

## *European Aviation Safety Agency*

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### **EASA TYPE-CERTIFICATE DATA SHEET**

**Beech Models:- B200, B200C, B200GT, B200CGT, B300 and B300C  
(King Air)**

#### **Type Certificate Holder:**

##### **HAWKER BEECHCRAFT CORPORATION**

9709 East Central  
Wichita, KS 67201  
USA

#### **Manufacturer:**

##### **HAWKER BEECHCRAFT CORPORATION**

9709 East Central  
Wichita, KS 67201  
USA

For models: B200  
B200C  
B200GT  
B200CGT  
B300  
B300C

Issue 3: 25 August 2011

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- IV. Operating and Service Instructions
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### **CHANGE RECORD**

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|---------|---|
| Issue 1 | Initial issue Models B200, B200C, B200GT B200CGT, B300, and B300C |
| Issue 2 | General update and correction of mistakes.                        |
| Issue 3 | Approval of B200/B200C for MTOW 14,000 lbs Restricted Category.   |

### **SECTION 1: GENERAL Model B200, B200C, B200GT, B200CGT, B300, B300C (King Air) Type Design**

Data Sheet No.: EASA.IM.A.277

Issue 3

- |                                       |  |
|---------------------------------------|--|
| a) Model:                             | B200, B200C, B200GT B200CGT, B300, and B300C   |
| b) Variant:                           | N/A  |
| 1. Airworthiness Category:            | FAR-23 Normal Category   |
| 2. Type Certificate Holder:           | Hawker Beechcraft Corporation<br>9709 E. Central<br>P.O. Box 85<br>Wichita, KS 67201-0085<br>USA                               |
| 3. Manufacturer                       | Hawker Beechcraft Corporation<br>9709 East Central<br>P. O. Box 85<br>Wichita, KS 67201-0085                                   |
| 4. EASA Certificate Application Date: | June 1981 - UK, S/N BB-878 (B200, B200C)<br>16 February 2007 (B200GT, B200CGT)<br>April 1990 – Germany, S/N FL-7 (B300, B300C) |
| 5. FAA Type Certificate Date:         | 13 February 1981 (B200, B200C)<br>16 December 2007 (B200GT, B200CGT)<br>12 December 1989 (B300)<br>07 September 1990 (B300C)   |

6. EASA Type Certificate Issue Date: June 1981 - UK, S/N BB-878 (B200, B200C)  
14 December 2007 (B200GT, B200CGT)  
April 1990 – Germany, S/N FL-7 (B300, B300C)

## **II. Certification Basis**

1. Reference Date for determining Applicable requirements  
Model B200, B200C Accepted under EU Regulation 1702/2003  
Model B300, B300C Accepted under EU Regulation 1702/2003  
Model B200GT, B200CGT Application to EASA: 16 February 2006
2. (Reserved)
3. (Reserved)
4. Certification Basis

The EASA Aircraft Type Certification standard includes that of FAA TC A24CE, based on individual EU member state acceptance or certification of this standard prior to 28 September 2003. Other standards conforming to TC/TCDS standards certificated by individual EU member States prior to 28 September 2003 are also acceptable.

FAR Part 23, effective February 1, 1965, as amended by 23-1 through 23-9, Amendment 23-11, FAR Paragraphs 23.175 and associated FARs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), and 23.173(a) as amended by Amendment 23-14; FAR 23.951(c) and FAR 23.997(d) as amended by Amendment 23-15 (A200CT and B200 series, only); FAR 23.1545(a) as amended by Amendment 23-23 and FAR 23.1325(e) as amended by Amendment 23-20 (B200 Series only); FAR 23.1305(n) as amended by Amendment 23-26; FAA Special Conditions 23-47-CE-5 issued October 30, 1972, Amendment 1 dated December 18, 1973, and Amendment 2 dated January 12, 1979; FAR Paragraphs 25.929 and 25.1419 of FAR Part 25 as amended to December 31, 1972, and FAR 25.831(d) through Amendment 25-41 (For all B200 series aircraft approved for 35,000 feet); SFAR 27 through

Amendment 27-4; and FAR Part 36 through Amendment 36-10. For B200 through Serial Number BB-1438 and B200C through Serial Number BL-138 FAR Part 36 through Amendment 36-10. For B200 Serial Numbers BB-1439, BB-

1444 and after, B200C Serial Numbers BL-139 and after, FAR Part 36 through Amendment 36-20. Compliance with ice protection has been demonstrated in accordance with FAR 25.1419 when ice protection equipment is installed in accordance with the airplane equipment list.

Effective April 20, 1993, Electronic Flight Instrument Systems shall meet the requirements of FAR 23.1301, 23.1309, 23.1311, 23.1321, 23.1322 and 23.1335 as amended through Amendment 23-41 and Special Condition 23-ACE-68.

Effective January 20, 1994, FAR 23.1457 as amended by Amendment 23-35.

In addition, FAR 135, Appendix A, effective December 1, 1978 (B200 High Density Configuration; See Note 11)

Application for Type Certificate dated January 11, 1971.

Type Certificate No. A24CE issued December 14, 1973, obtained by manufacturer under delegation option procedures.

Additional requirements for Collins Proline 21 Avionics Installation; Special Conditions 23-131-SC, and Equivalent Level of Safety ACE-02-16 for FAR 23.1305c(2), 23.1305(a)(2)(3), and 23.1549(a)(b)(c)(d), for direct reading digital only displays for oil pressure, oil temperature and fuel flow; FAR 23.1547(e) as amended by Amendment 23-20; FAR 23.603(b) as amended by Amendment 23-23; FAR 23.1309(a), 23.1323(b), 23.1431(b) as amended by Amendment 23-49.

