Panel and Subpanel ..... CHECK
a. SFDS Power ..... TEST (Green Light ILLUMINATED)
b. SFDS Power ..... ON (Amber Light ILLUMINATED)
c. Park Brake ..... CONFIRM SET
d. Engine Anti-Ice Switches ..... ON

CAUTION

To minimize ingestion of ground debris, the engine anti-ice system should be ON for all ground operations.

e. Pilot Air Control ..... AS REQUIRED
f. Defrost Air Control ..... AS REQUIRED
g. Landing Gear Control ..... DOWN
* h. Landing Gear Control Lights ..... TEST
i. Gear Down Annunciators ..... CHECK
* j. Hyd Fluid Sensor ..... TEST
[HYD FLUID LO] - ILLUMINATED
k. Beacon ..... ON
(Beacon will not illuminate until a generator, or external power is on line or GEN TIES are manually closed.)
l. All Other Switches ..... OFF

▌ 17. Pilot's Audio ..... SET
18. Power Console ..... CHECK
a. Power Levers ..... IDLE, FRICTION SET
b. Prop Levers ..... FULL FORWARD, FRICTION SET
c. Condition Levers ..... FUEL CUTOFF, FRICTION SET
d. Landing Gear Alternate Extension Handle ..... STOWED
19. Pedestal ..... CHECK
a. Cabin Pressure Switch ..... PRESS
▌ b. Rudder Boost Switch ..... RUDDER BOOST
20. Reversionary Switch Panel ..... CHECK
a. DG FREE/NORM ..... NORM
▌ b. SLEW +/- ..... CENTER

c. ATC . . . . . STBY
d. PILOT DISPLAY . . . . . NORM
e. AHRS . . . . . NORM
f. ADC . . . . . NORM
g. TUNE . . . . . NORM
h. EMER FREQ . . . . . EXTINGUISHED
i. RMT TUNE . . . . . NORM
j. SLEW +/- . . . . . CENTER
k. DG FREE/NORM . . . . . NORM
l. GND COM . . . . . EXTINGUISHED

* 21. Copilot's Clock (Control Wheel) . . . . . CHECK AND SET
22. Copilot's Audio . . . . . SET
23. Copilot's Instrument Panel . . . . . CHECK
24. Copilot's Subpanel . . . . . CHECK
a. Cabin Sign . . . . . FSB or NO SMOKE & FSB
b. VENT BLOWER Switch . . . . . AUTO
c. Bleed Air Valves . . . . . AS REQUIRED
d. CABIN TEMP MODE Control . . . . . OFF
* e. Fire Detectors (if installed) and Fire Extinguishers (if installed) . . TEST

1) Rotate test switch through the three detector test positions and verify the following:
   a) Corresponding Red [R ENG FIRE] and [L ENG FIRE] illuminate on the Master Warning panel and a red annunciation of FIRE is visible in the ITT/TORQUE indicator for either engine on the MFD.
   b) The Master Warning annunciator flashes.

If a fire extinguisher system is installed:

   c) The corresponding L/R ENG FIRE PUSH TO EXT red annunciators illuminate on the fire extinguisher activation switches.
2) Rotate test switch to the EXT LEFT and EXT RIGHT position and verify the following:
   a) Corresponding amber D and green OK annunciators illuminate on the fire extinguisher activation switches.

f. Cabin/Cockpit Air Control . . . . . AS REQUIRED
g. Copilot Air Control . . . . . AS REQUIRED
h. Oxygen Pressure . . . . . CONFIRM
i. All Other Switches . . . . . OFF
25. Copilot's Circuit Breaker Panel . . . . . CHECK

* 26. Pilot's Static Air Source ..... NORMAL
27. Overhead Panel ..... CHECK
    a. Cockpit Lighting ..... AS REQUIRED
    b. Voltmeter ..... CONFIRMED CHECKED
        1) BAT and CTR ..... 23 VOLTS MIN
        2) TPL FED ..... 22 VOLTS MIN
        3) LEFT & RIGHT GENERATOR, EXT PWR ..... 0 VOLTS
* 28. Annunciators ..... TEST
29. Avionics Panel Switches ..... AS REQUIRED
30. Cockpit Voice Recorder ..... CHECK
* a. Headset ..... PLUG INTO CVR JACK
    b. CVR Test Button ..... PRESS AND HOLD (5 seconds minimum)
*   1) Listen for test tone in headset.
        2) Observe a green light on the control panel.
* c. Speak into area mic. Voice should be heard in the headset.

ENGINE STARTING (BATTERY)

1. Boost Pumps ..... ON
2. GEN TIES ..... MAN CLOSE
   [MAN TIES CLOSE] - ILLUMINATED
   [R GEN TIE OPEN] & [L GEN TIE OPEN] - EXTINGUISHED
3. Right Ignition and Engine Start ..... ON
   [R IGNITION ON] - ILLUMINATED
4. Right Condition Lever (12% N_1 minimum) ..... LOW IDLE
5. Right ITT and N_1 ..... MONITOR (1090°C maximum)

CAUTION

If no ITT rise is observed within 10 seconds after moving the Condition Lever to LOW IDLE, move the Condition Lever to FUEL CUTOFF and Start Switch to OFF. Allow 30 seconds for fuel to drain and starter to cool; then follow ENGINE CLEARING procedures. If starting attempt is discontinued, the entire starting sequence must be repeated after allowing the engine to come to a complete stop.

6. Right Oil Pressure ..... CHECK
7. Right Ignition and Engine Start (51% N_1 or above) ..... OFF
8. Right Generator ..... RESET, THEN ON
   [R DC GEN], [MAN TIES CLOSE], [L GEN TIE OPEN],
   & [R GEN TIE OPEN] - EXTINGUISHED

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9. Battery ..... CHARGE
(until loadmeter reads approximately 50% or less)
10. Left Ignition and Engine Start ..... ON
[L IGNITION ON] - ILLUMINATED
11. Left Condition Lever (12% N_1 minimum) ..... LOW IDLE
12. Left ITT and N_1 ..... MONITOR (1090°C maximum)
13. Left Oil Pressure ..... CHECK
14. Left Ignition and Engine Start (51% N_1 or above) ..... OFF
15. Left and Right Prop RPM ..... 1100 MINIMUM
16. Voltmeter (L GEN) ..... 27.5 TO 29.0 VOLTS
17. Left Generator ..... RESET, then ON
[L DC GEN] - EXTINGUISHED
18. Right Generator ..... RESET, THEN ON
[L GEN TIE OPEN] & [R GEN TIE OPEN]
(remain extinguished with switch in the reset position)
19. Condition Levers ..... AS REQUIRED

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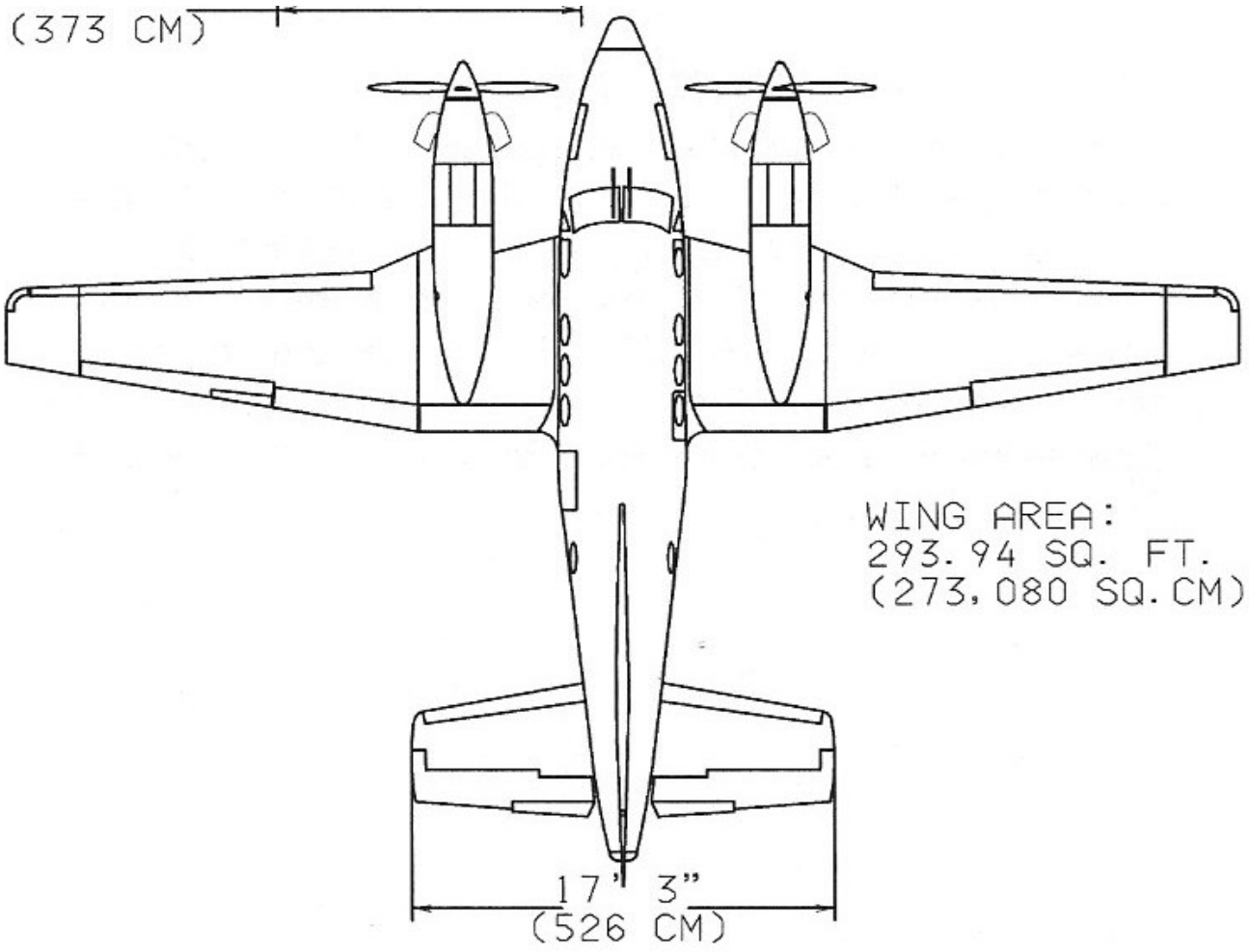
MODELO: *KING AIR 90 SERIES*



MARCA:	*MATRICULA:*
MODELO:	FECHA:
N/S:	MODELO:

TECNICO:_____ **LICENCIA:**_____ **FIRMA:**_____

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PREVUELOAVIZOR
MODELO: *KING AIR B200 SERIES*

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PROCEDURES BY FLIGHT PHASE

NOTE

Refer to all applicable Supplements for flight phase procedures for optional equipment installed in the airplane.

PREFLIGHT INSPECTION

After the first flight of each day, the Preflight Inspection may be omitted except for items marked with a "+". (Fuel Tank Caps and Engine Oil Quantity/Filler Cap need not be checked unless system(s) were serviced.) External inspections with flaps down may be conducted at intervals deemed appropriate by the pilot.

CABIN/COCKPIT

1. Monogram Electric Toilet (if installed) ..... KNIFE VALVE OPEN
+ 2. Baggage ..... SECURE
3. Emergency Exit ..... SECURE AND UNLOCKED
4. Control Locks ..... REMOVE AND STOWED
5. Trim Tabs ..... SET TO "0" UNITS

CAUTION

The elevator trim system must not be forced past the limits which are indicated on the elevator trim indicator scale, either manually, electrically, or by action of the autopilot.

6. Condition Levers ..... FUEL CUTOFF
7. Landing Gear Control ..... DN
8. Parking Brake ..... SET
9. Ignition and Engine Start ..... ENSURE OFF
10. Battery ..... ON, CHECK 23 VOLTS MINIMUM
11. Fuel Quantity (main & auxiliary) ..... CHECK
12. ELT (cockpit installations) ..... ARM
[XMT] - EXTINGUISHED
13. Gear Down Annunciators ..... ILLUMINATED
14. Flap Control (if desired) ..... APPROACH, THEN DOWN
(check indicator)

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Raytheon Aircraft

Beech Super King Air B200/B200C
Section IV - Normal Procedures

15. Airstair Door (B200) Circuitry ..... CHECK
    a. Airstair Door Closed and Locked.
       [DOOR UNLOCKED] ..... EXTINGUISHED
    b. Airstair Door Closed and Latched, but Not Locked.
       [DOOR UNLOCKED] ..... ILLUMINATED
    c. Airstair Door Open and Mechanism in Locked Position.
       [DOOR UNLOCKED] ..... ILLUMINATED
16. Airstair Door (B200C) Circuitry ..... CHECK
    a. Cargo Door ..... CONFIRM CLOSED AND LOCKED
    b. Airstair Door Open.
       [DOOR UNLOCKED] ..... ILLUMINATED
    c. Airstair Door Closed and Locked.
       [DOOR UNLOCKED] ..... EXTINGUISHED
    d. Battery ..... OFF
    e. Airstair Door Closed, but Not Locked.
       [DOOR UNLOCKED] ..... ILLUMINATED
    f. Airstair Door Open.
       [DOOR UNLOCKED] ..... EXTINGUISHED
    g. Battery ..... ON
17. Oxygen System Preflight Inspection ..... COMPLETE
    a. Passenger Manual Drop-Out ..... PUSH OFF
    b. System Ready ..... PULL ON
    c. Oxygen Mask(s) ..... DON, CHECK FIT & OPERATION, THEN STOW
    d. Oxygen Duration ..... DETERMINE
       (See OTHER PROCEDURES.)

+ 18. Battery ..... OFF

LEFT WING AND NACELLE

1. Cabin Door Seal, Step Extension Cable, Light Wire, Damper, and Handrails ..... CHECK
2. Cabin Windows ..... CHECK
+ 3. Auxiliary Fuel Tank Cap ..... SECURE
4. Flaps (condition, asymmetry protection, flap tracks, limit switches, and position transmitter) ..... CHECK
5. Oil Breather Vent ..... CLEAR
+ 6. Brake Lines, Brake Wear, Brake Deice Lines (if installed) ..... CHECK

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7. Fire Extinguisher (if installed) . . . . . CHECK PRESSURE

FIRE EXTINGUISHER PRESSURE VS. TEMPERATURE

°F °C	-40 -40	-20 -29	0 -18	20 -7	40 4	60 16	80 27	100 38	120 49
PSI Range	190 to 240	220 to 275	250 to 315	290 to 365	340 to 420	390 to 480	455 to 550	525 to 635	605 to 730

8. Inverter Cooling Louver . . . . . CLEAR
9. Aileron and Tab . . . . . CHECK
10. Flush Outboard Wing Fuel Tank Sump . . . . . DRAIN
11. Static Wicks (4) . . . . . CHECK
12. Navigation, Recognition, & Strobe Lights . . . . . CHECK
+ 13. Main Fuel Tank Cap . . . . . SECURE
14. Stall Warning Vane . . . . . CHECK
+ 15. Tiedown . . . . . REMOVED
16. Outboard Deice Boot and Stall Strip . . . . . CHECKED
17. Ice Light . . . . . CHECK
18. Heated Fuel Vent . . . . . CLEAR
19. Ram Scoop Fuel Vent . . . . . CLEAR
20. Gravity Line Drain . . . . . DRAIN
21. Inverter Cooling Louvers . . . . . CLEAR
22. Wing Leading Edge Tank Sump . . . . . DRAIN
+ 23. Landing Gear (doors, wheel well, strut, tires, brakes) . . . . . CHECK
+ 24. Chock . . . . . REMOVE
25. Fuel Filter and Fuel Strainer Drains . . . . . DRAIN
+ 26. Engine Oil . . . . . CHECK QUANTITY, CAP SECURE
27. Engine Compartment Door (outbd) . . . . . SECURE, BLEED VALVE EXHAUST CLEAR
28. Exhaust Stack (outbd) . . . . . CHECK FOR CRACKS
29. Top Cowling Locks (outbd) . . . . . SECURE
30. Nacelle Cooling Ram Air Inlets . . . . . CLEAR
+ 31. Prop . . . . . CHECK FOR NICKS, DEICE BOOT SECURE
32. Engine Intake . . . . . CLEAR
33. Top Cowling Locks (inbd) . . . . . SECURE
34. Exhaust Stack (inbd) . . . . . CHECK FOR CRACKS
35. Generator Cooling Inlet . . . . . CLEAR
36. Engine Compartment Door (inbd) . . . . SECURE, BLEED VALVE EXHAUST CLEAR

37. Heat Exchanger Inlet ..... CLEAR
38. Hydraulic Landing Gear Service Door ..... SECURE
39. Inboard Deice Boot ..... CHECK
40. Heat Exchanger Outlet ..... CLEAR
41. Hydraulic Landing Gear Vent Lines ..... CLEAR
42. Auxiliary Fuel Tank Sump ..... DRAIN
43. Lower Antennas and Beacon ..... CHECK

NOSE

1. OAT Probe/Relief Tube Vent ..... CHECK
2. Brake Reservoir Vent ..... CLEAR
3. Left Avionics Access Panel ..... SECURE
4. Air Conditioner Condenser Exhaust Duct ..... CLEAR
5. Windshield and Wipers ..... CHECK
6. Radome ..... CHECK
7. Pitot Masts ..... CLEAR
8. Landing and Taxi Lights ..... CHECK
+ 9. Nose Gear (shimmy damper, stop block, torque knee, strut, tire) ..... CHECK
+ 10. Chocks ..... REMOVE
11. Nose Gear Doors and Wheel Well ..... CHECK
12. Air Conditioner Condenser Intake Duct ..... CLEAR
13. Right Avionics Access Panel ..... SECURE

RIGHT WING AND NACELLE

1. Ejector Exhaust ..... CLEAR
2. Auxiliary Fuel Tank Sump ..... DRAIN
3. Battery Drain ..... CLEAR
4. Battery Air Inlet (Airplanes Prior To BB-1632, BL-141, and BW-30) ..... CLEAR, VALVE FREE
5. Heat Exchanger Outlet ..... CLEAR
6. Inboard Deice Boot ..... CHECK
7. Battery Exhaust (Airplanes Prior To BB-1632, BL-141 and BW-30) ..... CLEAR
8. Heat Exchanger Inlet ..... CLEAR
+ 9. Engine Oil ..... CHECK QUANTITY, CAP SECURE
10. Engine Compartment Door (inbd) ..... SECURE, BLEED VALVE EXHAUST CLEAR

	11. Exhaust Stack (inbd)	CHECK FOR CRACKS
	12. Top Cowling Locks (inbd)	SECURE
	13. Nacelle Cooling Ram Air Inlets	CLEAR
+	14. Prop	CHECK FOR NICKS, DEICE BOOT SECURE
	15. Engine Intake	CLEAR
	16. Top Cowling Locks (outbd)	SECURE
	17. Exhaust Stack (outbd)	CHECK FOR CRACKS
	18. Generator Cooling Inlet	CLEAR
	19. Engine Compartment Door (outbd)	SECURE, BLEED VALVE EXHAUST CLEAR
	20. Fuel Filter and Fuel Strainer Drains	DRAIN
+	21. Landing Gear (doors, strut, tires, wheel well)	CHECK
	22. Fire Extinguisher (if installed)	CHECK PRESSURE
+	23. Chock	REMOVE
	24. Heated Fuel Vent	CLEAR
	25. Ram Scoop Fuel Vent	CLEAR
	26. Gravity Line Drain	DRAIN
	27. Inverter Cooling Louvers	CLEAR
	28. Wing Leading Edge Tank Sump	DRAIN
+	29. External Power Door	CLOSED
	30. Ice Light	CHECK
	31. Outboard Deice Boot and Stall Strip	CHECK
+	32. Tiedown	REMOVE
	33. Flush Outboard Wing Fuel Tank Sump	DRAIN
+	34. Main Fuel Tank Cap	SECURE
	35. Navigation, Recognition, and Strobe Lights	CHECK
	36. Static Wicks (4)	CHECK
	37. Aileron and Bendable Tab	CHECK
	38. Flaps (condition, asymmetry protection, flap tracks, limit switches, and position transmitter)	CHECK
	39. Inverter Cooling Louver	CLEAR
+	40. Brake Lines, Brake Wear, Brake Deice Lines (if installed)	CHECK
	41. Oil Breather Vent	CLEAR
+	42. Auxiliary Fuel Tank Cap	SECURE
	43. Cabin Windows	CHECK

RIGHT AFT FUSELAGE

1. Lower Antennas ..... CHECK
2. Ventral Fin Drain Holes ..... CLEAR
3. Lower Aft Cabin Access Door ..... SECURE
4. Tiedown ..... REMOVED
5. Oxygen Service Access Door ..... SECURE
6. Static Ports ..... CLEAR
7. ELT (aft fuselage installations) ..... ARMED
8. Cabin Air Exhaust ..... CLEAR
9. Access Panel ..... SECURE

TAIL

1. Ventral Fin and Static Wick (1) ..... CHECK
2. VOR antennas (right and left) ..... CHECK
3. Rudder, Rudder Tab, Stinger and Static Wicks (4) ..... CHECK
4. Horizontal Stabilizer, Boots and Static Wicks (right and left) ..... CHECK
5. Elevator, Tab, and Static Wicks (3 each side) ..... CHECK
   Verify Tabs are in "0" (Neutral) Position.

NOTE

The elevator trim tab "0" (neutral) position is determined by observing that the trailing edge of the elevator trim tab aligns with the trailing edge of the elevator when the elevator is resting against the down stops.

6. Position Light, Tail Floodlights (if installed) (left and right) ..... CHECK

LEFT AFT FUSELAGE

1. Access Panel ..... SECURE
2. Static Ports ..... CLEAR
3. Oxygen Overpressure Discharge and Aft Compartment Drain Tubes ..... CLEAR
4. Relief Tube ..... CLEAR

PREVUELOAVIZOR
MODELO: *KING AIR B200 SERIES*

BEFORE ENGINE STARTING

NOTE

Items marked with an "*" may be omitted at pilot's discretion after the first flight of each day.

WARNING

Only a crew member or properly trained ground personnel should close and lock the airstair door and cargo door (if installed).

1. Airstair Door (B200) ..... LOCKED
   a. Close and lock the door.
   b. Ensure that the door handle will not move out of the locked position without depressing the release button.
   c. Lift the top door step and ensure that the red safety arm is around the plunger.
   d. Ensure that the green index mark on each of the 4 locking bolts aligns with the black pointer in the observation port.
2. Cargo Door (B200C) ..... LOCKED
   a. Check upper handle position ..... CLOSED AND LOCKED
      (Open access panel on upper left side of door and attempt to open cargo door latches without releasing safety lock.)
   b. Ensure that the orange index mark on each of the four rotary cam locks aligns with the notch in the plate on the door frame.
   c. Check Lower Pin Lock Handle Position ..... CLOSED AND LOCKED
      (Open access panel on lower forward area of door and attempt to rotate the handle without lifting the orange lock hook.)
   d. Ensure that the orange stripe on the latch pin linkage is aligned with the orange pointer. (Observe through window at lower aft corner.)
3. Airstair Door (B200C) ..... LOCKED
   a. Close and lock the door.
   b. Ensure that the door handle will not move out of the locked position without depressing the release button.
   c. Lift the door step and ensure that the red safety arm is around the plunger.
   d. Ensure that the orange index mark on each of the six rotary cam locks aligns with the notch in the plate on the door frame.
4. * Monogram Electric Toilet (if installed) ..... KNIFE VALVE CONFIRM OPEN
5. Load and Baggage ..... CONFIRM SECURE
6. Weight and C.G. ..... CHECKED
7. Seats and Tables ..... POSITIONED

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a. All Seats - Seatbacks Upright; Headrests fully extended
b. Lateral-tracking seats - Outboard position
c. Tables - Stowed

8. Emergency Exit ..... CONFIRM SECURE AND UNLOCKED
9. Passenger Briefing ..... COMPLETE
10. Control Locks ..... CONFIRM REMOVED
11. Seats and Rudder Pedals ..... ADJUSTED
12. Seatbelts and Shoulder Harnesses ..... FASTENED
* 13. Oxygen System Preflight Inspection ..... CONFIRM COMPLETE
14. Fuel Panel Circuit Breakers ..... IN
15. Pilot's Instrument Panel ..... CHECK
    a. Compass Control ..... SLAVED (Mode Switch Out)
    b. EFIS Aux Power ..... CHECK
        1) Test Switch ... HOLD TO TEST FOR A MAXIMUM OF 5 SECONDS (check for momentary illumination of green TEST annunciator)
        2) Test Switch ..... RELEASE TO OFF
    c. Prop Sync Switch ..... ON
* 16. Pilot's Clock (control wheel) ..... CHECK AND SET
17. Pilot's Subpanel ..... CHECK
    a. Mic Selector Switch ..... NORMAL
    b. Parking Brake ..... CONFIRM SET
    c. Engine Anti-ice Switches ..... ON

NOTE

The engine anti-ice system should be ON for all ground operations to minimize ingestion of ground debris. Turn engine anti-ice off, when required, to maintain oil temperature within limits.

    d. Pilot Air Control ..... AS REQUIRED
    e. Defrost Air Control ..... AS REQUIRED
    f. Landing Gear Control ..... DN
    g. Landing Gear Relay Circuit Breaker ..... IN
    h. All Other Switches ..... OFF
18. Avionics Panel Switches ..... AS REQUIRED
    • Radar ..... OFF OR STANDBY
19. Power Console ..... CHECK
    a. Power Levers ..... IDLE, FRICTION SET
    b. Prop Levers ..... FULL FORWARD, FRICTION SET
    c. Condition Levers ..... FUEL CUTOFF, FRICTION SET

PREVUELOAVIZOR
MODELO: *KING AIR B200 SERIES*

d. Elevator, Aileron, and Rudder Trim Controls ..... SET
e. Oxygen System Ready ..... CONFIRM ON
* f. Flashlight ..... CHECK
g. Landing Gear Alternate Extension Handle ..... STOWED
20. Pedestal ..... CHECK
a. EFIS Power Switches ..... OFF
b. EFIS Reversionary Switches ..... NORMAL
c. Cabin Pressure Switch ..... PRESS
d. Rudder Boost Switch ..... ON
e. Elevator Trim Switch ..... ON
f. Pressurization Controller ..... SET
21. Copilot's Instrument Panel ..... CHECK
• Compass Control ..... SLAVED (Mode Switch Out)
* 22. Copilot's Clock (control wheel) ..... CHECK AND SET
23. Copilot's Subpanel ..... CHECK
a. Cabin Sign ..... NO SMOKE & FSB
b. Vent Blower Switch ..... AUTO
c. Bleed Air Valve Switches ..... ENVIR OFF
d. Cabin Temp Mode Control ..... OFF
e. Cabin/Cockpit Air Control ..... AS REQUIRED
f. Copilot Air Control ..... AS REQUIRED
g. Mic Selector Switch ..... NORMAL
h. Oxygen Pressure ..... CONFIRM
i. All Other Switches ..... OFF
24. Copilot's Circuit Breaker Panel ..... CHECK
* 25. Pilot's Static Air Source ..... NORMAL
* 26. Fire Extinguisher (under copilot's chair) ..... CHECK
27. Battery ..... ON
* 28. Fuel System ..... CHECK
a. Firewall Shutoff Valves ..... CLOSE
b. Standby Pumps ..... ON
Listen For Operation, [L FUEL PRESS] & [R FUEL PRESS]- ILLUMINATED
c. Firewall Shutoff Valves ..... OPEN
[L FUEL PRESS] & [R FUEL PRESS] - EXTINGUISHED
d. Standby Pumps ..... OFF
[L FUEL PRESS] & [R FUEL PRESS] - ILLUMINATED

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PREVUELOAVIZOR
MODELO: *KING AIR B200 SERIES*

e. Crossfeed ..... ALTERNATELY LEFT AND RIGHT
[FUEL CROSSFEED] - ILLUMINATED,
[L FUEL PRESS] & [R FUEL PRESS] - EXTINGUISHED
f. Crossfeed ..... OFF
g. Auxiliary Tank Transfer ..... AUTO
h. No Transfer Light ..... PRESS TO TEST (if extinguished)
29. Fuel Quantity (Main and Auxiliary) ..... CHECK
* 30. Landing Gear Handle Lights ..... PRESS TO TEST
* 31. Hydraulic Fluid Sensor ..... TEST
[HYD FLUID LOW] - ILLUMINATED
32. Beacon ..... ON
33. DC Volt/Loadmeters ..... PRESS TO CHECK VOLTAGE
(23 volts minimum)
* 34. Annunciators ..... TEST
* 35. Stall Warning ..... TEST
* 36. Fire Detectors and Fire Extinguishers (if installed) ..... TEST

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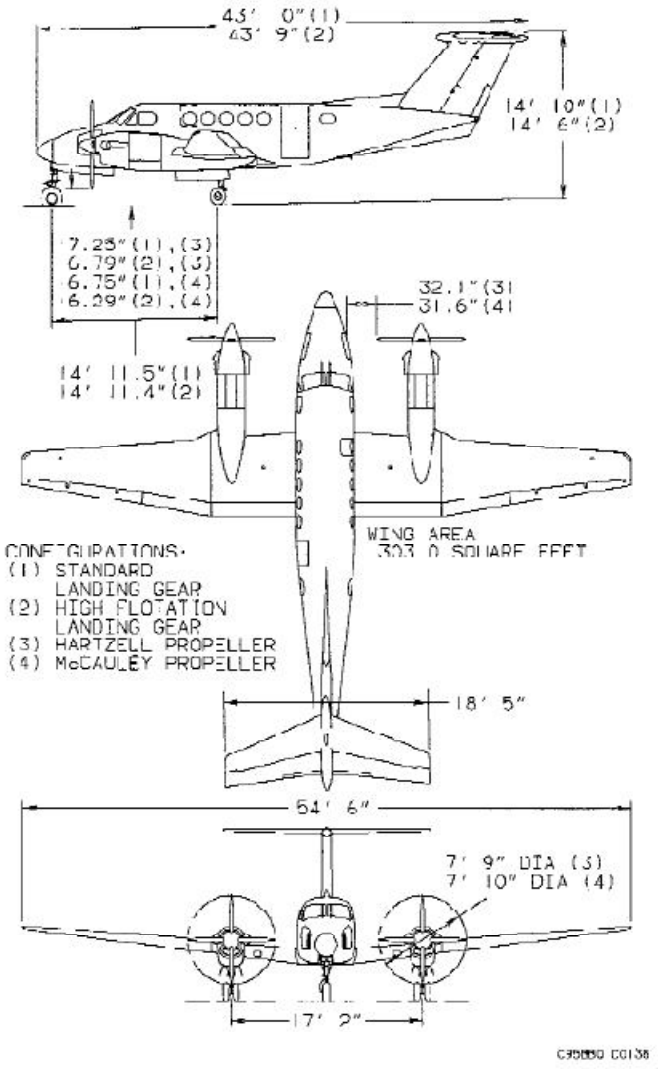
PREVUELOAVIZOR
MODELO: *KING AIR B200 SERIES*



B200 THREE VIEW

MARCA:	*MATRICULA:*
MODELO:	FECHA:
N/S:	MODELO:

TECNICO:_____ LICENCIA:_____ FIRMA:_____

PREVUELOAVIZOR
MODELO: *KING AIR B300*

INSTRUCCIONES: El técnico deberá anotar su rúbrica a lado de cada punto requerido dentro de este prevuelo. Al finalizar los trabajos deberá poner su nombre completo, numero de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.

Left Wing and Nacelle *King Air B300.*

No.	Description	Status	Yes	No
1.-	Cabin door seal, step extension cable, light wire, damper and handrails	Check		
2.-	Left side windows	Check		
3.-	Flaps (condition, asymmetry protection, and flap tracks)	Check		
4.-	Aileron and tab	Check		
5.-	Static wicks (aileron and winglet)	Check		
7.-	Llghts	CHECK		
8.-	Main Fuel Tank Cap	SECURE		
9.-	Stall Warning Vane	CHECK		
10.-	Tie·down	REMOVE		
11.-	Flush Outboard Fuel Drain	DRAIN		
12.-	Outboard Deice Boot and Stall Strip	CHECK		
13.-	Wing Panels	SECURE		
14.-	Leading-Edge Fuel Tank and Gravíty-Line Orains	DRAIN		
15.-	Inverter Cooling Louvers	CLEAR		
16.-	Flush Fuel Vent and Heated Fuel Ven	CLEAR		
17.-	Landing Gear (doors, tires, slrul, wheel well)	CHECK		
18.-	Engine Oil Vent	CLEAR		
19.-	Brake Une and Brake Deice Plumbing (11 Installed)	CHECK		
20.-	Torque Knee Assembly and Safety Switch	CHECK		
21.-	Brakes	CHECK		
22.-	Fire Extingulsher Pressure	CHECK		
23.-	Chock	REMOVE		
24.-	Fuel Strainer and Fuel Filler Dralns	ORAIN		
25.-	Colleclor Drain	CLEAR		

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PREVUELOAVIZOR
MODELO: *KING AIR B300*
Left Wing and Nacelle (cont.) ***King Air B300.***

26.-	Ice Vane and Oil Radiator Exhaust	CLEAR		
27.-	Ice Light	CHECK		
28.-	Engine Oil	CHECK QUANTITY, CAP SECURE		
29.-	Cowling Air Exhaust	CLEAR		
30.-	Engine Cowling, Ooors. and Panels (Ieft side)	SECURE		
31.-	Exhaust Stack and Falring (if installed) (Ieft sida)	CHECK FOR CRACKS		
32.-	Top Cowling Camlocks (Ieft slde)	SECURE		
33.-	Propeller	CHECK & ROTATE		
34.-	Forward AirIntakee on Top Cowling	CLEAR		
35.-	Englne and Oíl RadiBtor Alr Intake&	CHECK		
36.-	Top Cowling Camlocks (rlght side)	SECURE		
37.-	Exhaust Stack and Fairing (if installed) (right side)	CHECK FOR CRACKS		
38.-	Swlng Check Valve Exhausl	CLEAR		
39.-	Generator Alr Intake	CLEAR		
40.-	Engine Cowllng. Ooors. Panels. and VGs (right si de)	SECURE		
41.-	Auxiliary Fuel Tank Cap	SECURE		
42.-	Hydraulic Gear Service Ooor	SECURE		
43.-	Inboard Deica Bool	CHECK		
44.-	Heat Exchanger Alr Intake and Exhaus!	CLEAR		
45.-	Hydraulic Gesr Overflll and Ven! Unes	CLEAR		
46.-	Auxlllary Fuel Tank Oraln	ORAIN		
47.-	Lower Antennas and Panels	SECURE		

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PREVUELOAVIZOR
MODELO: *KING AIR B300*
Nose *King Air B300.*

No.	Description	Status	Yes	No
1.-	OAl Probe/Relief Tuba Vent	CHECK		
2.-	Brake Reservoir Vent	CLEAR		
3.-	Left Avionics Access Panel	SECURE		
4.-	Alr Condilloner Condenser Exhaus! Ouct.	CLEAR		
5.-	Wlndshisld and Wlpers	CHECK		
6.-	Radome Condition	CHECK		
7.-	Pitot Mas!6	CLEAR		
8.-	Landing and Taxi Llghts	CHECK		
a)	Nose Gear (shimmy damper. stop block. torque kne8. strut, tire)	CHECK		
b)	Chocks	REMOVE		
c)	Nose Gear Door and Wheel Well	CHECK		
9.-	Air Conditioner Condenser Intake Duct	CLEAR		
10.-	Right Avionlcs Access Panel	SECURE		

Right Wing and Nacelle *King Air B300.*

No.	Description	Status	Yes	No
1.-	Ejeclor Exhaust	ClEAR		
2.-	Auxiliary Fuel Tenk Orain	ORAIN		
3.-	Battery Box Oraln	ClEAR		
4.-	Lower Panel s	SECURE		
5.-	Heat Exchsnger Air Intake and Exhaust	CLEAR		
6.-	Inboard Deice Bool	CHECK		
7.-	Battery Access Panel	SECURE		
8.-	Auxiliary Fuel Tank Cap	SECURE		
9.-	Englne Oi	CHECK QUANTITY		
10.-	Cowllng Air Exhausl	CLEAR		
11.-	Engine Cowling, Ooors, and Panels (left side)	SECURE		
12.-	Collector Orain	CLEAR		
13.-	Exhaust stack and Fairing (if installed)(left side)	CHECK FOR CRACKS		