**For the Models B200 and B200C:**

14 CFR Part 23.1529 as amended by Amendment 23-26. Effective Serial Numbers for the B200, BB-1978, BB-1988 and after and for the B200C, BL-152 and after.

Additional requirements for the Collins IFIS Installation: 23.771(a)(1) as amended by Amendment 23-14; 23.1501 and 23.1541(a)(a) as amended by Amendment 23-21; 23.603, 23.605(a) as amended by Amendment 23-23; 23.1322, 23.1357(c)(d) as amended by Amendment 23-43; 23.305, 23.321, 23.613 as amended by Amendment 23-45; 23.301, 23.337, 23.571, 23.575, 23.607, 23.611 as amended by Amendment 23-48; 23.1309(b)(c)(e),

23.1311(a)(2)(3), 23.1321(e), 23.1351(e), 23.1351(a)(2)(i), 23.1359(c), 23.1365(a)(d)(e), 23.1431(a) as amended by Amendment 23-49; 23.1555(a), 23.1581(a), 23.1583(h), 23.1585(j) as amended by Amendment 23-50; and 23.777(a)(b) as amended by Amendment 23-51. Effective at Serial Numbers for the B200, BB-1978 and BB-1988 and after and for the B200C, BL-152 and after.

**For the Models B200GT and B200CGT:**

Additional requirements for the Models B200GT (S/N BY-1 and after) and B200CGT, (S/N BZ-1 and after): 14 CFR Part 23-1529 as amended by Amendment 23-26; 23.939 as amended by Amendment 23-42; 23.1351(a)(2)(i) as amended by Amendment 23-49. 14 CFR Part 34 through Amendment 34-3; 14 CFR Part 36 through Amendment 36-20.

**For B300**

FAR Part 23 effective February 1, 1965, as amended by Amendments 23-1 through 23-34; FAR Part 36 effective December 1, 1969, as amended by Amendment 36-1 through 36-15; SFAR 27 effective February 1, 1974, as amended by Amendments 27-1 through 27-6 and Exemption No. 5077 from compliance with Section 23.207(c). Special Conditions 23-ACE-48A effective August 13, 1990, apply to Electronic Flight Instrument System (EFIS) equipped airplanes. FAR 23 Sections 23.201, 23.203 and 23.205 through amendment 23-45 (S/N FN-1 and up only).

Effective January 20, 1994, FAR 23.1457 as amended by Amendment 23.35.

Exemption 5599 from compliance with 23.53(c) (1), for use of ground minimum control speed ( $V_{mcg}$ ) for determination of takeoff decision speed ( $V_1$ ), (Serials FL-111, FM-9, FN-2 and after, or prior airplanes modified by Beech Kit No. 130-3004).

Compliance with ice protection has been demonstrated in accordance with FAR 23.1419 when ice protection equipment is installed in accordance with the Equipment List.

Equivalent Safety Findings: FAR 23.781(b) for shape of the propeller control knob;

FAR 23.1305(g) for use of fuel low pressure warning annunciators in lieu of the fuel pressure indicators; FAR 23.1321(d) for the basic "T" instrument panel arrangement. Does Not Apply to Proline 21 Equipped Aircraft.

Additional requirements for Collins Proline 21 Avionics Installation; Special Conditions 23-131-SC, and Equivalent Level of Safety ACE-02-17 for FAR 23.1305(c)(2), 23.1305 (a)(2)(3), and 23.1549(a)(b)(c)(d), for direct reading only displays for oil pressure, oil temperature, and fuel flow; FAR 23.301(a) as amended by Amendment 23-42; FAR 23.1322(a)(b)(c)(d)(e), 23.1331(a)(b)(c), 23.1357(a)(b)(c)(d) as amended by Amendment 23-43; FAR23.305(a)(b), 23.397(a)(b), 23.613(a)(b)(c)(d)(e), 23.672(a)(b)(c), 23.1525, 23.1549(a)(b)(c)(d) as amended by Amendment 23-45; FAR 23.561(a)(b), 23.607(a)(b)(c), 23.611 as amended by Amendment 23-48; FAR 23.677(a)(b)(c)(d), 23.867(a)(b), 23.1303 (a)(b)(c)(d)(e)(f), 23.1309(a)(b)(c)(e), 23.1311(a)(b), 23.1321(a)(b)(c)(d)(e), 23.1323(a)(b)(c)(e), 23.1329(a)(b)(d)(e)(f)(g)(h), 23.1351(a)(c), 23.1353(h), 23.1359(c), 23.1365(d)(e), 23.1431(a)(b)(d)(e) as amended by Amendment 23-49; FAR 23.1325(a)(b), 23.1545(a)(b)(c), 23.1583(h), 23.1585(a) as amended by Amendment 23-50; FAR 23.777(a)(b) an amended by Amendment 23-51; 23.1305(a)(c)(e) as amended by Amendment 23-52.

Additional requirements for the Collins IFIS Installation: 23.321 as amended by Amendment 23-45; 23.337, 23.574, 23.575 as amended by Amendment 23-48; 23.1365(a) as amended by Amendment 23-49; 23.1555(a), 23.1581(a), 23.1583(j) as amended by Amendment 23-50; Effective at Serial Numbers for the B300, FL-538 and FL-544 and after and for the B300C, FM-15 and after.