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PREVUELOAVIZOR
MODELO: *KING AIR B300*
Right Wing and Nacelle (cont.) ***King Air B300.***

14.-	Top Cowling Camlocks (left sida)	SECURE		
15.-	Propeller	CHECK & ROT ATE		
16.-	Forward Air Intakes on Top Cowllng	ClEAA		
17.-	Englne and Oil Radialor Airfntakes	CHECK		
18.-	Top Cowling Camlocks (right side)	SECURE		
19.-	Exhaust Stack and Fairing (ir installed) (right side)	CHECK FOR CRACKS		
20.-	Swing Check Valve Exhaust	CLEAN		
21.-	Generalor Air Intake	CLEAN		
22.-	Engine Cowllng, Doors. and Panels (right 6ide)	SECURE		
23.-	Ice Light	CHECK		
24.-	Oil Radiator and les Vane Exhausl	CLEAR		
25.-	Fuel Filler and Fuel Strainer Drains	DRAIN		
26.-	Landing Gaar (doors. tires, strut, wheel well)	CHECK		
27.-	Fire Extlnguisher Pressure	CHECK		
28.-	Englne Oil Ven!	CLEAR		
29.-	Brake Line and Brake Deiee Plumbing *(il* installed)	CHECK		
30.-	Torque Knee Assembly and Safety Switch	CHECK		
31.-	Brakes	CHECK		
32.-	Chocks	REMOVE		
33.-	Heated Fuel Vent and Flush Fuel Venl	CLEAR		
34.-	Inverter Cooting Louvers	CLEAR		
35.-	Gravity-Une and Leading-Edge Fuel Tank Drains	ORAIN		
36.-	External Power Ooor	SECUAE		
37.-	Outboard Delce Boot and Stal! Strip	CHECK		
38.-	Tle·down	REMOVE		
39.-	Flush Outboard Fuel Orain	DAAtN		
40.-	Wing Panels	SECURE		
41.-	Main Fue! Tank Cap	SECURE		

PREVUELOAVIZOR
MODELO: *KING AIR B300*
Right Wing and Nacelle (cont.) ***King Air B300.***

42.-	Lighls	CHECK		
43.-	Static Wicka (winglel and aileron)	CHECK		
44.-	Phon Break Vent	CHECK		
45.-	Aileron	CHECK		
46.-	Flaps (condition. asymmetry protection, flap tracks, "mil switches. position transmitter)	CHECK		
47.-	Rlght Slde Wlndows	CHECK		

Right Aft Fuselage ***King Air B300.***

No.	Description	Status	Yes	No
1.-	Lower An!ennas and BeaC<ln	CHECK		
2.-	Oxygen Service Access Ooor	SECURE		
3.-	Slatic Por1s	CLEAR		
4.-	EL T Anlenna	CHECK		
5.-	All Compartment Bollom Access Door	SECURE		
6.-	Tie-down	REMOVE		
7.-	Ventral Fin Orain Holes	CLEAR		
8.-	Cabln Alr Exhausl	CLEAR		
9.-	Aocas6 Panel	SECURE		

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PREVUELOAVIZOR
MODELO: *KING AIR B300*
Tail *King Air B300.*

No.	Description	Status	Yes	No
1.-	Ventral Fin and Static Wick	CHECK		
2.-	VOR Antennas (right and left)	CHECK		
3.-	Rudder. RudderTab. Slinger and Static Wlcks	CHECK		
4.-	Horizontal Stabilizer. Boots. and Static Wicks (right and Ieft)	CHECK		
5.-	Elevator, Tab, and Static Wlcks	CHECK		
6.-	Tabs In Neutral Position	VERIFY		

Left Aft Fuselage *King Air B300.*

No.	Description	Status	Yes	No
1.-	Access Panels	SECURE		
2.-	Stalic Ports	CLEAR		
3.-	Oxygen Overpressure Discharge Doors Aft Compartment Drain Tube	CLEAR		
4.-	Relief Tuba	CLEAR		

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PREVUELOAVIZOR
MODELO: *KING AIR B300*

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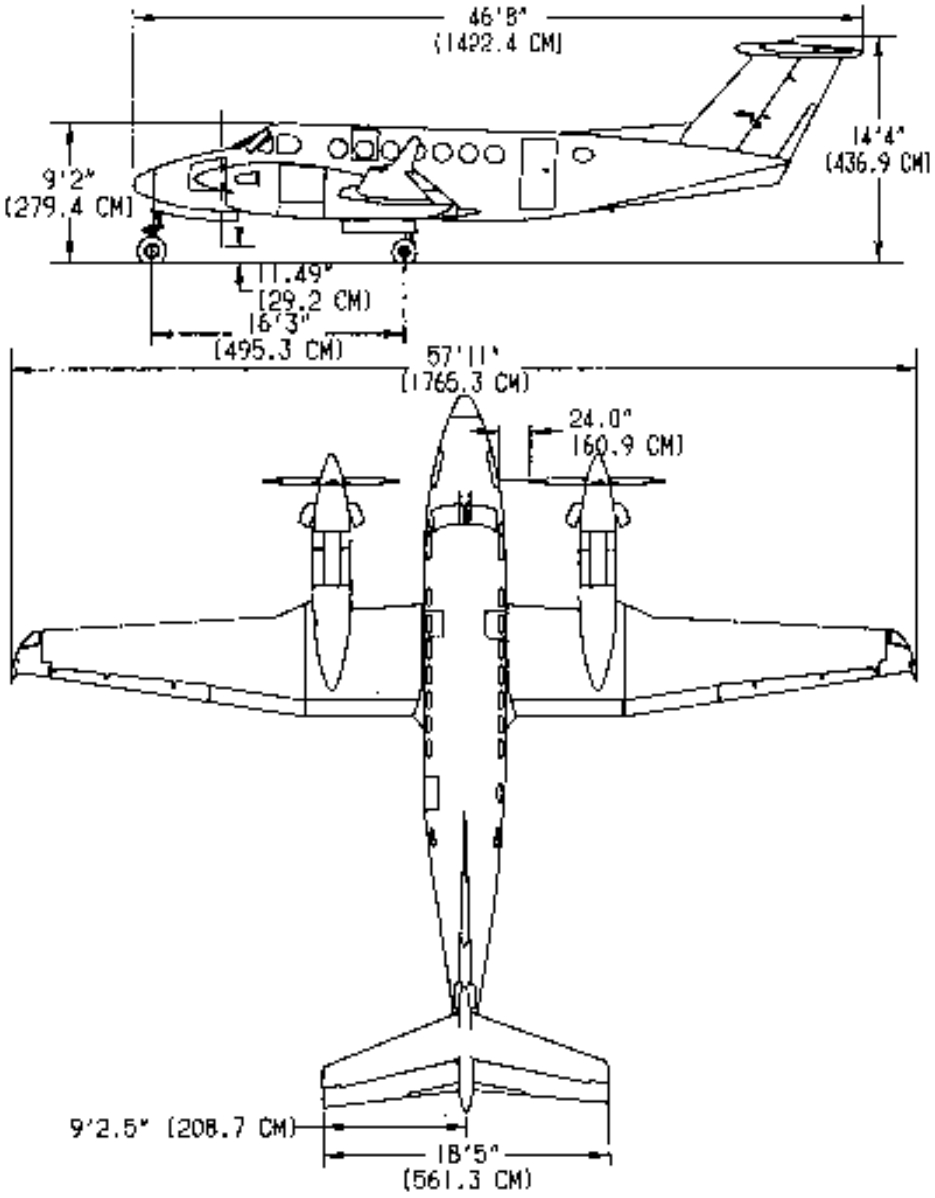
Raytheon Aircraft Compa
Model B300/B3



MARCA:	*MATRICULA:*
MODELO:	FECHA:
N/S:	MODELO:

TECNICO:_____ **LICENCIA:**_____ **FIRMA:**_____

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELOAVIZOR
MODELO: *BEECHJET 400A/400XP*

INSTRUCCIONES: El técnico deberá anotar su rúbrica a lado de cada punto requerido dentro de este prevuelo. Al finalizar los trabajos deberá poner su nombre completo, numero de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.

The operating procedures in this section are recommended by the manufacturer and approved by the FAA for use in the operation of this airplane. These procedures are for guidance only in identifying acceptable, normal operating procedures and are not to be considered mandatory or in any way construed to prohibit an operator from developing equivalent FAA approved procedures.

PREFLIGHT INSPECTION

COCKPIT/CABIN INSPECTION

1. Parking Brake . . . . . SET

NOTE

When the engines are not running, the parking brake must be set from the pilot's side only.

2. Battery . . . . . ON
3. Fuel Quantity and Balance . . . . . CHECK
4. Battery . . . . . OFF
5. Oxygen/Nitrogen Pressure . . . . . CHECK
6. Microphones and Headsets . . . . . ABOARD
7. Airplane Flight Manual/Pilot's Operating Manual . . . . . ABOARD
8. Flashlight . . . . . ABOARD
9. Emergency Exit . . . . . CLEAR AND SECURE
10. Lock Pin . . . . . REMOVE AND STOW
11. First Aid Kit . . . . . ABOARD
12. Portable Fire Extinguishers (cabin/cockpit) . . . . . SERVICED
13. Weight and CG . . . . . CHECK

EXTERIOR INSPECTION

Carry out a normal preflight inspection. During inspection, make a general check for security, condition, and cleanliness of the airplane and components. Check particularly for damage, condition of tires, flight controls, fuel, oil, hydraulic fluid leakage, security of access panels, and blockage of ventilation inlets and drain ports. Ensure all ground safety pins, control locks, covers, tie-downs, and chocks are removed and stowed.

CABIN DOOR

1. Door Seal . . . . . CONDITION
2. Exterior Handle . . . . . STOWED

LEFT NOSE

1. Ice Detector . . . . . CHECK
2. Static Ports (2) . . . . . CLEAR

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3. Angle-of-Attack Sensor . . . . . CLEAR, ROTATES
4. Windshield Wiper (if installed) . . . . . CONDITION, SECURE
5. Avionic Compartment Door . . . . . SECURE
6. Pitot and Static Drain Ports (2) . . . . . CLOSED
7. Nose Gear, Doors, Tire, Torque Link . . . . . CONDITION, SECURE
8. Cabin Air Discharge Duct . . . . . CLEAR
9. Landing Light Door . . . . . SECURE
10. Pitot Mast . . . . . CLEAR

RIGHT NOSE

1. Pitot Mast . . . . . CLEAR
2. Landing Light Door . . . . . SECURE
3. Cabin Air Discharge Duct . . . . . CLEAR
4. Pitot and Static Drain Ports (2) . . . . . CLOSED
5. Oxygen Blowout Disc . . . . . GREEN
6. Avionic Compartment Door . . . . . SECURE
7. Windshield Wiper (if installed) CONDITION, SECURE
8. Angle-of-Attack Sensor . . . . . CLEAR, ROTATES
9. Static Ports (2) . . . . . CLEAR

RIGHT WING

1. Emergency Exit . . . . . SECURE
2. Dorsal Fin Inlet . . . . . CLEAR
3. Wing Inspection Light . . . . . CONDITION
4. Wing Leading Edge Inlet . . . . . CLEAR
5. Center Fuselage Tank Drain (daily) . . . . . DRAIN, SECURE
6. Fuel Quick Drains (3) (daily) . . . . . DRAIN, SECURE
7. Wing Leading Edge and Upper Surface . . . . . CHECK, FREE OF FROST OR OTHER CONTAMINANTS
8. Fuel Filler Cap . . . . . SECURE
9. Fuel Tank Vent Inlet CLEAR
10. Sniffle Valves (2) (daily) . . . . . PUSH, PULL, CHECK FOR LEAKS
11. Wing Tip Vent Inlet . . . . . CLEAR
12. Navigation and Strobe Lights . . . . . CONDITION
13. Wing Anti-Ice Exhaust Port . . . . . CLEAR
14. Roll Trim Tab, Static Wicks (3), Spoilers, Flaps . . . . . CONDITION
15. Main Gear, Doors, Tire, Brake . . . . . CONDITION
16. Center Tank Vent Outlet . . . . . CLEAR
17. Mixer Bay Vent Outlet . . . . . CLEAR

18. Fuel Filter Drain (daily)
RK-1 thru RK-507 **NOT MODIFIED** by Kit 128-9008 . . . . DRAIN, SECURE
19. Lower Fuselage Vent Outlets (2) . . . . . CLEAR

RIGHT NACELLE

1. Cowling Fasteners . . . . . CHECK, SECURE
2. Engine Fan Duct and Fan . . . . . CONDITION
3. Engine Inlet . . . . . CHECK FOR MISSING FASTENERS
4. Generator Inlet . . . . . CLEAR
5. Oil Level and Filler Door . . . . . CHECK, SECURE
6. Drain Lines . . . . . CLEAR
7. Thrust Reverser . . . . . CONDITION
8. Engine Exhaust and Bypass Duct . . . . . CONDITION

EMPENNAGE

1. Fuselage Fuel Filler Sniffle Valve (daily) . . . . . PUSH, PULL, CHECK FOR LEAKS.
2. Fuselage Fuel Filler Door . . . . . SECURE
3. Upper Aft Fuselage Vent Outlet (right) . . . . . CLEAR
4. Cooling Air Discharge Duct . . . . . CLEAR
5. Aft Fuselage Vent Inlet (right) . . . . . CLEAR
6. Fuel Vent Ports (2) . . . . . CLEAR
7. Stabilizer Trim, Elevator, Static Wicks (4) . . . . . CONDITION
8. Rudder, Trim Tab, Static Wicks (2) . . . . . CONDITION
9. Navigation and Strobe Lights . . . . . CONDITION
10. Temperature Sensor . . . . . CHECK
11. Aft Fuselage Vent Inlet (left) . . . . . CLEAR
12. Fire Extinguisher Relief Indicator . . . . . RED
13. Upper Aft Fuselage Vent Outlet (left) . . . . . CLEAR

AFT BAGGAGE COMPARTMENT

1. Hydraulic Fluid Reservoir Sight Gage . . . . . FLUID VISIBLE
2. Fire Bottle Pressure Gages (2) . . . . . CHECK
3. Aft Compartment Light . . . . . OFF
4. Access Door . . . . . SECURE
5. External Power Service Door (GPU not used) . . . . . SECURE

LEFT NACELLE

1. Cowling Fasteners . . . . . CHECK, SECURE
2. Engine Exhaust and Bypass Duct . . . . . CONDITION

3. Thrust Reverser ..... CONDITION
4. Drain Lines ..... CLEAR
5. Oil Level and Filler Door ..... CHECK, SECURE
6. Generator Inlet ..... CLEAR
7. Engine Inlet ..... CHECK FOR MISSING FASTENERS
8. Engine Fan Duct and Fan ..... CONDITION

LEFT WING

1. Brake System Accumulator Pressure ..... CHECK
2. Fuel Filter Drain (daily)
   RK-1 thru RK-507 **NOT MODIFIED** by Kit 128-9008 ... DRAIN, SECURE
3. Main Gear, Doors, Tire, Brake ..... CONDITION
4. Flaps, Spoilers, Static Wicks (3), Roll Trim Tab ..... CONDITION
5. Wing Anti-Ice Exhaust Port ..... CLEAR
6. Navigation and Strobe Lights ..... CONDITION
7. Wing Tip Vent Inlet ..... CLEAR
8. Sniffle Valves (2) (daily) ..... PUSH, PULL, CHECK FOR LEAKS
9. Fuel Tank Vent Inlet ..... CLEAR
10. Fuel Filler Cap ..... SECURE
11. Wing Leading Edge and Upper Surface ..... CHECK, FREE OF FROST OR OTHER CONTAMINANTS
12. Fuel Quick Drains (3) (daily) ..... DRAIN, SECURE
13. Center Fuselage Tank Drain (daily) ..... DRAIN, SECURE
14. Wing Leading Edge Inlet ..... CLEAR
15. Wing Inspection Light ..... CONDITION
16. Dorsal Fin Inlet ..... CLEAR

BEFORE STARTING ENGINES

The BEFORE STARTING ENGINES procedures may be accomplished somewhat prior to the planned departure time.

CAUTION

If operation of the vent blower fan is desired prior to starting engines, do not attempt to open cabin door or emergency exit until vent blower has been turned off for at least 45 seconds.

1. Oxygen System Ready Control ..... PULL ON
2. Oxygen Mask (pilot and copilot) ..... CHECK, SELECT 100%

WARNING

Beards and mustaches should be carefully trimmed so that they will not interfere with the proper sealing of an oxygen mask. The fit of the oxygen mask around the beard and mustache should be checked on the ground for proper sealing. Studies conducted by the military and FAA conclude that oxygen masks do not seal over beards and mustaches.

3. Circuit Breakers and Guarded Switch (C.B. panels) . . . . . SET
4. Nonessential Bus Switches . . . . . ON
5. Radio Master Switches OFF
6. Defog Blower (pilot and copilot) . . . . . OFF
7. AHRS Battery Test Switch . . . . . PUSH
   HOLD FOR 5 SECONDS. CHECK FOR ANY ILLUMINATION OF AHRS BAT TEST ANNUNCIATOR WITHIN THE 5 SECONDS.
8. Hydraulic Pressure Switch GUARD DOWN (NORM)
9. Emergency Landing Gear Door Close Handle . . . . . SAFETIED
10. Emergency Landing Gear Down Handle . . . . . SAFETIED
11. Engine Start Select . . . . . OFF
12. Thrust Levers . . . . . FREE MOVEMENT, THEN CUTOFF
13. Roll Trim Select Switch . . . . . BOTH
14. Roll and Rudder Trim Disconnect Switch . . . . . NORM
15. Pitch Trim Switch . . . . . NORM
16. Engine Synchronizer Switch . . . . . OFF
17. Flap Handle . . . . . 0°
18. Landing Select Switch . . . . . GUARD DOWN (FLAP 30°)
19. Emergency Brake Handle . . . . . SAFETIED
20. Landing Gear Handle . . . . . DOWN
21. Cabin Dump Valve SAFETIED
22. Cabin Pressure Source Selector . . . . . OFF
23. Cockpit Temperature Controls . . . . . SET
24. Manual Pressurization Control Knob . . . . . FULL INC
25. Cabin Temperature Control . . . . . SET
26. Refrigeration Air Conditioning . . . . . OFF
27. Fuel Counter . . . . . ZERO
28. Master Generator Switches . . . . . GUARD DOWN (NORM)
29. Indicator Lights Switch . . . . . AS DESIRED

30. Instrument Light Switches . . . . . AS DESIRED
31. Exterior Light Switches . . . . . OFF
32. Landing Light Switches . . . . . RET/OFF

33. Anti-Ice/Deice Switches . . . . . OFF
34. Heater Switches . . . . . OFF
35. Wiper Switches (if installed) . . . . . OFF
36. Inverter Switches. . . . . ON
37. Ignition Switches . . . . . STBY
38. Jet Pump Switches . . . . . NORM
39. Fuel Crossfeed Switch . . . . . NORM
40. Standby Power . . . . . ON
(STBY PWR ILLUMINATES ON).
41. Battery. . . . . ON
(STBY PWR ANNUNCIATION MAY BE EITHER ON OR ARM).
42. Battery Feed Test . . . . . PUSH
(STBY PWR ILLUMINATES ON, FDR FAIL LIGHT ILLUMINATES).
43. Battery. . . . . EMER, THEN ON
(FDR FAIL LIGHT EXTINGUISHES)
(STBY PWR ANNUNCIATION MAY BE EITHER ON OR ARM).
44. SPKR Switches. . . . . ON OR DON HEADSET
45 INTPH Switch ON
46. Emergency Lights . . . . . GUARD UP (TEST/OFF)
47. Master Test. . . . . TEST

NOTE

When checking the stall warning systems, the master test switch must remain in the L or R STALL position until the column shaker and stall annunciator lights/horn actuate twice to check the altitude compensator. The second shaker actuation will occur at a higher AOA indication than the first actuation due to the high altitude bias. The stall annunciator lights/horn will actuate when the AOA indicator approaches full travel. Observation of the two different shaker actuations and illumination of the green pass test light identify a successful test of the stall warning system.

It is permissible to recheck the STBY PWR during the TAXI procedures if the No-Go light illuminates during the initial standby power check. It will be necessary to reset a generator if the master test switch is rotated out of the OFF position subsequent to engine starting.

48. Airspeed/Landing Gear Aural Warnings . . . . . TEST

49. Indicator Lights . . . . . TEST
50. Fuel System . . . . . CHECK
    a. FUEL PRESS LO Annunciators . . . . . ILLUMINATED
    b. Left Fuel/Hydraulic Valve . . . . . CLOSE
       CLOSE LIGHT ILLUMINATES.
    c. Left Boost Pump . . . . . ON
       L AND R FUEL PRESS LO ANNUNCIATORS
       REMAIN ILLUMINATED, L BOOST PUMP LIGHT ILLUMINATES.
    d. Left Fuel/Hydraulic Valve . . . . . OPEN
       OPEN LIGHT ILLUMINATES, L FUEL
       PRESS LO ANNUNCIATOR EXTINGUISHES.
       R FUEL PRESS LO ANNUNCIATOR
       REMAINS ILLUMINATED.
    e. Left Boost Pump . . . . . AUTO
       L AND R FUEL PRESS LO ANNUNCIATORS
       ILLUMINATE. L BOOST PUMP LIGHT EXTINGUISHES.
    f. Repeat Steps b through e for right engine.
51. Boost Pumps . . . . . AUTO
52. Fuel Transfer . . . . . ON MOMENTARILY,
       CHECK THAT BOTH PUMPS OPERATE
       AND THEN POSITION SWITCHES TO AUTO
53. Fuel Crossfeed . . . . . CHECK

    Delay 3-5 seconds between changing fuel crossfeed modes.

    a. Fuel Crossfeed . . . . . L TANK
    b. Check the following:
       • L BOOST PUMP light illuminates
       • R JET PUMP light illuminates momentarily
       • XFEED light illuminates momentarily
       • FUEL XFEED light illuminates
    c. FUEL PRESS LO Annunciators . . . . . EXTINGUISHED
    d. Fuel Crossfeed . . . . . NORM
    e. Check the following:
       • FUEL XFEED light extinguishes
       • XFEED light illuminates momentarily
       • R JET PUMP light illuminates momentarily
       • L BOOST PUMP light extinguishes
    f. FUEL PRESS LO Annunciators . . . . . ILLUMINATED
    g. Repeat Steps a through f for right tank.

54 Trim System — CHECK

Pitch Trim

a. Copilot depress Trim Arming Button for 5 seconds ..... CHECK FOR NO MOTION AND CHECK AURAL TONE SOUNDS.

b. Pilot repeats Step a on pilot's side.

c. Copilot not depressing Trim Arming Button, move Trim Switch to NOSE UP for 5 seconds ..... CHECK FOR NO MOTION AND CHECK AURAL TONE SOUNDS.

d. Pilot repeats Step c on pilot's side.

e. Copilot not depressing Trim Arming Button, move Trim Switch to LWD and RWD ..... CHECK FOR NO MOTION

f. Pilot repeats Step e on pilot's side.

g. Copilot move Trim to NOSE UP and hold ..... CHECK NOSE UP MOVEMENT.

- Pilot push TRIM INT/AP DISENG Switch ..... CHECK FOR NO MOTION.

h. Pilot move Trim to NOSE DOWN and hold — CHECK NOSE DOWN MOVEMENT.

- Copilot push TRIM INT/AP DISENG Switch ..... CHECK FOR NO MOTION.

- Copilot release TRIM INT/AP DISENG Switch, then pilot select PITCH TRIM EMER ..... CHECK FOR NO MOTION.

i. EMER PITCH TRIM Switch ..... N. DN & N. UP, CHECK FOR MOTION.

j. PITCH TRIM Selector ..... NORM

k. PITCH TRIM SPEED TEST ..... TEST

l. PITCH TRIM ..... SET FOR TAKEOFF

Roll Trim

m. Copilot move Trim to RWD ..... CHECK FOR MOTION

- Pilot push TRIM INT/AP DISENG Switch ..... CHECK FOR NO MOTION

n. Pilot move TRIM to LWD — CHECK FOR MOTION

- Copilot push TRIM INT/AP DISENG Switch ..... CHECK FOR NO MOTION

o. Pilot move Trim to RWD and copilot select ROLL & RUD TRIM DISC ..... CHECK FOR NO MOTION

p. ROLL & RUD TRIM DISC Switch . . . . . NORM
q. ROLL TRIM . . . . . .SET NEUTRAL

Rudder Trim

r. RUD TRIM Knob Centered . . . . . .DEPRESS, CHECK FOR NO MOTION.

s. Without depressing, turn RUD TRIM Knob . . . . . NOSE L AND R, CHECK FOR NO TRIM MOTION.

t. Depress and turn RUD TRIM Knob . . . . . .NOSE L AND R, CHECK TRIM MOTION.

u. Push TRIM INT/AP DISENG Switch when Trim is in-transit . . . . . CHECK INTERRUPTION OF TRIM MOTION.

v. Place ROLL & RUD TRIM DISC Switch to DISC while Rudder Trim is in-transit . . . . . CHECK INTERRUPTION OF TRIM MOTION.

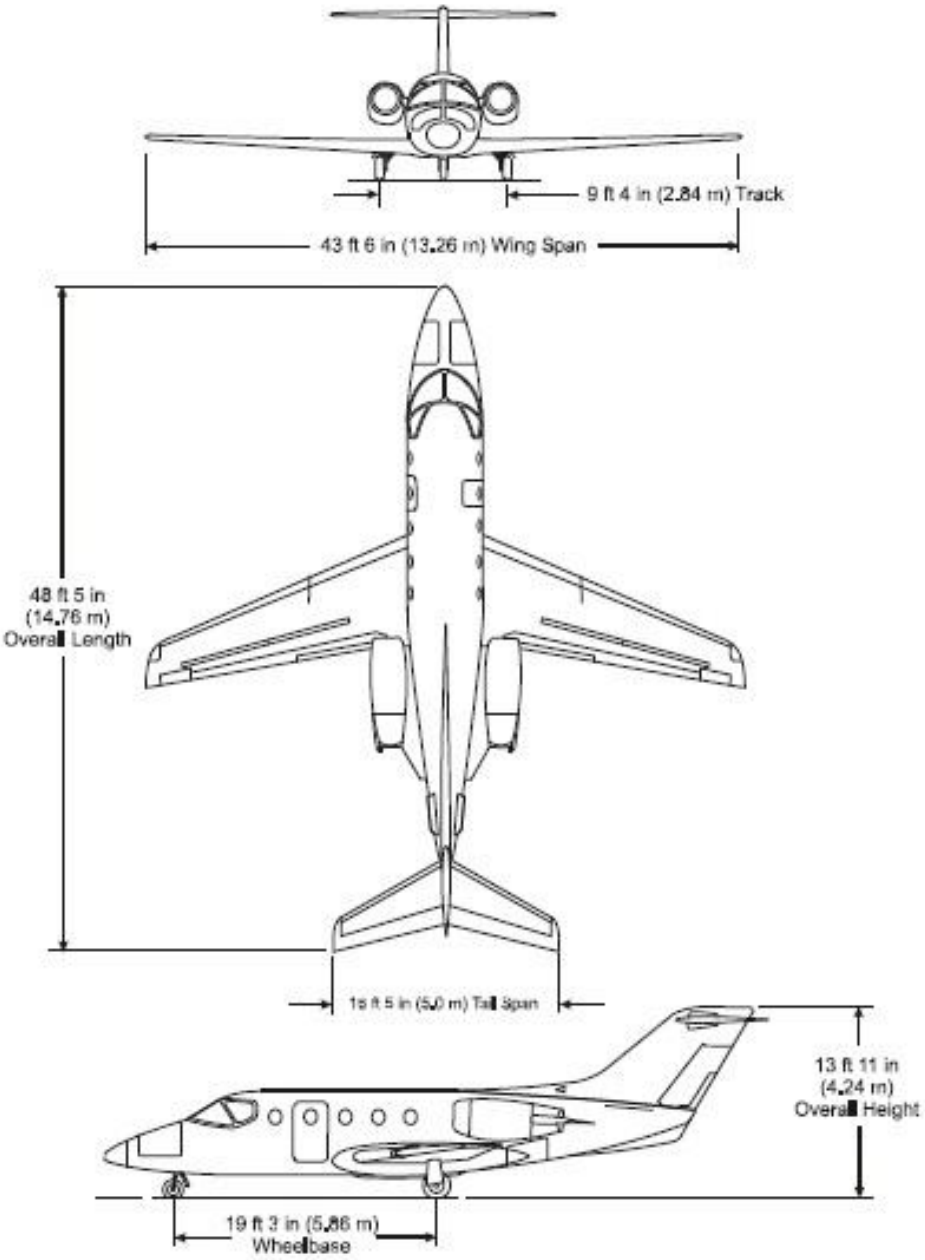
w. ROLL & RUD TRIM DISC Switch . . . . . NORM
x. RUD TRIM . . . . . .SET NEUTRAL

55. Cockpit Voice Recorder . . . . . TEST

If BEFORE STARTING ENGINES procedures are not to be immediately followed by STARTING ENGINES:

56. Standby Power . . . . . OFF
57. Battery . . . . . OFF

PREVUELOAVIZOR
MODELO: *BEECHJET 400A/400XP*



MARCA:	*MATRICULA:*
MODELO: N/S:	FECHA: MODELO:

TECNICO:_____ **LICENCIA:**_____ **FIRMA:**_____

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELOAVIZOR
MODELO: *HAWKER 800XP*

INSTRUCCIONES: El técnico deberá anotar su rubrica a lado de cada punto requerido dentro de este prevuelo. Al finalizar los trabajos deberá poner su nombre completo, numero de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.

Part I - Pre-Flight Checks

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Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELOAVIZOR
MODELO: *HAWKER 800XP*

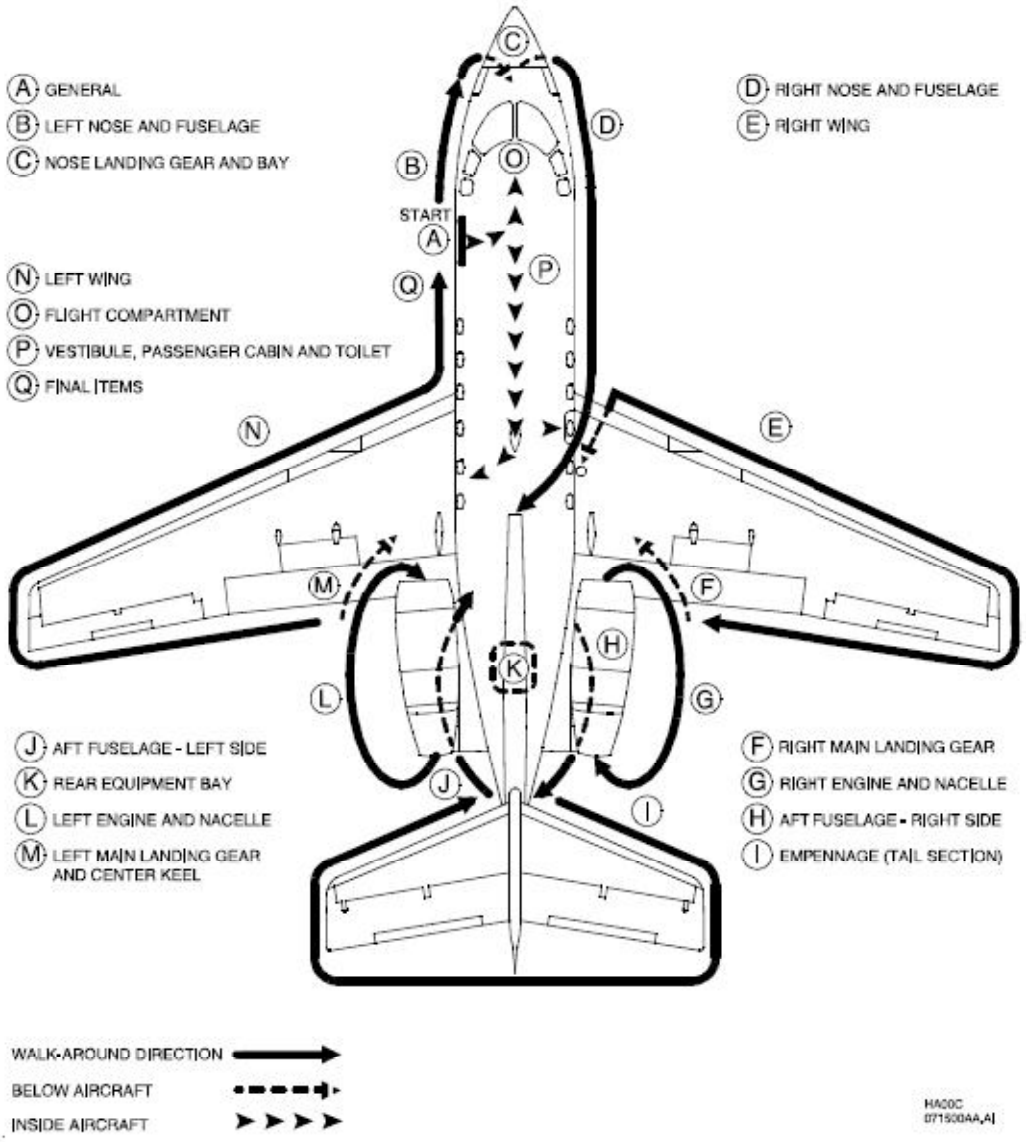

Figure 1
Recommended Walk-Around Sequence
Airplanes Without Winglets

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PREVUELOAVIZOR
MODELO: *HAWKER 800XP*

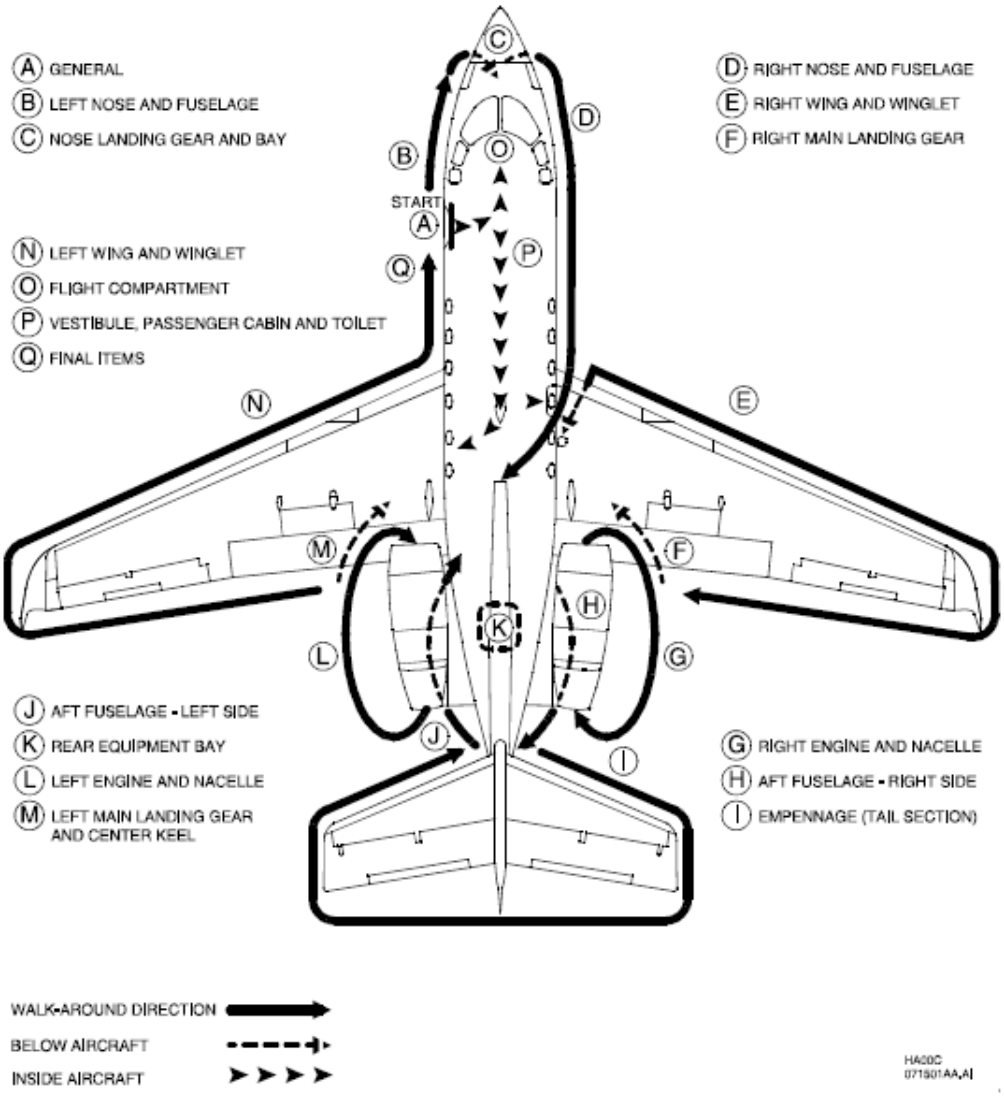

Figure 2
Recommended Walk-Around Sequence
Airplanes With Winglets

PREVUELOAVIZOR
MODELO: *HAWKER 800XP*

Part I

PRE-FLIGHT CHECKS

Before proceeding with these checks, make sure that you have read and understood the Preamble and the notes that follow the Preamble.