- |    |                                      |  |
|----|--------------------------------------|--|
| 5. | Special Conditions:                  | As shown above.  |
| 6. | Exemptions:                          | None   |
| 7. | Equivalent Level of Safety Findings: | None   |
| 8. | EASA Environmental Standards:        | ICAO Annex 16, Volume 1 see EASA Type Certificate Data Sheet Noise ref TCDSN IM.A.277. |

**III. Technical Characteristics and Operational Limitations**

**MODEL B200, B200C**

1. Type Design Definition: Aircraft General Assembly, Model B200, King Air, Drawing No. 101-000007 and B200C, King Air, Drawing No. 101-000009, latest FAA revision.
2. Description: Aircraft with two wing-mounted turboprop engines, retractable tricycle landing gear and T-tail.
3. Equipment: Equipment list according AFM, P/N 101-590010-479, or later approved revision.
4. Dimensions:
 

Standard Landing Gear:  
 Span 16.61 m (54 ft. 6 in.)  
 Length 13.36 m (43 ft. 10 in.)  
 Height 4.52 m (14 ft. 10 in.)  
 Wing Area 28.1496 sq. meters (303.0 sq. ft.)

High Flotation Landing Gear:  
 Span 16.61 m (54 ft. 6 in.)  
 Length 13.355 m (43 ft. 9 in.)  
 Height 4.4196 m (14 ft. 6 in.)  
 Wing Area 28.1496 sq. meters (303.0 sq. ft.)
5. Engines 2 United Aircraft of Canada, Ltd. or Pratt & Whitney PT6A-42 (Turboprop) per Beech Specification BS 23319/1 (B200, B200C)

Engine Limits:

	Shaft Horsepower	N <sub>1</sub> Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Deg. C)
Takeoff (5 minutes)	850	101.5%	2000*	750 (200, 200C, A200C)
Max Continuous	850	101.5%	2000*	750 (200, 200C, A200C)
Starting Transient (2 seconds)				1000
Max Reverse (1 minute)		88.0%	1900	750

**\*See Note 4.**

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions, the placarded torque meter limits shall not be exceeded. See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 101-590010-479 for engine operating limits under Section II, Limitations.

6. Propellers: 2 Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades for: BB-1 through BB-815; BB-817 through BB-824; BL-

1 through BL-29; BJ-1 and after or Hartzell T10178K-3R or T10178NK-3R blades for: BB-816, BB-825 through BB-1438, BB-1440 through BB-1443; BL-30 through BL-72; BL-124 through BL-138; BU-1 and after.

Diameter: 2.5019 m (98.5 in.) (Maximum) Minimum allowable for repair 2.4765 m (97.5 in.) No further reduction permitted.

Pitch settings at 0.762 m (30 in.) Sta.:

Flight idle stop	<b>See Note 5(a)</b>
Secondary flight idle stop	<b>See Note 5(b)</b>
Reverse	-9°
Feather	+90°

B200C Serials BL-73 through BL-123)(C-12F)

2 McCauley 4HFR34C754 hubs with McCauley 94LA-0 blades

Diameter: 2.3876 m (94 in.) (maximum); minimum allowable for repairs: 2.3622 m (93 in.) (B200C Serials BL-73 No further reduction permitted through BL-123)(C-12F)

Pitch settings at:

Flight idle stop	<b>See Note 13(a)</b>
Ground idle stop	<b>See Note 13(b)</b>
Reverse	-10.0 ±0.4°

Continuous operation on the ground is prohibited between 600 and 1150 r.p.m. The propeller must be feathered to ground idle at rotational speeds below 600 propeller shaft r.p.m.

B200 Serials BB-1193 through BB-1438, BB-1440 through BB-1443, BB-1463, B200C Serials BL-124 through BL-138, BP-64 & after, and BV-1 & after  
2 McCauley 3GFR34C702 hubs with McCauley 100LA-2 blades

Diameter: 2.4892 m (98 in.) (maximum); minimum allowable for repair: 2.4638 m (97 in.) No further reduction permitted.

Pitch settings at:

Flight idle stop	<b>See Note 5(a)</b>
Reverse	-10°
Feathered	+86.8°

B200 Serials BB-1439, BB-1444 & after except BB-1463, B200C Serials BL-139 & after and BW-1 & after

2 McCauley 4HFR34C771 hubs with McCauley 94LA-O blades

Diameter: 2.3876 m (94 in.) (maximum); minimum allowable for repairs: 2.3622 m (93.5 in.) No further reduction permitted.

Pitch settings at:

Flight idle stop	<b>See Note 13(a)</b>
Reverse	$-10.0 \pm 0.4^\circ$
Feathered	$87.5 \pm .3^\circ$

Continuous operation on the ground is prohibited between 600 and 1100 r.p.m. The propeller must be feathered at rotational speeds below 600 propeller shaft r.p.m.

Or

2 Hartzell HC-E4N-3G hubs with Hartzell D9390SK-1R blades

Diameter: 2.3622 m (93 in.) (maximum); Minimum allowable for repairs: 2.3368 m (92 in.) No further reduction permitted.

Pitch Settings at:

Flight Idle Stop	<b>See Note 13(c)</b>
Reverse	$-11.2 \pm 0.5^\circ$
Feathered	$+ 87.9 \pm 0.5^\circ$

Continuous operation on the ground is prohibited between 500 and 1,180 RPM. The propeller must be feathered at rotational speeds below 500 propeller shaft RPM.

Or

2 Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades

Diameter: 2.5019 m (98.5 in.) (maximum); minimum allowable for repair: 2.4765 m (97.5 in.) No further reduction permitted.

Pitch settings at:

Flight idle stop	<b>See Note 5(a)</b>
Secondary flight idle stop	<b>See Note 5(b)</b>
Reverse	$-9^\circ$
Feathered	$+90^\circ$

7. (Reserved)

8. Fluids

8.1. Fuel:

JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); Jet A, Jet A-1, and Jet B conforming to P&WC S.B. 1244 or ASTM Spec D1655.

**See Note 29** for emergency fuels.

8.2. Oil:

Pratt & Whitney Service Bulletin No. 3001 lists approved brand oils.

Coolant: N/A

9. Fuel Capacities:

9.1. Fuel

	U.S CAP. GAL.	U.S. USABLE GAL.	ARM
Auxiliary LH	79.5 (300.940 liters)	79.0 (299.047 liters)	+204
Auxiliary RH	79.5 (300.940 liters)	79.0 (299.047 liters)	+204
Main LH	195 (738.155 liters)	193 (730.584 liters)	+185
Main RH	195 (738.155 liters)	193 (730.584 liters)	+185

**See Note 1(a)** for data on unusable fuel.

9.2. Oil:

17.4128 l (18.4 qt.) total (8.70644 l each engine (9.2 qt)) at +131 (includes 5.67811 l (6 qt.) usable in each integral tank)  
**See Note 1(c)** for data on unusable oil.

10. Airplane Limit Speeds (KCAS)

Maximum operating speed	270 knots
Maneuvering	182 knots
Flaps extended speed	
Approach position 14°	200 knots
100% position 35°	155 knots
Maximum landing gear operating speed	
Extension	182 knots
Retraction	164 knots
Maximum landing gear extended speed	182 knots

See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 101-590010-479 for airplane limit speeds under Section II, Limitations.

11. Maximum Operating Altitude:

10668 m (35,000 ft.) – Serials BB-38, BB-39, BB-42, BB-44, BB-54, and after\*, BL-1 and after, BP-64 and after, BU-1 and after, BV-1 and after, BW-1 & after.

9448.8 m (31,000 ft.) - Serials prior to BB-54 except BB-38, BB-39, BB-42, and BB-44; BJ-1 and after

\*And any earlier airplanes modified by Beechcraft Kits 101-5007 and 101-5008 in compliance with Beechcraft Service Instruction Number 0776-341.

7620 m (25,000 ft.) (B200 High Density Configuration; **See Note 11**)

12. Operational Capacity: VFR Day and Night  
IFR Day and Night  
Icing Conditions

13. Maximum Certified Weights (Normal Category)

Ramp	Takeoff	Landing
5669.904 kg 12,590 lb	5669.904 kg 12,500 lb	5669.904 kg 12,500 lb

See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 101-590010-479 for weight limits under Section II, Limitations.

Higher Gross weight operations may be permitted in restricted category see Notes section for details.

14. Centre of Gravity Range See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, 101-590010-479 for airplane centre of gravity under Section II, Limitations.

15. Datum: The reference datum is located 482.6 centimetres (190.0 inches) forward of the wing main (forward spar centerline).

16. (Reserved)

17. Leveling means: 2 external screws on left side of fuselage forward of entrance door on Model B200; aft of the cargo door on Model B200C.

18. Minimum Flight Crew: One pilot

Max. Passenger Seating Capacity: 9

19. Baggage/Cargo Compartment (Structural Limit):

185.972 kg (410 lb.) (+325) B200 prior to BB-1091; B200C prior to BL-58) 249.475 kg (550 lb.)(+325)(B200, BB-1091 & after; B200C, BL-58 & after, BP-64 & after, BU-1 & after, BV-1 & after, BW-1 & after) B200 prior to BB-1091; B200C prior to BL-58 when kit 101-5068-1 is installed). 158.757 kg (350 lb.) nose (+70); 117.934 kg (260 lb). pod forward (+165); 88.4505 kg 195 lb. pod aft (+214); 231.332 kg (510 lb.) aft cabin (+325) (B200 High Density Configuration; **See Note 11**)

20. Wheels and Tyres: Main Landing Gear (MLG) 5.5 Type VII x 18, 8 ply rated  
Nose Landing Gear (NLG) 6.75-10 x 22, 8 ply rated

21. Serial Numbers Eligible:  
B200: BB-734, BB-793, BB-829, BB-854 through BB-870, BB-874 through BB-891, BB-894, BB-896 through BB-911, BB-913 through BB-990, BB-992 through BB-1313, BB-1315 through BB-1384, BB-1389 and up.  
See notes 23 and 24.  
B200C: BL-37 and up, BP-64 and up, BU-1 through BU-10, BV-1 through BV-10, BW-1 & up.  
**See Note 23.**

**MODEL B200GT, B200CGT**

1. Type Design Definition: Aircraft General Assembly, Model B200GT, King Air, Drawing No.101-000068, B200CGT, King Air, Drawing No. 101-000069, latest FAA revision.
2. Description: Aircraft with two wing-mounted turboprop engines, retractable tricycle landing gear and T-tail.
3. Equipment: Equipment list according AFM, P/N 101-590168-1, or later approved revision.
4. Dimensions:
 

Span	16.6116 m (54 ft. 6 in.)
Length	13.3604 m (43 ft. 10 in.)
Height	4.5212 m (14 ft. 10 in.)
Wing Area	28.1496 sq. meters (303.0 sq. ft.)
5. Engines 2 Pratt & Whitney Aircraft of Canada, Ltd. PT6A-52 (Turboprop) Per Beech Specification BS267046 (B200GT, B200CGT).

Engine Limits:

	Shaft Horsepower	N <sub>1</sub> Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Deg. C)
Takeoff (5 minutes)	850	104.0	2000*	820
Max Continuous	850	104.0	2000*	820
Starting Transient (2 seconds)		104.0	2200*	1000
Max Reverse (1 minute)	800	88.0	1900	760

\*See Note 4.