Preamble

The PRE-FLIGHT CHECKS supersede and replace the PRE-FLIGHT INSPECTION which was previously listed in the Hawker 800XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE.

It is the responsibility of the Flight Crew and Pilot-in-Command to ensure the items contained within are accomplished before flight. The Flight Crew or appropriately rated maintenance personnel may accomplish all items. It is recommended that these pages be photocopied and used as a check-off sheet prior to each flight.

NOTE: Requirements marked with ✈ (preceding the check) need only be completed once daily, before the first flight.

NOTE: These checks should be done prior to and in conjunction with the External Checks and Internal Checks listed in the Normal Procedures section of the FAA Approved Airplane Flight Manual.

NOTE: Refer to Figure 1 or Figure 2 (as applicable) — Recommended Walk-Around Sequence.

		Check Box when Complete
A. General		
	(1) Make sure that any defects reported in the technical log or Pilot's Report have been cleared or cleared for flight in accordance with the Minimum Equipment List.	☐
	(2) Assure that Post Flight Checks have been accomplished.	☐
	NOTE: Do not remove gear pins.	
	(3) Remove external covers, plugs, guards, internal control locks (if installed) and stow correctly (Part III, Para. C).	☐
B. Left Nose and Fuselage		
	(1) Make sure the stall detector vane moves freely through the full range of travel. Vane movement must be smooth and damped.	☐
✈	(2) Check pitot tube condition, cover removed and hole clear.	☐
	(3) Check static plate and static ports for condition; free from dents, corrosion, contaminants and obstructions.	☐
	(4) Check OAT sensor probe for condition.	☐
	(5) Check ice detector for condition and rotor movement.	☐
	(6) Check external fuselage and flight compartment windows for damage.	☐
	(7) Check nose skin, forward of static plate, free from dents, paint bubbles and sealant bulges.	☐
	(8) Make sure avionics access door (if installed) is correctly seated and secure.	☐

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		Check Box when Complete
	(9) Check radome for condition and security.	☐
	(10) Check condition of nose taxi light lens and bulbs (L and R).	☐
	C. Nose Landing Gear and Bay	
	(1) Make sure the nose landing gear ground lock is installed in the nose landing gear and is secure.	☐
	(2) Make sure there is no visible damage to doors, nose gear assembly or wheels.	☐
	(3) Check the nose gear bay to make sure there is no fluid leakage.	☐
	(4) Check condition of wiring and hoses.	☐
✈	(5) Make sure that the auxiliary hydraulic system reservoir has been checked.	☐
	(6) Check nose landing gear doors are closed and manual release is secure.	☐
✈	(7) Visually check the strut for normal condition.	☐
✈	(8) Check tires for condition.	☐
	D. Right Nose and Fuselage	
	(1) Check radome for condition and security.	☐
	(2) Make sure avionics access door (if installed) is correctly seated and secure.	☐
	(3) Check nose skin, forward of static plate, free from dents, paint bubbles and sealant bulges.	☐
	(4) Check static plate and static ports for condition; free from dents, corrosion, contaminants and obstructions.	☐
	(5) Check external fuselage and flight compartment windows for damage.	☐
✈	(6) Check pitot tube condition, cover removed and hole clear.	☐
	(7) Make sure the stall detector vane moves freely through the full range of travel. Vane movement must be smooth and damped.	☐
	(8) Make sure venturi outlet is clear.	☐
	(9) Check SAT sensor for condition.	☐
	(10) Check external fuselage and windows for damage; overwing emergency exit closed and flush with fuselage and dorsal air intake cover removed and intake clear.	☐
	E. Right Wing	
	(1) Make sure that all water has been drained from the center section fuel tank sumps (Part III, Para. D).	☐
	(2) Check condition of the wing ice light lens and bulb.	☐
	(3) Check condition of overwing fillet fairing.	☐

Check Box when Complete

(4) Check the condition of the external structure of the wing to make sure it is clean and undamaged; upper and lower surface (no fuel leaks), leading edge, stall strip, landing and taxi lights (condition of lens and bulbs) and vortilon. ☐

(5) Make sure the vortex generators are secure and not deformed. ☐

(6) Check the overwing fuel cap for security. ☐

(7) Make sure the stall warning system vent (if installed) is clear. ☐

(8) Make sure the NACA vent is clear. ☐

(9) Check drain vent surge tank drain. ☐

(10) Check condition of strobe and navigation light lens and bulbs/LEDs (if installed). ☐

(11) Check condition of wing tip. Check winglet (if installed). ☐

(12) Check condition of aileron and aileron trim tab. ☐

(13) Make sure there are no foreign objects or debris in the aileron shrouds. ☐

(14) Make sure the aileron moves freely through the full range of travel. ☐

(15) Check condition of flap and air brakes. ☐

(16) Check for damaged or missing static wicks. ☐

F. Right Main Landing Gear

(1) Make sure main landing gear ground lock is installed in the main landing gear and is secure. ☐

(2) Visually inspect the side stay components and attach points for security and make sure there is no visible damage. ☐

✈ (3) Visually check the strut for normal condition. ☐

✈ (4) Check tires for condition. ☐

(5) Make sure there is no visible damage to the fairing and main landing gear doors. ☐

(6) Check the main gear and inside the main gear bay to make sure there is no fluid leakage. ☐

(7) Check condition of wiring and hoses. ☐

G. Right Engine and Nacelle

(1) Check right engine, remove engine cover and make sure there are no visible oil leaks in the engine intake and cowling and free from foreign objects. ☐

WARNING: DO NOT ATTEMPT TO STOP THE FAN BY HOLDING THE BLADES IF THE FAN IS WINDMILLING. THE BLADES ARE SHARP. STOP THE FAN BY PUSHING ON THE SPINNER.

(2) Make sure there is no damage to the fan blades when viewed through the engine intake. ☐

(3) Check P_2T_2 sensor clean, undamaged and secure. ☐

(4) Make sure the starter generator cooling intake and outlet are unobstructed. ☐

PREVUELOAVIZOR
MODELO: *HAWKER 800XP*

		Check Box when Complete
(5)	Check general condition of cowling and latches for damage, vents and drain holes should be clear.	☐
(6)	Check engine oil tank quantity (Part III, Para. L) and engine oil filter bypass pin (if installed).	☐
(7)	Make sure there is no damage to the turbine blades when viewed through the exhaust.	☐
(8)	Make sure there are no visible oil leaks in the engine cowling and engine exhaust areas.	☐
(9)	Check engine exhaust drain mast clear, no leaks.	☐
✈ (10)	Make sure the pin is removed from the thrust reverser and the TR is stowed and is secure.	☐
H.	**Aft Fuselage — Right Side**	
✈ (1)	Check the APU (if installed) exhaust is unobstructed/undamaged.	☐
(2)	Check condition of pressure refuelling cap and make sure it is secure. Make sure the pressure refuelling door is closed and secured.	☐
(3)	Make sure the ground power unit access door is secure.	☐
(4)	Make sure the oxygen charging port access panel is secure.	☐
I.	**Empennage (Tail Section)**	
(1)	Check condition of tailcone and make sure it is secured and locked and the vents are unobstructed.	☐
(2)	Check condition of tailcone strobe and navigation light lenses and bulbs.	☐
(3)	Make sure there is no visible damage to the vertical stabilizer and rudder.	☐
(4)	Make sure there is no visible damage to the horizontal stabilizer and elevator.	☐
(5)	Visually check that vortex generators are present and undamaged (airplanes with winglets only).	☐
(6)	Check condition of the upper anti-collision light.	☐
(7)	Check condition of static wicks, present and undamaged.	☐
J.	**Aft Fuselage — Left Side**	
(1)	Check ventral tank (if installed) filler cap for security and make sure the ventral tank access door is closed and secure.	☐
(2)	Check ventral tank (if installed) fairing installed and secure.	☐
(3)	Make sure the fire extinguisher pressure relief indication disc for each engine is intact and the APU (if installed) fire extinguisher pressure relief indication disc is intact (for Hawker 800XP airplanes only).	☐
(4)	Make sure the APU (if installed) inlet is clear and unobstructed.	☐

(5) Check the External Baggage Compartment (EBC) fire bottle for the correct pressure for the existing temperature, which is found on the attached placard (Hawker 750 only). ☐

(6) Check that the EBC forward and aft fire detectors are not damaged (Hawker 750 only). ☐

(7) Make sure the EBC and baggage compartment door are undamaged and latched (Hawker 750 only). ☐

K. Rear Equipment Bay

(1) Open hatch to rear equipment bay and check condition of hatch. ☐

(2) Open upper hatch and check condition of upper hatch (Hawker 750 only). ☐

(3) Check general condition of rear equipment bay. ☐

(4) Check the maintenance panel (if installed), located next to the hydraulic accumulators. ☐

(5) Assure that hydraulic accumulator pressures have been checked, Check for minimum pressure. ☐

(6) Assure that the main hydraulic reservoir contents (dependant on accumulator pressure) have been checked and there are no leaks. ☐

(7) Check battery connectors for security. ☐

(8) Check computers, connected and secure. ☐

(9) Check APU (if installed) general condition, no leaks. ☐

(10) Make sure the fire extinguisher pressure relief indication disc, located in the rear bay adjacent to the APU (if installed) is intact (Hawker 750, 850XP and 900XP airplanes only). ☐

(11) Check stick pusher assembly, general condition/no leaks. ☐

(12) Make sure equipment bay light is off and the hatch is closed and latched securely. ☐

(13) Make sure the lower hatch is closed and latched securely (Hawker 750 only). ☐

L. Left Engine and Nacelle

(1) Remove engine cover and check exhaust and make sure it is free from foreign objects. ☐

(2) Make sure there is no damage to the turbine blades when viewed through the exhaust. ☐

(3) Make sure there are no visible oil leaks in the engine cowling and engine exhaust areas. ☐

✈ (4) Make sure the pin is removed from the thrust reverser and the TR is stowed and secure. ☐

(5) Check general condition of cowling and latches for damage, vents and drain holes should be clear. ☐

(6) Check engine oil tank quantity (Part III, Para. L) and engine oil filter bypass pin (if installed). ☐

(7) Check engine exhaust drain mast clear, no leaks. ☐

		Check Box when Complete
	(8) Make sure there are no visible oil leaks in the engine intake and cowling.	☐
WARNING:	**DO NOT ATTEMPT TO STOP THE FAN BY HOLDING THE BLADES IF THE FAN IS WINDMILLING. THE BLADES ARE SHARP. STOP THE FAN BY PUSHING ON THE SPINNER.**	
	(9) Make sure there is no damage to the fan blades when viewed through the engine intake.	☐
	(10) Check P_2T_2 sensor clean, undamaged and secure.	☐
	(11) Make sure the starter generator cooling intake and outlet are unobstructed.	☐
M.	**Left Main Landing Gear and Center Keel**	
	(1) Make sure the main landing gear ground lock is installed in the main landing gear and is secure.	☐
	(2) Visually inspect the side stay components and attach points for security and make sure there is no visible damage.	☐
✈	(3) Visually check the strut for normal condition.	☐
✈	(4) Check tires for condition.	☐
	(5) Make sure there is no visible damage to the main landing gear doors and fairing.	☐
	(6) Check the main gear and inside the main gear bay to make sure there is no fluid leakage.	☐
	(7) Check condition of wiring and hoses.	☐
	(8) Check condition of anticollision light lens and bulb, located on the center keel.	☐
	(9) Check all antennas attached to keel are secure and undamaged.	☐
	(10) Make sure that all water has been drained from ventral fuel tank (if installed; Part III, Para. D).	☐
N.	**Left Wing**	
	(1) Check condition of flap and air brakes.	☐
	(2) Check for damaged or missing static wicks.	☐
	(3) Check condition of aileron and aileron trim tab.	☐
	(4) Make sure there are no foreign objects or debris in the aileron shrouds.	☐
	(5) Make sure the aileron moves freely through the full range of travel.	☐
	(6) Check condition of wing tip. Check condition of winglet (if installed).	☐
	(7) Check condition of strobe and navigation light lens and bulbs/LEDs (if installed).	☐
	(8) Check drain vent surge tank drain.	☐
	(9) Make sure the NACA vent is clear.	☐
	(10) Make sure the vortex generators are secure and not deformed.	☐

	Check Box when Complete
(11) Check the overwing fuel cap for security.	☐
(12) Make sure the stall warning system vent (if installed) is clear.	☐
(13) Check the condition of the external structure of the wing to make sure it is clean and undamaged; upper and lower surface (no fuel leaks), leading edge, stall strip, landing and taxi lights (condition of lens and bulbs) and vortilon.	☐
(14) Check condition of wing ice light lens and bulb.	☐
(15) Check condition of overwing fillet fairing seal.	☐
(16) Check condition of the boarding light lens and bulb.	☐
(17) Check condition of the main entry door seal/frame, external fuselage and windows.	☐
(18) Make sure that all water has been drained from the center section fuel tank sumps (Part III, Para. D).	☐
O. Flight Compartment	
(1) Make sure all flashlights function correctly.	☐
(2) Make sure the auxiliary hydraulic system handpump handle/rudder gust lock is properly stowed.	☐
(3) Make sure the dump valve lever is set to SHUT.	☐
(4) Make sure there is full and free movement of the aileron, elevator and rudder primary controls.	☐
(5) Make sure the oxygen system contents are adequate and the valves are ON (Part III, Para H).	☐
✈ (6) With the landing gear ground locks installed, make sure that the emergency dump valve is properly exercised by operating the auxiliary hydraulic system selector handle several times. Investigate any undue stiffness in operation. On completion of the check, make sure the selector handle is reset to the fully-in position.	☐
(7) Check protective breathing equipment and portable breathing equipment (if installed).	☐
(8) Check the airframe anti-icing system tank contents.	☐
(9) Check the fuel tanks for required fuel quantities.	☐
NOTE: If the airplane will be operated in an area where microbiological contamination of fuel is likely to exist, it is strongly recommended that regular use is made of fuel treated with an approved biocidal additive. Refer to Section 2 (Limitations) in the FAA Approved Airplane Flight Manual.	
P. Vestibule, Passenger Cabin and Toilet Compartment	
(1) Make sure all emergency equipment is on board and properly stowed.	☐
(2) Make sure the emergency exit door is secure.	☐
(3) Remove the emergency exit internal locking pin (if installed) and stow securely.	☐

PREVUELOAVIZOR
MODELO: *HAWKER 800XP*

Check Box when Complete

Q. Final Items

(1) Make sure that all access doors and servicing panels are secure. ☐

(2) Make sure that any frost, snow or ice is removed, refer to AFM Section 2 for limitations. Make sure that any accumulation of snow or ice is removed from the air conditioning system cooling turbine exhaust duct before starting the APU or the main engines. ☐

(3) Make sure steering disconnect pin, located between the nose gear torque link sleeve and the steering sleeve, is secured in place with the quick-release pin locked. Quick-release pin is locked when indicator groove is exposed and level with the head. ☐

(4) Remove the gear pins and stow (Part III, Para C). ☐

Completion Record

Airplane Registration:.....

Time completed at:..... Date:.....

Completed by:.....

POSTVUELOAVIZOR
MODELO: *HAWKER 800XP*

INSTRUCCIONES: El técnico deberá anotar su rubrica a lado de cada punto requerido dentro de este postvuelo. Al finalizar los trabajos deberá poner su nombre completo, numero de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.