See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 101-590168-1 for engine operating limits under Section II, Limitations.

6. Propellers 2 Hartzell HC-E4N-3G hubs with Hartzell D9390SK-1R blades

Diameter: 2.3622 m (93.00 in.) (maximum)  
Minimum allowable for repair 2.3368 m (92.00 in.)  
No further reduction permitted.

Pitch settings at:

Flight idle stop	<b>(See Note 13(c))</b>
Reverse	-11.2° ± .5°
Feather	87.9° ± .5°

Continuous operation on the ground is prohibited between 500 and 1,180 RPM. The propeller must be feathered at rotational speeds below 500 propeller shaft RPM.

7. (Reserved)

8. Fluids

8.1. Fuel:

JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); Jet A, Jet A-1, and Jet B conforming to P&WC S.B. 1244 or ASTM Spec D1655.

**See Note 6** for emergency fuels.

8.2. Oil:

Pratt & Whitney Service Bulletin No. 13001 lists approved brand oils.

8.3. Coolant:

N/A

9. Fuel Capacities:

9.1. Fuel

	U.S CAP. GAL.	U.S. USABLE GAL.	ARM
Auxiliary LH	79.5 (300.940 liters)	79.0 (299.047 liters)	+204
Auxiliary RH	79.5 (300.940 liters)	79.0 (299.047 liters)	+204
Main LH	195 (738.155 liters)	193 (730.584 liters)	+185
Main RH	195 (738.155 liters)	193 (730.584 liters)	+185

**See Note 1(a)** for data on unusable fuel.

9.2. Oil:

18.9270 l (20 qt.) total (9.46352 l (10 qt.) per each engine) at +131 (includes 5.67811 l (6 qt.) usable in each integral engine tank

**See Note 1(c)** for data on unusable oil.

10. Airplane Limit Speeds (KCAS)

Maximum operating speed	260 knots
Maneuvering	182 knots
Flaps extended speed	

Approach position 14°	200 knots
100% position 35°	155 knots
Maximum landing gear operating speed	
Extension	182 knots
Retraction	164 knots
Maximum landing gear extended speed	182 knots

See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 101-590168-1 for airplane limit speeds under Section II, Limitations.

11. Maximum Operating Altitude: 10668 m (35,000 ft.) Serials BY-1 and after and BZ-1 and after.
12. Operational Capacity: VFR Day and Night  
IFR Day and Night  
Icing Conditions
13. Maximum Certified Weights (Normal Category)

Ramp	Takeoff	Landing
5710.727 kg 12,590 lb	5669.904 kg 12,500 lb	5669.904 kg 12,500 lb

See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 101-590168-1 for weight limits under Section II, Limitations.

Higher Gross weight operations may be permitted in restricted category see Notes section for details.

14. Centre of Gravity Range See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 101-590168-1 for airplane centre of gravity under Section II, Limitations.
15. Datum: The reference datum is located 482.6 centimetres (190.0 inches) forward of the wing main (forward spar centerline).
16. (Reserved)
17. Leveling means: 2 external screws on left side of fuselage forward of entrance door.
18. Minimum Flight Crew: One Pilot
19. Max. Passenger Seating Capacity: 9
20. Baggage/Cargo Compartment (Structural Limit): 550 lb. (+325)
21. Wheels and Tyres: Main Landing Gear (MLG) 5.5 Type VII x 18, 8 ply rated

Nose Landing Gear (NLG) 6.75-10 x 22, 8 ply rated

22. Serial Numbers Eligible:

B200GT: BY-1 and after  
B200CGT: BZ-1 and after

**MODEL B300, B300C**

1. Type Design Definition:

Aircraft General Assembly, Model B300, King Air, Drawing No. 130-000000, B300C, King Air, Drawing No. 130-000001, latest FAA revision.

2. Description:

Aircraft with two wing-mounted turboprop engines, retractable tricycle landing gear and T tail.

3. Equipment:

Equipment list according AFM, P/N 130-590031-235, or later approved revision.

4. Dimensions:

Span 17.653 m (57 ft. 11 in.)  
Length 14.224 m (46 ft. 8 in.)  
Height 4.3688 m (14 ft. 4 in.)  
Wing Area 27.8709 sq. meters (300.0 sq. ft.)

5. Engines

2 Pratt & Whitney Aircraft of Canada, Ltd. PT6A-60A (Turboprop) Per Beech Specification BS 23433B.

Engine Limits:

	Shaft Horsepower	N <sub>2</sub> Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Deg. C)
Takeoff (5 minutes)	1050	104%	1700*	820
Max Continuous	1050	104%	1700*	820
Starting Transient (2 seconds)				1000
Max Reverse (1 minute)	900		1650	760

**\*See Note 4.**

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions, the placarded torque meter limits shall not be exceeded.

See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 130-590031-235 for engine operating limits under Section II, Limitations.