Part II - Post Flight Checks

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Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

POSTVUELOAVIZOR
MODELO: *HAWKER 800XP*

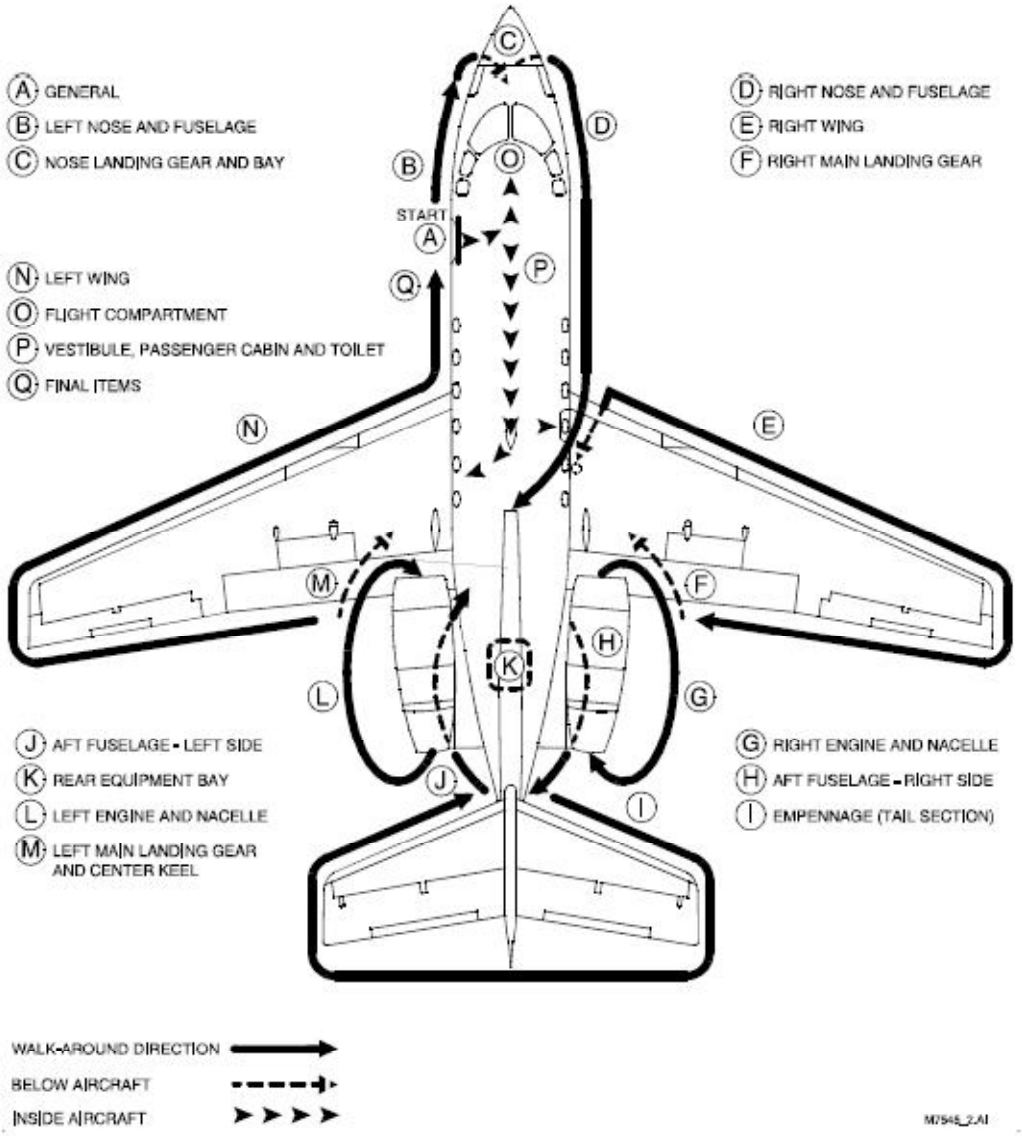

Figure 1
Recommended Walk-Around Sequence
Airplanes Without Winglets

Hangar 8 y 9 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

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POSTVUELOAVIZOR
MODELO: *HAWKER 800XP*

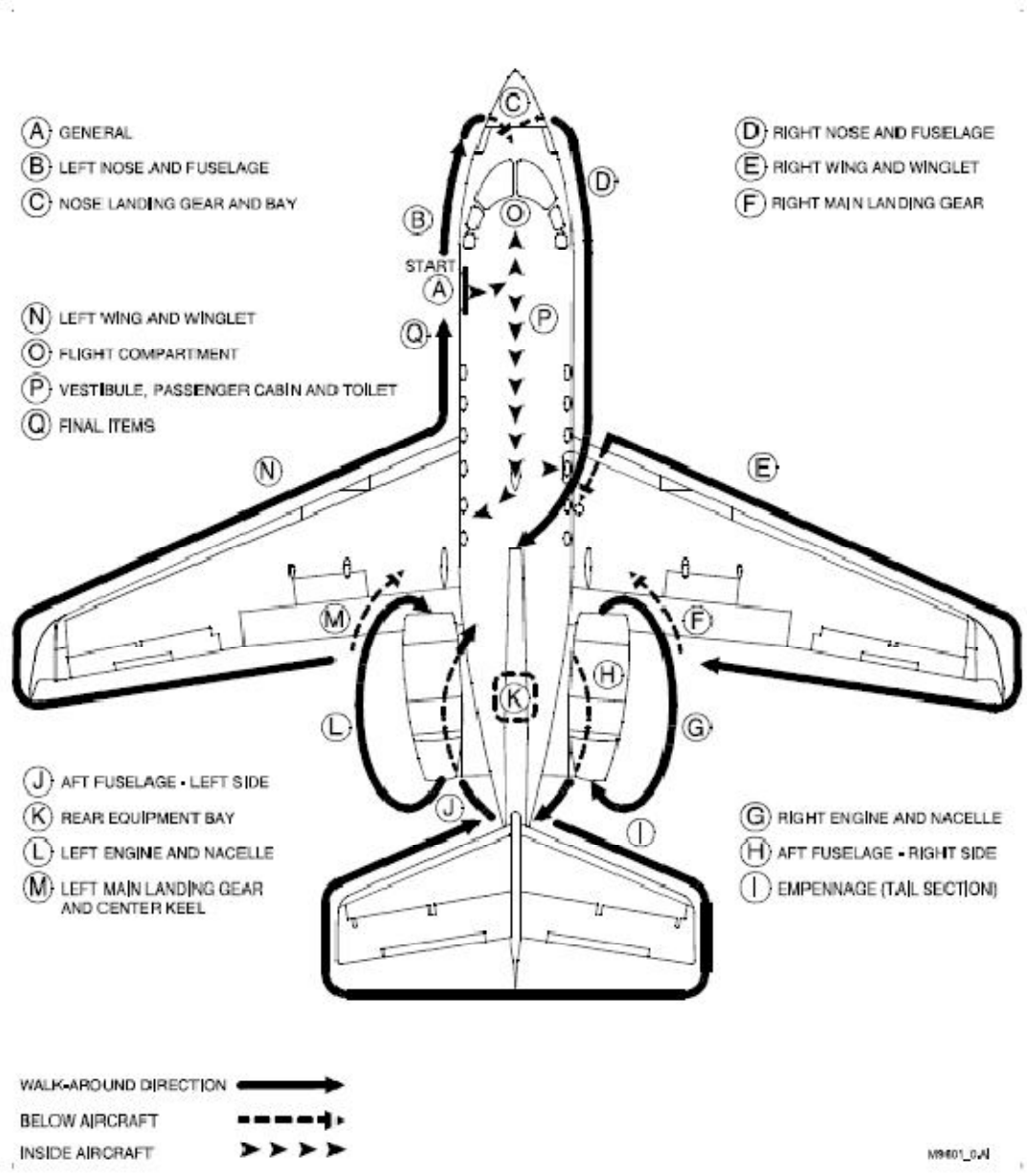


Figure 2
Recommended Walk-Around Sequence
Airplanes With Winglets

POSTVUELOAVIZOR
MODELO: *HAWKER 800XP*

Part II

POST FLIGHT CHECKS

Before proceeding with these checks, make sure that you have read and understood the Preamble and the notes that follow the Preamble.

Preamble

The POST FLIGHT CHECKS supersede and replace the POST FLIGHT INSPECTION which was previously listed in the Hawker 800XP AIRCRAFT FLEXIBLE MAINTENANCE SCHEDULE.

It is the responsibility of the Pilot-in-Command and Flight Crew to make sure the items contained within are accomplished after the last flight of the day. The Flight Crew or appropriately rated maintenance personnel may accomplish all items. It is recommended these pages be photocopied and used as a check-off sheet after the last flight of the day.

NOTE: Requirements marked with ✈✈ preceding the check indicate items which have the potential to cause delays if not corrected promptly. These items should be rectified immediately after the last flight of the day in order to avoid any operational delays which could occur before the next flight.

NOTE: These checks should be accomplished after the completion of the Leaving Airplane (Terminating Flight) Checks listed in the Normal Procedures section of the FAA Approved Airplane Flight Manual.

NOTE: Refer to Figure 1 or Figure 2 (as applicable) — Recommended Walk-Around Sequence.

		Check Box when Complete
A.	**General**	
	(1) Install the landing gear ground locking pins (Part III, Para. C).	☐
	(2) Install the thrust reverser locking pins, if applicable (Part III, Para C).	☐
B.	**Left Nose and Fuselage**	
✈✈	(1) Check external fuselage and flight compartment windows for damage.	☐
✈✈	(2) Check nose skin, forward of static plate, free from dents, paint bubbles and sealant bulges.	☐
✈✈	(3) Check radome for condition and security.	☐
C.	**Nose Landing Gear and Bay**	
	(1) Make sure the landing gear ground locking pin is installed and secure.	☐
✈✈	(2) Make sure there is no visible damage to the doors, nose gear assembly, wheels or tires.	☐
✈✈	(3) Check the nose gear and inside the nose gear bay to make sure there is no fluid leakage.	☐
D.	**Right Nose and Fuselage**	
✈✈	(1) Check radome for condition and security.	☐
✈✈	(2) Check nose skin, forward of static plate, free from dents, paint bubbles and sealant bulges.	☐

		Check Box when Complete
✈✈	(3) Check external fuselage, flight compartment windows and passenger windows for damage.	☐
	E. Right Wing	
✈✈	(1) Check the condition of the external structure of the wing to make sure it is clean and undamaged; upper and lower surface (no fuel leaks), leading edge, stall strip, and vortilon.	☐
	(2) Make sure the vortex generators are secure and not deformed.	☐
✈✈	(3) Make sure the NACA fuel vent is clear.	☐
	(4) Check condition of wing tip. Check condition of winglet (if installed).	☐
	(5) Check condition of aileron and aileron trim tab.	☐
	(6) Make sure there is no damage to the top or bottom surfaces of the flap, and with the flap lowered, that there is no slush, snow or ice trapped between the flap and wing structure.	☐
	NOTE: Step E. (6) is only applicable following a landing on a runway covered with deep water puddles, slush, snow or ice.	
✈✈	(7) Check for missing or damaged static wicks.	☐
	F. Right Main Landing Gear	
	(1) Make sure the main landing gear ground locking pin is installed and secure.	☐
	(2) Visually inspect the side stay components and attach points for security and make sure there is no visible damage.	☐
	(3) Make sure the main wheel tires are not damaged or excessively worn.	☐
	(4) Make sure there is no visible damage to the fairing and main landing gear doors.	☐
✈✈	(5) Check the main gear and inside the main gear bay to make sure there is no fluid leakage.	☐
	(6) Check the main wheel tie bolt nuts for evidence of loosening.	☐
	(7) Make sure the extension of the brake wear indicators have been checked.	☐
	G. Right Engine and Nacelle	
✈✈	(1) Make sure there are no visible oil leaks in the engine intake and engine cowling.	☐
	WARNING: DO NOT ATTEMPT TO STOP THE FAN BY HOLDING THE BLADES IF THE FAN IS WINDMILLING. THE BLADES ARE SHARP. STOP THE FAN BY PUSHING ON THE SPINNER.	
✈✈	(2) Make sure there is no damage to the fan blades when viewed through the engine intake.	☐
	(3) Check P_2T_2 sensor clean, undamaged and secure.	☐

POSTVUELOAVIZOR
MODELO: *HAWKER 800XP*

			Check Box when Complete
	(4)	Check general condition of cowling and latches for damage.	☐
	(5)	Make sure the oil bypass indicator (if installed) has not actuated (Part III, Para. L).	☐
	(6)	Check oil tank quantity (Part III, Para. L).	☐
	(7)	Make sure there are no signs of hydraulic fluid leakage from the engine drain mast.	☐
✈✈	(8)	Make sure there is no damage to the turbine blades when viewed through the exhaust.	☐
✈✈	(9)	Make sure there are no visible oil leaks in the engine cowling and engine exhaust areas.	☐
H.	**Aft Fuselage — Right Side**		
	(1)	Check the APU (if installed) exhaust is unobstructed/undamaged.	☐
✈✈	(2)	Check external fuselage for damage.	☐
I.	**Empennage (Tail Section)**		
	(1)	Check condition of tailcone.	☐
✈✈	(2)	Make sure there is no visible damage to the vertical stabilizer and rudder.	☐
✈✈	(3)	Make sure there is no visible damage to the horizontal stabilizer and elevator.	☐
✈✈	(4)	Check condition of static wicks, present and undamaged.	☐
J.	**Aft Fuselage — Left Side**		
	(1)	Check the APU (if installed) intake is unobstructed/undamaged.	☐
✈✈	(2)	Check external fuselage for damage.	☐
	(3)	Make sure the fire extinguisher pressure relief indication disc for each engine is intact and the APU (if installed) fire extinguisher pressure relief indication disc is intact (for Hawker 800XP airplanes only).	☐
	(4)	Check drain lines for signs of leakage.	☐
	(5)	Check the External Baggage Compartment (EBC) fire bottle for the correct pressure for the existing temperature, which is found on the attached placard (Hawker 750 only).	☐
	(6)	Check that the EBC forward and aft fire detectors are not damaged (Hawker 750 only).	☐
	(7)	Make sure the external baggage compartment and door are undamaged and latched (Hawker 750 only).	☐
K.	**Rear Equipment Bay**		
	(1)	Check general condition of rear equipment bay.	☐
	(2)	Check the maintenance panel (if installed), located next to the hydraulic accumulators.	☐

Check Box when Complete

(3) Make sure the hydraulic system pressure filter differential pressure indicator button is not protruding. ☐

(4) Make sure there are no signs of fluid leakage. ☐

(5) Make sure the APU EPA collector tank drain check has been accomplished (TurboMach APU only). ☐

(6) Make sure the fire extinguisher pressure relief indication disc, located in the rear bay adjacent to the APU (if installed) is intact (Hawker 750, 850XP and 900XP airplanes only). ☐

(7) Make sure equipment bay light is off and the hatch is closed and latched securely. ☐

(8) Make sure the lower hatch is closed and latched securely (Hawker 750 only). ☐

L. Left Engine and Nacelle

✈✈ (1) Make sure there is no damage to the turbine blades when viewed through the exhaust. ☐

✈✈ (2) Make sure there are no visible oil leaks in the engine cowling and engine exhaust areas. ☐

(3) Check general condition of cowling and latches for damage. ☐

(4) Make sure the oil bypass indicator (if installed) has not actuated (Part III, Para. L). ☐

(5) Check oil tank quantity (Part III, Para. L). ☐

(6) Make sure there are no signs of hydraulic fluid leakage from the engine drain mast. ☐

✈✈ (7) Make sure there are no visible oil leaks in the engine intake and engine cowling. ☐

WARNING: DO NOT ATTEMPT TO STOP THE FAN BY HOLDING THE BLADES IF THE FAN IS WINDMILLING. THE BLADES ARE SHARP. STOP THE FAN BY PUSHING ON THE SPINNER.

✈✈ (8) Make sure there is no damage to the fan blades when viewed through the engine intake. ☐

(9) Check P_2T_2 sensor clean, undamaged and secure. ☐

M. Left Main Landing Gear and Center Keel

(1) Make sure the main landing gear ground locking pin is installed and secure. ☐

(2) Visually inspect the side stay components and attach points for security and make sure there is no visible damage. ☐

(3) Make sure the main wheel tires are not damaged or excessively worn. ☐

(4) Make sure there is no visible damage to the fairing and main landing gear doors. ☐

(5) Check the main gear and inside the main gear bay to make sure there is no fluid leakage. ☐

Check Box when Complete

(6) Check the main wheel tie bolt nuts for evidence of loosening. ☐

(7) Make sure the extension of the brake wear indicators have been checked. ☐

(8) Check all antennas attached to keel are secure and undamaged. ☐

N. Left Wing

(1) Make sure there is no damage to the top or bottom surfaces of the flap, and with the flap lowered, that there is no slush, snow or ice trapped between the flap and wing structure. ☐

NOTE: Step N. (1) is only applicable following a landing on a runway covered with deep water puddles, slush, snow or ice.

✈✈ (2) Check for missing or damaged static wicks. ☐

(3) Check condition of aileron and aileron trim tab. ☐

(4) Check condition of wing tip, Check condition of winglet (if installed). ☐

✈✈ (5) Make sure that NACA fuel vent is clear. ☐

(6) Make sure the vortex generators are secure and not deformed. ☐

✈✈ (7) Check the condition of the external structure of the wing to make sure it is clean and undamaged; upper and lower surface (no fuel leaks), leading edge, stall strip, and vortilon. ☐

✈✈ (8) Check condition of main entry door seal/frame, fuselage and passenger windows. ☐

O. Flight Compartment

(1) Check condition of lens and bulbs of all external lights. ☐

NOTE: APU (if installed) or external power required.

P. Vestibule, Passenger Cabin and Toilet Compartment

CAUTION: DRAIN ALL OF THE WATER FROM THE WATER SYSTEMS WHEN THE AIRPLANE IS TO REMAIN ON THE GROUND AND THE AMBIENT TEMPERATURE IS, OR WILL BE, LESS THAN 0 DEGREES C.

(1) Make sure all passenger seat safety belts (and settee safety harnesses, if installed) operate correctly and are secure. Check latch, security and wear. ☐

Q. Final Items (Recommended)

(1) Make sure the external covers, plugs and guards are installed (Part III, Para C). ☐

(2) Make sure the emergency exit internal locking pin (if installed) is installed. ☐

(3) Make sure all internal gust locks are installed (Part III, Para C). ☐

Completion Record

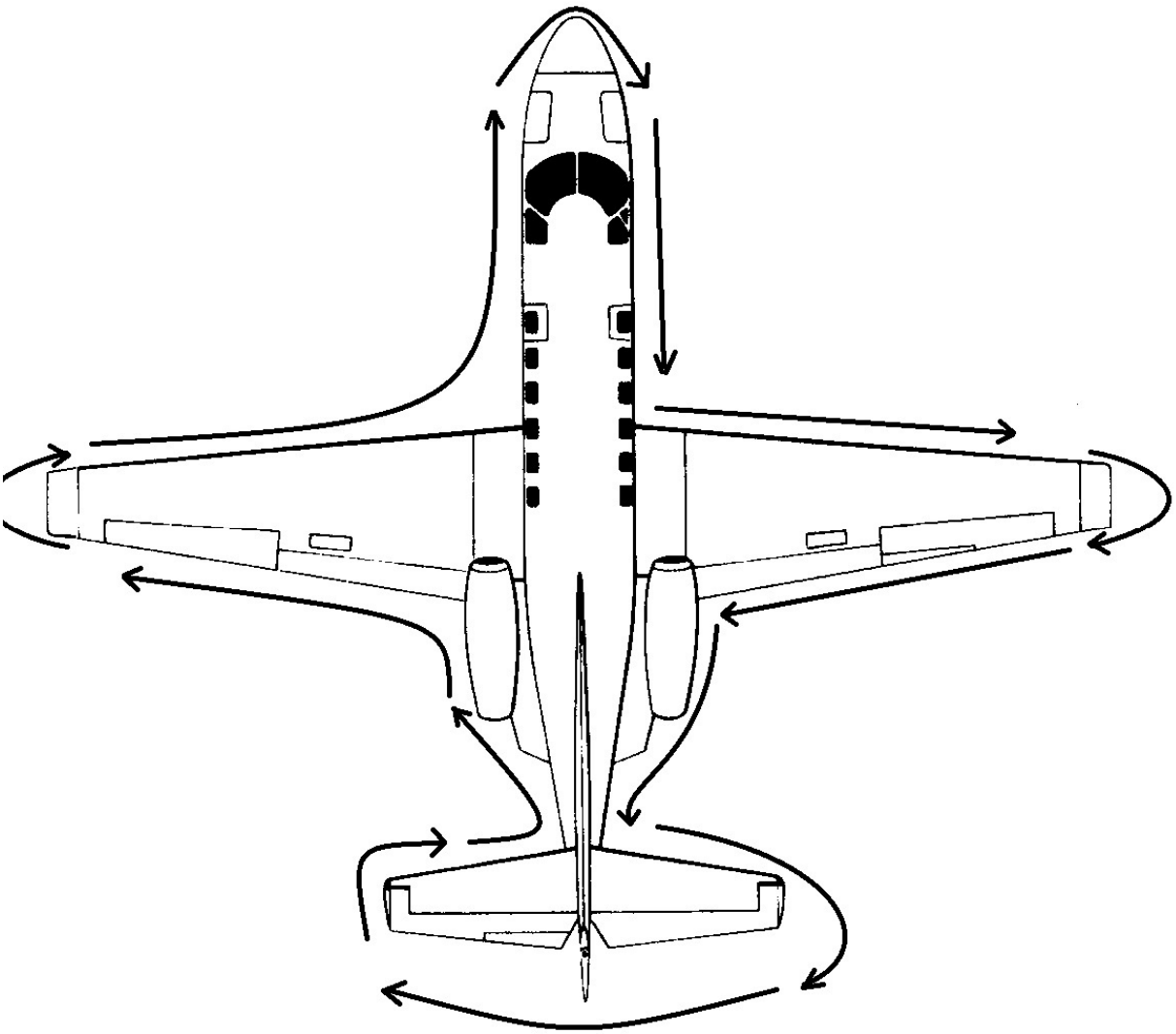
Airplane Registration: .....

Time completed at: ..... Date: .....

Completed by: .....

PREVUELO AVIZOR
MODELO: CESSNA 500-550

INSTRUCCIONES: El técnico deberá anotar su rúbrica a lado de cada punto requerido dentro de este prevuelo-postvuelo. Al finalizar los trabajos deberán poner su nombre completo, número de licencia, firma así como los datos de la aeronave a la que se efectuó el trabajo.



MARCA:	***MATRICULA:***
MODELO:	**N/S:**

Nombre:	**No. Licencia**
Fecha:	**Firma:**

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELO AVIZOR
MODELO: CESSNA 500-550

AREA 1 – Left Nose Check.

Item	Description	Status	Yes	No
1.	Static ports	CLEARA & WARM		
2.	Baggage Door	SECURE & LOCKED		
3.	Nose Gear, Doors, Whell & Tire	CONDITION & SECURE		
4.	Pitot Tube	CLEAR & HOT		

AREA 2 – Right Nose Check.

Item	Description	Status	Yes	No
1.	Pitot Tube	CLEAR & HOT		
2.	Windshield Alcohol Reservoir Sight	FLUID VISIBLE		
3.	Break & Gear Pneumatic Pressure Gage	GREEN ARC		
4.	Power Brake Accumulator Charge	LIGHT GREEN ARC (precharge pressure) OR DARK LIGHT (operating pressure)		
5.	Brake Fluid Reservoir Sight Gages	FLUID VISIBLE		
6.	Baggage Door	SECURE & LOCKED		
7.	Oxygen Blowout Disc	GREEN (airplanes with nose mounted oxygen cylinder)		
8.	Overboard Vent Lines	CLEAR		
9.	Static Ports	CLEAR & WARM		
10.	Angle of Attack Sensor	CLEAR, HOT & ROTATES (if installed)		

Area 3 – Right Wing Check.

Item	Description	Status	Yes	No
1.	Dorsal Fin Air Inlet	CLEAR		
2.	Engine Fan Duct and Fan	CHECK for bent blades, nicks & blockage of fan stators		
3.	Generator Cooling Air Inlet	CLEAR		
4.	Heated Leading Edge	CONDITION		
5.	Fuel Quick Drains	DRAIN & CHECK FOR CONTAMINATION		
6.	Fuel Filter Drain	DRAIN		
7.	Main Gear Door, Wheel, Tire & Landing Light	CONDITION & SECURE		
8.	Deice Boot	CONDITION & SECURE		
9.	Fuel Filler Cap	SECURE		
10.	Fuel Tank Vent	CLEAR		
11.	Navigation, strobe & Recognition Lights	CONDITION		

Nombre:	**No. Licencia**
Fecha:	**Firma:**

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELO AVIZOR
MODELO: CESSNA 500-550

Area 3 – Right Wing Check (continuacion).

Item	Description	Status	Yes	No
12.	Static Wicks	CHECK (three required)		
13.	Aileron, Flap & Speedbrakers	CONDITION & SECURE		

Area 4 – Right Nacelle Check.

Item	Description	Status	Yes	No
1.	Oil Level	CHECK		
2.	Filter cap & Access Door	SECURE		
3.	Precooler Overboard Exahust	CLEAR		
4.	Generator Cooling Air Exhaust	CLEAR		
5.-	Engine Exhaust & Bypass Ducts	CONDITION & CLEAR		
6.-	Engine Fluid Drain Mast	CLEAR		
7.-	T-2 Sensor	CONDITION		

Area 5 – Right Empenage Check.

Item	Description	Status	Yes	No
1.	Deice Boot Overboard Vents	CLEAR		
2.	Airconditioning Overboard Exhaust	CLEAR		
3.	Hydraulic Service Door	SECURE		
4.	Right Horizontal & vertical Stabilizer Deice Boots	CONDITION & SECURE		
5.	Right elevator & Trim tab	MOVEMENT & CONDITION		
6.	Tail Mounted Rotating Beacon Light	CONDITION		
7.	Tail Skid	CONDITION & SECURE		
8.	Rudder & trim Tab	SECURE & CORRECT SERVO TAB ACTION		
9.	Static Wicks (ruder, vertical stabilizer and elevators)	CHECK		
10.	Left Horizontal Stabilizer Deice Boot	CONDITION & SECURE		
11.	Oxygen Blowout Disc	GREEN		

Nombre:	**No. Licencia**
Fecha:	**Firma:**

PREVUELO AVIZOR
MODELO: CESSNA 500-550

Area 6 – AFT Compartment Check.

Item	Description	Status	Yes	No
1.	Hydraulic fluid quantity	CHECK		
2.	Fire Bottle Pressure Gages	CHECK TEMPERATURE PRESSURE RELATIONSHIP		
3.	Junction Box Circuit Brakers	IN		
4.	AFT COmpartmen Baggage	SECURE		
5.	AFT Compartment Light	OFF		
6.	Access Door	SECURE & LOCKED		

Area 7 – Left Empenage Check.

Item	Description	Status	Yes	No
1.	External power service Door	SECURE		
2.	Battery Cooling Intake & Vent Line	CLEAR		
3.	Windshield Heat Exchanger Overboard Exhaust	CLEAR		

Area 8 – Left Nacelle Check.

Item	Description	Status	Yes	No
1.	T-2 Sensor	CONDITION		
2.	Engine Fluid Drain Mast	CLEAR		
3.	Engine Exhaust & Bypass Ducts	CONDITION & CLEAR		
4.	Generator Cooling Air Exhaust	CLEAR		
5.	Precooler Overboard Exhaust	CLEAR		
6.	Oil Level	CHECK		
7.	Fillter cap & access door	SECURE		

Area 9 – Left Wing Check.

Item	Description	Status	Yes	No
1.	Aileron, Flap & Speedbrakers	CONDITION & SECURE		
2.	Static Wicks (ruder, vertical stabilizer and elevators)	CHECK		
3.	Navigation, strobe & Recognition Lights	CONDITION		
4.	Fuel Tank Vent	CLEAR		
5.	Fuel Filler Cap	SECURE		
6.	Deice Boot	CONDITION & SECURE		
7.	Main Gear Door, Wheel, Tire & Landing Light	CONDITION & SECURE		
8.	Fuel Filter Drain	DRAIN		

Nombre:	**No. Licencia**
Fecha:	**Firma:**

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

PREVUELO AVIZOR
MODELO: CESSNA 500-550

Area 9 – Left Wing Check (continuacion).

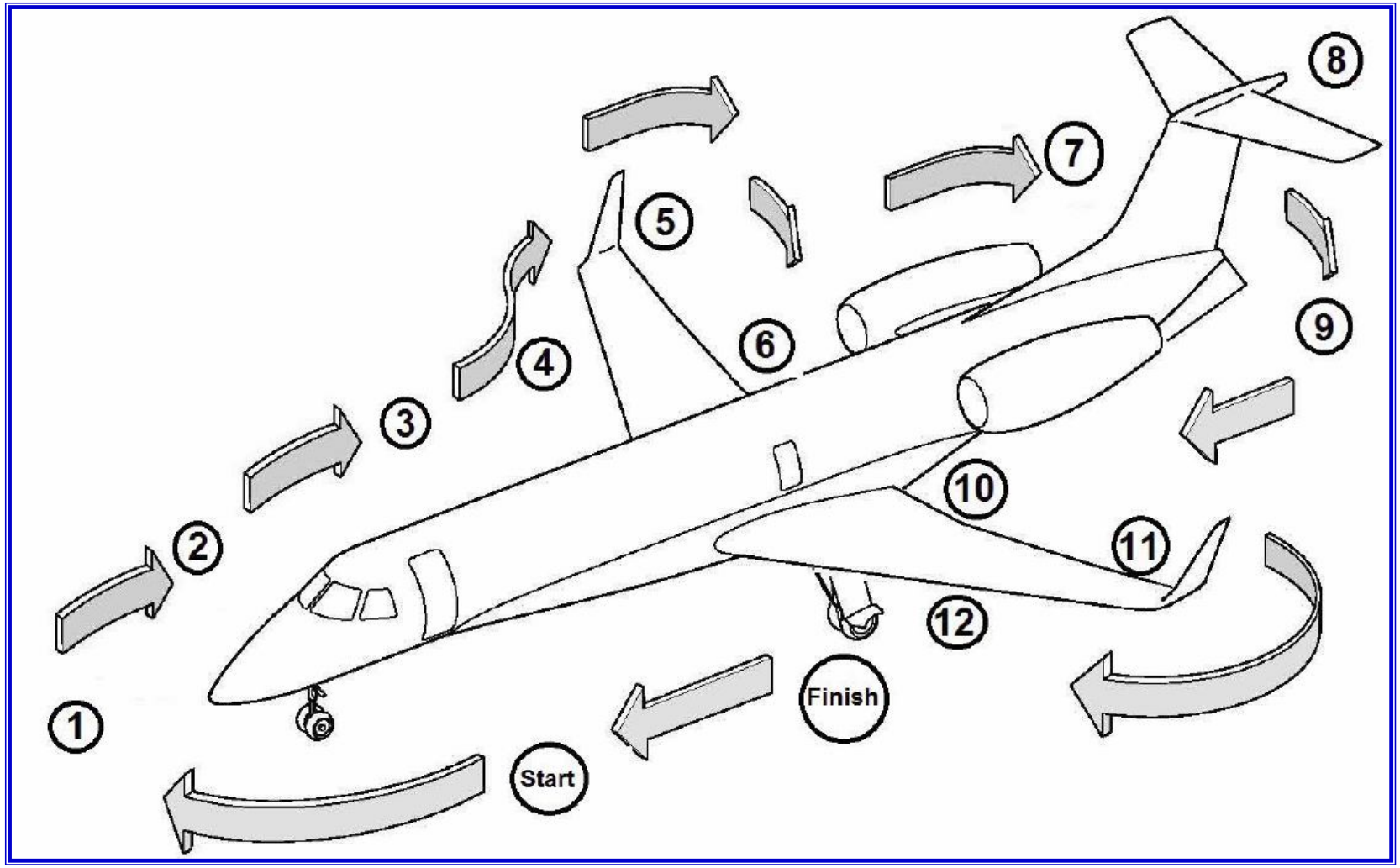
Item	Description	Status	Yes	No
9.	Fuel Quick Drains	DRAIN & CHECK FOR CONTAMINATION		
10.	Heated Leading Edge	CONDITION		
11.	Wing Inspection Light	CONDITION		
12.	Generator Cooling Air Inlet	CLEAR		
13.	Engine Fan Duct and Fan	CHECK FOR BENT BLADES, NICKS & BLOCKAGE OF FAN STATORS		
14.	Dorsal Fin Air Inlet	CLEAR		
15.	Cabin Door Seal	CHECK FOR RIPS & TEARS		

Nombre:	**No. Licencia**
Fecha:	**Firma:**

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Inspección Pre-Vuelo EMB-135BJ

Registration:		**Station:**		**Date:**	
Seria Number:		**Total Time:**		**Total Cycles:**	



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Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Dejada Intencionalmente en Blanco

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Work Instructions

Zone 1 Nose Section

Important Note: This Engineering order can only be accomplished by certified technician.	
Caution: Be sure that before starting the work all applicable tolos, document and materials needed to perform the task in safe conditions are available	

Description	Condition	technician
Access Doors and Panels	Secured	
Static Ports	No Obstruction	
Sensors and pitot tubes	Condition/No Obstruction	
Windshields Wipers	Condition	
Air Inlets	No Obstruction	
Radome	Secured	
Nose Gear	Check	
Wheels and Tires	Condition	
Gear Struts/Wheewell/Doors	Condition, No Leaks	
Ground Locking Pin	Removed	
Gear Up Hook	Un Locked	
Static Discharger	Condition	
Landing and Taxi Light	Condition	

Zone 2 Nose Right Section

Description	Condition	technician
Hydraulioc Compartment	No Leacks	
Oxygen Discharging and Recharging Panel	Check	
Oxygen Pressure Green Discharging	In Place	

Zone 3 Fuselage Section Right

Description	Condition	technician
Acces Doors and Panels	Secured	
Fueling Compartment Door	Secured	
Air Inlets and Outlets	No Obstruction	
Ram Air Inlets	No Obstruction	
Fluid Drain Holes	No leaks	
Inspection Lights	Condition	
Red Beacon	Condition	
Antennas	Condition	

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Zone 4 Wing Right Leading Edge

Description	Condition	technician
Landing Light	Condition	
Emergency Light	Condition	
Wing Leading Edge	Condition	
Acces Doors and Panels	Secured	
Direct Measuring Sticks	Pushed In	
Air Inlet Oulets and Vents	No Obstruction	
Vortilions and Vortex Generator	Number and Condition	

Zone 5 Wing Right Trailing Edge

Description	Condition	technician
Navigation and Strobe Lights	Condition	
Static Discharges	Number and Condition	
Flight Control Surface and Fairings	Condition	
Flaps	Retracted	
Spoilers	Closed	

Zone 6 Landing Gear Right

Description	Condition	technician
Main Gears	Check	
Wheels and Tires	Condition	
Main Gear Uplock Hook	Unlocked	
Gear Struts/Wheelswells	Condition/ No Leaks	
Ground Locking Pins	Removed	
Brake Wear Indicators	Check	
If the Uplock hook is in the locked position, cycle the free fall lever to reposition the up lock to the unlocked position.		

Zone 7 Engine Right

Description	Condition	technician
Engine Cowling	Secured	
Engine Inlets and Outlets	No Obstruction	
Fuel/Oil Drain	No Obstruction	
Engine Oil Level replenish if necessary	Check	
Trust Reverser	Flush With	
Turbine Exaust	Condition	
Check Engines for leaks and obstructions in the air inlets		

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Zone 8 Nacelle

Description	Condition	technician
Horizontal Stabilizer	Condition	
APU	Condition	
Pressurization Static Ports	No Obstruction	
Baggage Door	Latched/Lock Panel Closed	
Logo Lights	Condition	
Flight Control Surfaces	Condition	
Static Dischargers	Number and Condition	

Zone 9 Engine Left

Description	Condition	technician
Engine Cowling	Secured	
Engine Inlets and Outlets	No Obstruction	
Fuel/Oil Drain	No Obstruction	
Engine Oil Level replenish if necessary	Check	
Trust Reverser	Flush With	
Turbine Exaust	Condition	
Check Engines for leaks and obstructions in the air inlets		

Zone 10 Landing Gear Left

Description	Condition	technician
Main Gears	Check	
Wheels and Tires	Condition	
Main Gear Uplock Hook	Unlocked	
Gear Struts/Wheelswells	Condition/ No Leaks	
Ground Locking Pins	Removed	
Brake Wear Indicators	Check	
If the Uplock hook is in the locked position, cycle the free fall lever to reposition the up lock to the unlocked position.		