6. Propellers

2 Hartzell HC-B4MP-3C hubs with Hartzell M10476K, M10476NK, or M10476NSK blades  
Diameter: 2.667 m (105.00 in.) (Nominal) Minimum allowable for repair 2.6416 m (104.00 in.) (no further reduction permitted)

Pitch settings at:	
Flight idle stop	<b>(See Note 5)</b>
Reverse	-14° ± .2°
Feathered	79.3° ± .3°
minimum idle speed	1050 rpm

7. (Reserved)

8. Fluids

1. Fuel: JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); Jet A, Jet A-1, and Jet B conforming to P&WC Service Bulletin 13044 or ASTM Spec D1655.  
**See Note 6** for emergency fuels.
2. Oil: P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils.

b. Coolant: N/A

9. Fuel Capacities:

a. Fuel

	U.S CAP. GAL.	U.S. USABLE GAL.	ARM*
Main LH	193.0 (730.584 liters)	190 (719.228 liters)	+199
Main RH	193.0 (730.584 liters)	190 (719.228 liters)	+199
Auxiliary LH	80.0 (302.832 liters)	79.5 (300.940 liters)	+219.1
Auxiliary RH	80.0 (302.832 liters)	79.5 (300.940 liters)	+219.1

**See Note 1(a)** for data on unusable fuel.  
\* See AFM, P/N 130-590031-235 for variations.

- b. Oil: 18.9270 l (20 qt.) total (9.46352 l (10 qts. each engine)) includes 5.67811 l (6 qt.) usable in each integral engine  
**See Note 1(b)** for data on unusable oil.

10. Airplane Limit Speeds (KIAS)

Maximum operating speed - up to 6400.8 m (21,000 ft.)	263 knots
Maximum operating speed - 6400.8 m up to 10668 m (21,000ft up to 35,000 ft)	263 – 194 knots (0.58 mach)
Maneuvering	184 knots
Flaps extended speed	

Approach position 14°	202 knots
100% position 35°	158 knots
Maximum landing gear operating speed	
Extension	184 knots
Retraction	166 knots
Maximum landing gear extended speed	184 knots

See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 130-590031-235 for airplane limit speeds under Section II, Limitations.

11. Maximum Operating Altitude:

10668 m (35,000 ft.) pressure altitude

12. Operational Capacity:

VFR Day and Night  
IFR Day and Night  
Icing Conditions

13. Maximum Certified Weights

(Commuter Category)

Ramp	Takeoff	Landing
6849.244 kg 15,100 lb	6803.885 kg 15,000 lb	6803.885 kg 15,000 lb

See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 130-590031-235 for weight limits under Section II, Limitations.

Higher Gross weight operations may be permitted in restricted category see Notes section for details.

14. Centre of Gravity Range

See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 130-590031-235 for airplane centre of gravity under Section II, Limitations.

15. Datum:

The reference datum is located 212 centimetres (83.5 inches) forward of the center of the nose jack point.

16. (Reserved)

17. Leveling means:

2 external screws on left side of fuselage forward of entrance door.

18. Minimum Flight Crew:

1 Pilot

19. Max. Passenger Seating Capacity:

17 (including pilot and co-pilot).

20. Baggage/Cargo Compartment (Structural Limit):

249.475 kg (550 lb.) (+359); 231.332 kg (510 lbs.) with foldup seats installed (S/N FL-1 through FL-380, and FL-382, FM-1 through FM-11 only)

21. Wheels and Tyres: Main Landing Gear (MLG) 6.75-8 x 19, 10 ply rated  
Nose Landing Gear (NLG) 6.75-10 x 22, 8 ply rated
22. Serial Numbers Eligible: FL-1 and up (Model B300) **See Note 10.**  
FM-1 and up (Model B300C) **See Note 10.**  
FN-1 and up (Model B300C) **See Note 10.**

#### **IV. Operation and Service Instructions**

- Airplane Flight Manual (AFM) King Air B200, B200C POH/AFM, P/N 101-590010-479, or later approved version.
- King Air B200GT, B200CGT POH/AFM, P/N 101-590168-1, or later approved version.
- King Air B300, B300C POH/AFM, P/N 130-590031-235, or later approved version.
- Airplane Maintenance Manual King Air 200 Series Interactive Maintenance Library, P/N IML-200 (Includes Wiring Diagram Manual, Illustrated Parts Catalogue, Maintenance Manual, Component Maintenance Manual, Structural Repair Manual, and Printed Circuit Board Manual)
- King Air 300 Series Interactive Maintenance Library, P/N IML-300 (Includes Wiring Diagram Manual, Illustrated Parts Catalogue, Maintenance Manual, Component Maintenance Manual, Structural Repair Manual, and Printed Circuit Board Manual)

#### **V. Notes**

##### **Data Pertinent to All Model 200 Series**

- NOTE 1. Current weight and balance data, loading information and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.
- (a) Basic empty weight includes unusable fuel of 44 lb. at (+170 in.) with 10.5 lb. being undrainable. (Models B200, B200C).
- (b) Basic empty weight includes unusable fuel of 37 lb. at (+163 in.) with 10 lb. being undrainable.
- (c) Basic empty weight includes engine oil of 62 lb. at (+131 in.) with 38 lb. being unusable.
- NOTE 2. All placards required in the approved Airplane Flight Manual must be installed in the appropriate location.
- NOTE 3. Mandatory retirement times for all structural components are contained in the Airplane Flight Manual Limitation Section (P/N 101-590010-147 for Models B200

and B200C (Prior to BB-1193 except BB-1158 and BB-1167, prior to BL-73)), and in the FAA Approved Airworthiness Limitations Manual, P/N 101-590010-453 for B200, B200C (BB-1158, BB-1167, BB-1193 and after, BL-73 and after

- NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (2200 r.p.m.) of all ratings. A 100 percent propeller shaft speed is defined as 2000 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 102.6 percent are permissible for 10 seconds and to 101.5 percent for unlimited periods subject to applicable temperature and other limits. A 100 percent gas generator speed is defined as 37,500 r.p.m.
- NOTE 5. (a) Flight idle propeller low pitch stop is set so that at 1800 r.p.m. there shall be an indicated 800  $\pm$ 60 ft.-lb. torque corrected to sea level standard day.  
(b) Secondary flight idle stop shall be 210  $\pm$ 40 propeller r.p.m. higher than flight idle stop with a gas generator speed of 70 percent (for airplanes not complying with SI 0808-247 only).
- NOTE 6. Emergency use of MIL-G-5572:  
Grades 80/87, 91/98, 100/130, and 115/145 are permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.
- NOTE 7. Left intentionally blank.
- NOTE 8. Left intentionally blank.
- NOTE 9. Left intentionally blank.
- NOTE 10. The following models have been delivered and are eligible for multiple airworthiness certification per FAR 21.187 in Normal and Restricted Category at indicated gross weight and other limitations specified by the applicable Airplane Flight Manual (AFM) or Pilot's Operating Handbook (POH) for any special purpose that is specified by an FAA Approved Supplement to the applicable AFM or POH.

Model	Purpose	FAR's Inappropriate for Restricted Category Certification	Restricted Category Maximum Gross Wt.*	Pilot's Operating Handbook Supplement
B200C	Aerial surveying	23.1	14,000 lbs.	101-590010-241
B200C	Aerial surveying	23.1	14,000 lbs.	101-590010-261
B200	Flight inspection	23.1	14,000 lbs.	101-590010-257
B200	Aerial surveying	23.1, 23.775	12,500 lbs.	101-590010-317

\*See the applicable section of this data sheet for Normal Category gross weight.

This increased gross weight of 14,000 lbs has been EASA approved, however:-.

Based on the type of mission being performed, the Flight Manual Supplement, Airworthiness Limitations Supplement and Structural Inspection and Repair Manual Supplement to operate at 14,000 lbs MTOW must be EASA approved and applicable to the aircraft Serial.

When Operating above 12,500 lbs MTOW the aircraft is only eligible for a Restricted Category C of A.

NOTE 11. The following models, when modified to the applicable Beech Modification Drawing, are eligible for operation as noted below:

<u>Model</u>	<u>Manufactured Config.</u>	<u>Eligible Operation</u>	<u>Beech Mod</u>
B200	Export	Export to the United Kingdom	101-005004
B200C	Export	Export to the United Kingdom	101-005020
B200, B200C	Export	Export to France	101-005006 or 101-005003

NOTE 12. B200C (C-12F) Serials BL-99 through BL-104 are certified in only the restricted category for aerial surveying at 14,000 pounds gross weight providing the pertinent limitations, as specified by the FAA Approved Airplane Flight Manual Supplement 101-590010-261, are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1 is inappropriate (C-12F).

NOTE 13. (a) Flight idle propeller low pitch stop is set so that at 1800 r.p.m. there shall be an indicated 740  $\pm$ 40 ft.lb. torque corrected to sea level standard day.  
(b) Ground idle propeller low pitch stop is set so that at 1800 r.p.m. there shall be an indicated 330  $\pm$ 40 ft.lb. torque corrected to sea level standard day.  
(c) Flight Idle Propeller Low Pitch Stop is set so that at 1,800 RPM there shall be an indicated 522 $\pm$ 20 ft. lb. torque corrected to sea level standard day.

NOTE 14. Left intentionally blank.

NOTE 15. Left intentionally blank.

NOTE 16. Left intentionally blank.

NOTE 17. The Model B200, Serials BB-1204 and BB-1205 are certified in the Restricted Category only for aerial surveillance, Serial BB-1206 is certified in the Restricted Category only for flight inspection, at 14,000 pounds gross weight, providing the pertinent limitations, as specified by Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement 101-590010-235 are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1, 23.775(e), 23.177(a)(1), and 23.177(a)(2) are inappropriate. Once certificated in the Restricted Category, the Model B200, Serial BB-1114, and Model B200C, Serial BL-65, cease to be eligible for return to Normal Category. See Summit Aviation AFM Supplement No. 1 dated September 11, 1986, for flight hour definition.

- NOTE 18. Left intentionally blank.
- NOTE 19. Left intentionally blank.
- NOTE 20. Left intentionally blank.
- NOTE 21. Left intentionally blank.
- NOTE 22. Left intentionally blank.
- NOTE 23. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: B200: BB-1532 through BB-1977. B200C: BL-141 through BL-151.
- NOTE 24. The following serial numbers were delivered to the Government of Israel and are not eligible for FAA or EASA certification or civil registration: B200 serials BB-1385, BB-1386, BB-1387, BB-1388
- NOTE 25. The following serials are not eligible for FAA or EASA certification for civil registration:  
(B200C) BV-11 and BV-12 (UC-12M with military designation RC-12M)  
(B200C) BU-11 and BU-12 (UC-12F with military designation RC-12F)
- NOTE 26: RVSM capability per STC ST01070SE for serials BB-2 through BB-1768, BB-1770 through BB-1833, BB-1835, BL-1 through BL-147.  
RVSM capability per STC ST01278SE for serials BB-1769, BB-1834, BB-1843 and after, BL-148 and after.  
These STCs approve the noted aircraft to 14 CFR Part 91, Appendix G. Final certification for RVSM operations must be obtained by the operator from the local FAA Flight Standards Office (FSDO).
- NOTE 27: The Model B200 Serials BB-1733 and BB-1744 are certified in the Restricted Category only for aerial surveillance, at 14,000 pounds gross weight, providing the pertinent limitations, as specified by Pilot's Operating Handbook and FAA approved Flight Manual Supplement 101-590010-413 are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1, 23.775(e), 23.177(a)(1), and 23.177(a)(2) are inappropriate. See also Note 10 above.
- NOTE 28: Company name change effective 3-26-07. The following serial numbers are manufactured under the name of Hawker Beechcraft Corporation: BB-1976 and after.
- NOTE 29: Emergency Engine Fuels for the Models B200GT and B200CGT (see Limitations Section of the POH/AFM for Limitations)  
80 Red (Formerly 80//87)  
100LL Blue  
100 Green