Zone 11 Wing Left Trailing Edge

Description	Condition	technician
Navigation and Strobe Lights	Condition	
Static Discharges	Number and Condition	
Flight Control Surface and Fairings	Condition	
Flaps	Retracted	
Spoilers	Closed	

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Zone 12 Wing Left Leading Edge

Description	Condition	technician
Landing Light	Condition	
Emergency Light	Condition	
Wing Leading Edge	Condition	
Acces Doors and Panels	Secure	
Direct Measuring Sticks	Pushed In	
Air Inlet Oulets and Vents	No Obstruction	
Vortilions and Vortex Generator	Number and Condition	

Internal Safety Inspection

Description	Condition	technician
Manual & Oficial Documents	On Board	
Cockpit Emergency Equipment (*life vest, PBE`s, Oxygen Bottle, Oxygen Mask, Flightlight, Desfribilator,Axle,Halon Bottle*	Check for condition and Quantity	
Overhead/Main/Pedestal Panels	Check	
Radar	Off	
ELT	Armed	
Gear	Down	
Passenger Oxygen	Auto	
Crew Oxygen Pressure	Check	
Crew Oxygen Mask and Googles	Check	
Gust Lock	Locked	
Speed Brake	Closed	
Parking Brake	On	
Flaps	0°	
Free Fall	Check	

Close Job

All Discrepancies should be reported using appropriate documentation, in accordance with Local Regulations	
Be sure that after concluding the work, the work área is properly clean and free of any foreing objects (FOD´s)	

Observaciones:

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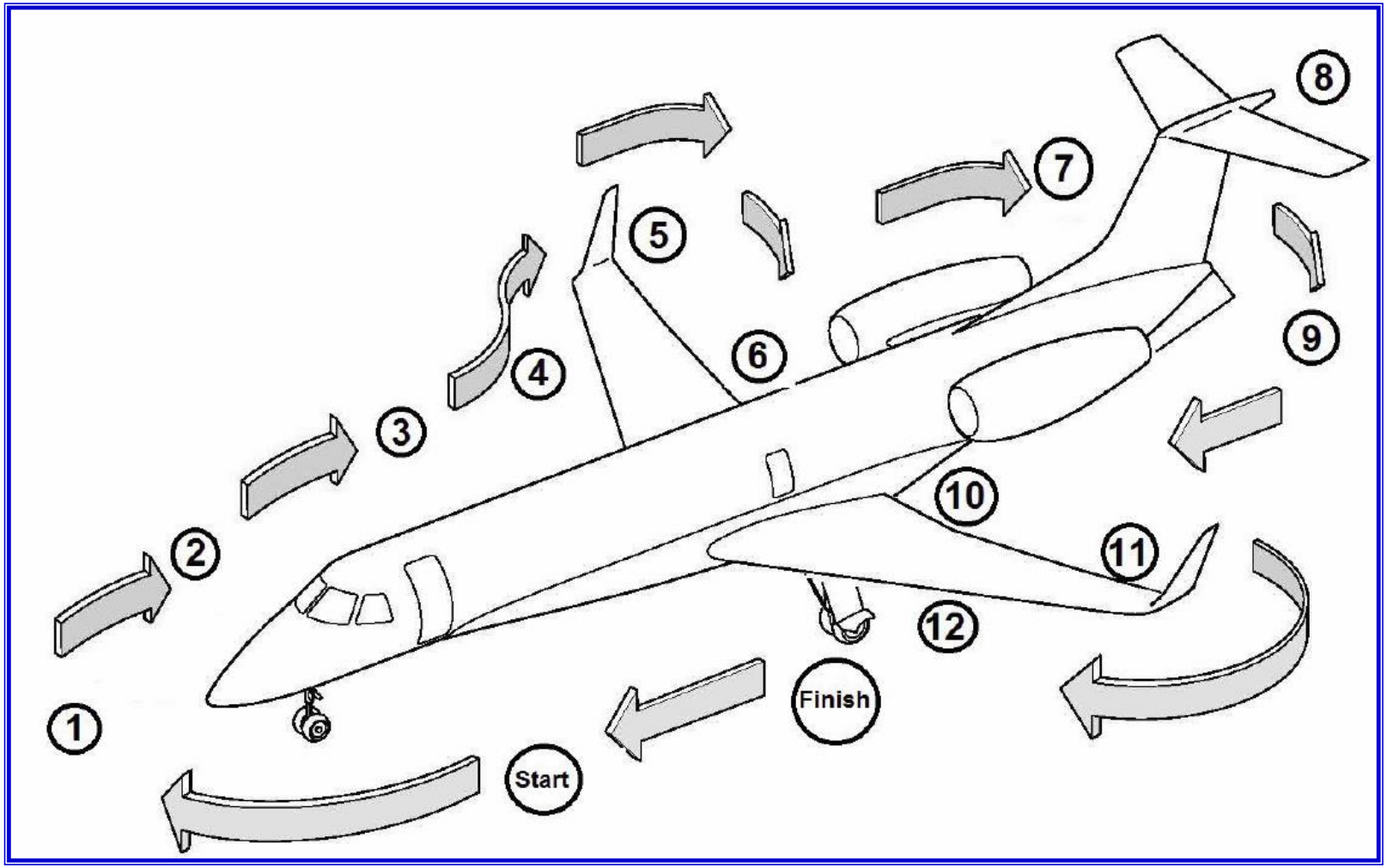
Inspección Post-Vuelo EMB-135BJ

Registration:		**Station:**		**Date:**	
Seria Number:		**Total Time:**		**Total Cycles:**	



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Querétaro, México, C.P. 76270

Dejada Intencionalmente en Blanco

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Work Instructions

Zone 1 Nose Section

Description	Condition	technician
Access Doors and Panels	Secured	
Static Ports	No Obstruction	
Sensors and pitot tubes	Condition/No Obstruction	
Windshields Wipers	Condition	
Air Inlets	No Obstruction	
Radome	Secured	
Nose Gear	Check	
Wheels and Tires	Condition	
Gear Struts/Wheewell/Doors	Condition, No Leaks	
Ground Locking Pin	Installed	
Gear Up Hook	Un Locked	
Static Discharger	Condition	
Landing and Taxi Light	Condition	

Zone 2 Nose Right Section

Description	Condition	technician
Hydraulioc Compartment	No Leacks	
Oxygen Discharging and Recharging Panel	Check	
Oxygen Pressure Green Discharging	In Place	

Zone 3 Fuselage Section Right

Description	Condition	technician
Acces Doors and Panels	Secured	
Fueling Compartment Door	Secured	
Air Inlets and Outlets	No Obstruction	
Ram Air Inlets	No Obstruction	
Fluid Drain Holes	No leaks	
Inspection Lights	Condition	
Red Beacon	Condition	
Antennas	Condition	

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Zone 4 Wing Right Leading Edge

Description	Condition	technician
Landing Light	Condition	
Emergency Light	Condition	
Wing Leading Edge	Condition	
Acces Doors and Panels	Secured	
Direct Measuring Sticks	Pushed In	
Air Inlet Oulets and Vents	No Obstruction	
Vortilions and Vortex Generator	Number and Condition	

Zone 5 Wing Right Trailing Edge

Description	Condition	technician
Navigation and Strobe Lights	Condition	
Static Discharges	Number and Condition	
Flight Control Surface and Fairings	Condition	
Flaps	Retracted	
Spoilers	Closed	

Zone 6 Landing Gear Right

Description	Condition	technician
Main Gears	Check	
Wheels and Tires	Condition	
Main Gear Uplock Hook	locked	
Gear Struts/Wheelswells	Condition/ No Leaks	
Ground Locking Pins	Installed	
Brake Wear Indicators	Check	
If the Uplock hook is in the locked position, cycle the free fall lever to reposition the up lock to the unlocked position.		

Zone 7 Engine Right

Description	Condition	technician
Engine Cowling	Secured	
Engine Inlets and Outlets	No Obstruction	
Fuel/Oil Drain	No Obstruction	
Engine Oil Level replenish if necessary	Check	
Trust Reverser	Flush With	
Turbine Exaust	Condition	
Check Engines for leaks and obstructions in the air inlets		

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Zone 8 Nacelle

Description	Condition	technician
Horizontal Stabilizer	Condition	
APU	Condition	
Pressurization Static Ports	No Obstruction	
Baggage Door	Latched/Lock Panel Closed	
Logo Lights	Condition	
Flight Control Surfaces	Condition	
Static Dischargers	Number and Condition	

Zone 9 Engine Left

Description	Condition	technician
Engine Cowling	Secured	
Engine Inlets and Outlets	No Obstruction	
Fuel/Oil Drain	No Obstruction	
Engine Oil Level replenish if necessary	Check	
Trust Reverser	Flush With	
Turbine Exaust	Condition	
Check Engines for leaks and obstructions in the air inlets		

Zone 10 Landing Gear Left

Description	Condition	technician
Main Gears	Check	
Wheels and Tires	Condition	
Main Gear Uplock Hook	locked	
Gear Struts/Wheelswells	Condition/ No Leaks	
Ground Locking Pins	Installed	
Brake Wear Indicators	Check	
If the Uplock hook is in the locked position, cycle the free fall lever to reposition the up lock to the unlocked position.		

Zone 11 Wing Left Trailing Edge

Description	Condition	technician
Navigation and Strobe Lights	Condition	
Static Discharges	Number and Condition	
Flight Control Surface and Fairings	Condition	
Flaps	Retracted	
Spoilers	Closed	

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Zone 12 Wing Left Leading Edge

Description	Condition	technician
Landing Light	Condition	
Emergency Light	Condition	
Wing Leading Edge	Condition	
Acces Doors and Panels	Secured	
Direct Measuring Sticks	Pushed In	
Air Inlet Oulets and Vents	No Obstruction	
Vortilions and Vortex Generator	Number and Condition	

Internal Safety Inspection

Description	Condition	technician
Manual & Oficial Documents	On Board	
Cockpit Emergency Equipment (*life vest, PBE`s, Oxygen Bottle, Oxygen Mask, Flightlight, Desfribilator,Axle,Halon Bottle*	Check for condition and Quantity	
Overhead/Main/Pedestal Panels	Check	
Radar	Off	
ELT	Off	
Gear	Down	
Passenger Oxygen	Auto	
Crew Oxygen Pressure	Check	
Crew Oxygen Mask and Googles	Check	
Gust Lock	Locked	
Speed Brake	Closed	
Parking Brake	Off	
Flaps	0°	
Free Fall	Check	

Close Job

All Discrepancies should be reported using appropriate documentation, in accordance with Local Regulations	
Be sure that after concluding the work, the work área is properly clean and free of any foreing objects (FOD´s)	

Observaciones:

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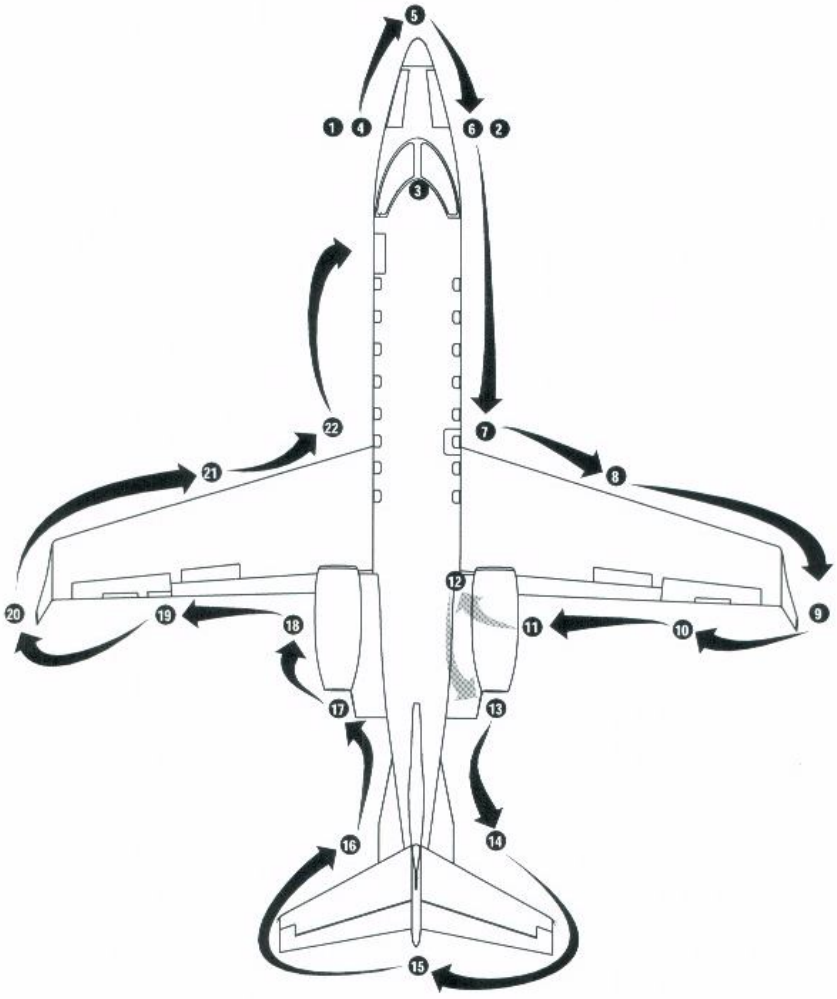
Inspección Pre-Vuelo LEARJET 60/60XR

Registration:		**Station:**		**Date:**	
Seria Number:		**Total Time:**		**Total Cycles:**	



Walk-Around Inspection
Figure 2-1

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270

Dejada Intencionalmente en Blanco

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PRE/POST-FLIGHT INSPECTION LEARJET 60/60XR HOJA 1	Marca:	N/S:	Fecha:
1.- EXTERIOR / INTERIOR	Modelo:	Matricula:	

		Firma
Left Pitot Static Probe	Cover Removed	
Stall Warning Vane	Freedom of movement	
Ice Detection Probe	Check	
Right and Standby pitot Static Probes	Covers Removed	
Stall Warning Vane	Freedom of movement	
Static Air Temperature Probe	Check	
Controls Lock	Removed and slow	
Gear	DN	
L and R BATT Switches	On	
EMER BATT Switches	EMER	
APU MASTER	ON	
Fuel Quantities	Check	
AUX HYD Switch	ON	
SUMARY Page B-ACUM Pressure	2610-3600 psi	
AUX HYD Switch	Off	
EMERGENCY / PARKING BRAKE	Set	
SUMARY Page B-ACUM Pressure	Verify pressure drops to 1200 psi or greater	
AUX HYD Switch	On	
AUX HYD Switch	Off	
Exterior Lighting	Check	
Exterior Light Switches	On	
Check Proper Illumination	Off	
Hydraulic Service Panel	Check Filter & Receivor	
APU	Open Tailcone access door	
APU	Check Oil Level	
APU Master	Off	
EMER BATT Switch	Off	
L and R BATT Switches	Off	

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PRE/POST-FLIGHT INSPECTION LEARJET 60/60XR HOJA 2	Marca:	N/S:	Fecha:
1.- EXTERIOR / INTERIOR	Modelo:	Matricula:	

		Firma
Windshield	Condition	
Nose Gear Strut	Inspect Extended minimum of one-half inch	
Rotating Disc and Linkage	Condition	
Nose Wheel Well	Check Hydraulic leakage and cooling vents clear	
Nose Compartment, Wheek and Tire	Check Condition	
Ground Wire	Disconnected	
Radome and Radome Erosion Shoe	Condition	
Oxygen System Discharge indicator & Service door	Check and secure	
Nose Compartment Doors	Secure	
Wing Inspection Light and Lens	Condition	
Standby Pitot and Static Drains	Push up to drain	
Emergecy exit	Secure	
Upper Fuselage Antennas & Dorsal Inlets	Condition	
Upper Fuselage, Gravity Fueling Door	Check and Secure	
Right Engine Inlet & Fan	Clear of obstructions and condition	
Right Generator & Alternator Cooling Scoops	Clear	
Lower Fuselage antennas, Landing Light Fairing & Lens	Condition	
Oxygen System Service Door	Secure	
Fuel Drains and access Door	Drain and Secure	
Toilet Servicing Door	Secure	
Right Main Gear	Check Hydraulic leakage, taxi light and doors, wheels brakes & tires	
Right Wing	Check leading edge, stall strips, triangles, vortilons & Ice Detect Patch	
Right Winglet Navigation Light / Lens and Static wicks	Condition	
Right Aileron	Check free motion balance tab linkage and Brush seal	
Right Spoiler and Flap	Condition	

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PRE/POST-FLIGHT INSPECTION LEARJET 60/60XR HOJA 2	Marca:	N/S:	Fecha:
1.- EXTERIOR / INTERIOR	Modelo:	Matricula:	

		Firma
Right Brakes and Brake Wear Indicators	Check	
Right Engine Oil	Check Oil Level	
Single point Fueling Access Door	Secure	
Fuel Quantity Panel Access Door	Secure	
Right Engine Turbine exhaust Area	Condition, clear of Obstruction	
Right Thrust Reverser	Condition and completely stowed	
Tailcone Interior	Check Fluid Lakes, Main Engine Fire bottle pressures, Security and Condition of installed equipment, Remote Circuit Brakers, APU Fire Bottle Pressure, condition of Door Seal.	
Engine Fire Extinguisher Discharge Indicators	Condition Check	
Right VOR/LOC Antenna	Condition	
APU Exhaust	Clear of obstruction	
Vertical Stabilizer, Rudder, Horizontal Stabilizer, Elevator, Delta Fins & Logo Light	Condition	
Static Discharge Wicks	Condition	
Beacon / Strobe Light and Lens	Condition	
Tailstand	Removed	
APU Inlet	Clear of obstruction	
Left VOR/LOC Antenna	Condition	
Battery Vents	Clear	
Baggage Compartment Door	Check Seals	
Left Thrust Reverser	Condition and completely stowed	
Left Engine Turbine exhaust Area	Condition, clear of Obstruction	
Fuel Quantity Panel Access Door	Secure	
Single point Fueling Access Door	Secure	
Left Engine Oil	Check Oil Level	
Left Brakes and Brake Wear Indicators	Check	
Left Spoiler and Flap	Condition	

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PRE/POST-FLIGHT INSPECTION LEARJET 60/60XR HOJA 3	Marca:	N/S:	Fecha:
1.- EXTERIOR / INTERIOR	Modelo:	Matricula:	

		Firma
Left Aileron	Check free motion balance tab linkage and Brush seal	
Left Winglet Navigation Light / Lens and Static wicks	Condition	
Left Wing	Check leading edge, stall strips, triangles, vortilons & Ice Detect Patch	
Left Main Gear	Check Hydraulic leakage, taxi light and doors, wheels brakes & tires	
Fuel Drains and access Door	Drain and Secure	
Lower Fuselage antennas, Landing Light Fairing & Lens	Condition	
Left Generator & Alternator Cooling Scoops	Clear	
Left Engine Inlet & Fan	Clear of obstructions and condition	
Upper Fuselage, Gravity Fueling Door	Check and Secure	
Upper Fuselage Antennas & Dorsal Inlets	Condition	
Standby Pitot and Static Drains	Push up to drain	

Hangar 8, 9 y 24 al 27 Aeropuerto Internacional de Querétaro, Carretera Estatal 200 Querétaro-Tequisquiapan No. 22500, Colón Querétaro, México, C.P. 76270