**Data Pertinent to All Model B300 and B300C Series**

- NOTE 1. Current weight and balance data, loading information, and a list of equipment included in empty weight must be provided for each airplane at the time of original certification.
- (a) Basic empty weight includes unusable fuel of 52 lb. at (+182.4 in.) with 10 lb. being undrainable.
- (b) Basic empty weight includes engine oil of 57 lb. at (+132.4 in.) with 33.7 lb. being unusable.
- NOTE 2. All placards required in the Pilot's Operating Handbook, (P/N 130-590031-1 or 130-590031-71 or 130-590031-181) must be installed in the appropriate locations.
- NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Airworthiness Limitation Manual. P/N 130-590031-211 (For FL-1 and up and FM-1 and up) and Chapter 4 of the Beechcraft B300 Maintenance Manual Supplement 130-590031-67 (for FN-1 and up). These limitations may not be changed without EASA Engineering approval.
- NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.
- NOTE 5. Flight idle propeller low pitch stop is set so that at 1500 r.p.m. the engine torque is 36 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 62 to 64 percent  $N_1$  prop r.p.m. is not less than 1050 r.p.m.
- NOTE 6. Emergency use of aviation gasoline:  
Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910, or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.
- NOTE 7. With passenger seating of 10 or more, the airplane must be equipped with the following:
1. The 8 cabin seats in the double club cabin arrangement must be of the narrow back configuration part numbers 130-530074-1, -2, -3, -4, -5, -6, -7, or -11, -9, or -12.
- NOTE 8. The following models have been delivered and are eligible for multiple airworthiness certification per FAR 21.187 in Commuter and Restricted Category at indicated gross weight and other limitations specified by the applicable Airplane Flight Manual (AFM) or Pilot's Operating Handbook (POH) for any

special purpose that is specified by an FAA Approved Supplement to the applicable AFM or POH.

<u>Model Purpose</u>	<u>FAR's Inappropriate for Restricted Category Certification</u>	<u>Maximum Gross Wt.</u>	<u>Pilot's Operating Handbook Supplement</u>
B300C Photo-graphic	23.1, 23.775(e), 23.1545(b)	15,000	130-590031-65

Contact Hawker Beechcraft Corporation as necessary to obtain availability information concerning the drawings and kits, which are referenced by this publication.

NOTE 9. The Models B300/B300C are eligible for EU C of A issuance when modified to the following drawings:

<u>EU Approval by</u>	<u>Model</u>	<u>Beech Drawing</u>
United Kingdom	B300	130-005002
France	B300/B300C	130-005005

NOTE 10. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: B300: FL-137 through FL-423. B300C: FM-9 and up, FN-2 and up.

NOTE 11: RVSM Group Approval per STC ST01070SE for serials FL-1 through FL-328, FL-330 through FL-380 and FL-382, FM-1 through FM-11. RVSM Group Approval per STC ST01278SE for serials FL-329, FL-381, FL-383 and after, FM-12 and after. These STCs approve the noted aircraft to 14 CFR Part 91, Appendix G. Final certification for RVSM operations must be obtained by the operator from the local FAA Flight Standards Office (FSDO).

NOTE 12: Airplanes modified per Beech drawing 130-4402 are eligible for increased weights in the Commuter Category as defined in Pilot's Operating Handbook Supplement P/N 130-590031-219. Airplanes that also have the extended range fuel tanks installed are to use Pilot's Operating Handbook, 130-590031-255. ref EASA approval EASA.IM.A.C.01656.

Airworthiness limitations changes are defined Airworthiness Limitations Manual Supplement P/N 130-590031-221.

Certification Basis per Model B300 except 14CFR §23.49, 23.201, 23.203, 23.205, and 23.207 as amended by Amendments 23-1 through 23.50.

NOTE 13: Company name change effective 3-16-07. The following serial numbers are manufactured under the name of Hawker Beechcraft Corporation: FL-424, FL-521, FL-522, FL-523, and FL-526 and after.

NOTE 14: Re-evaluation of structure and fatigue will be required for serial numbers FM-14, FM-16, FM-17 and FM-18, with the Wing Hardpoints installed (MOD007710), prior to import back into the United States.

For these aircraft operated with wing hard points that have been removed from the Civil Register the use of these hard points and their effect on airframe life has to be agreed and approved by EASA before they can return to civil operation.

NOTE 15: Airplanes modified per Hawker Beechcraft Drawing 130M000030 or Kit Drawing 130-4014 are eligible for increased weights and increased fuel capacity in the commuter category as defined by Pilot's Operating Handbook P/N 130-590031-245. The areas of change from a standard B300 and B300C are listed below:

Design Weights

Max Ramp Weight	16 600 lb (7 530 kg)
Max Takeoff Weight	16 500 lb (7 484 kg)
Max Landing Weight	15 675 lb (7 110 kg)
Max Zero Weight	13 000 lb (5 897 kg)

C.G. Range (Landing Gear Extended)

(+203.3) to (+208.0) at 16 500 lb

(+191.4) to (+208.0) at 11 800 lb

Straight line variation between points given

Moment change due to retracting landing gear (-8 307 in.lb.)

Fuel Capacities

Max Useable Fuel Capacity	5192 lb (2361 kg)
(1 U.S. gallon = 6.7 lb/ U.S. gal.)	775 U.S gal
Extended Range Fuel Tanks Useable	
Fuel Capacity (one side)	790 lb. (359 kg)
Extended Range Fuel Tanks Useable	
Fuel Capacity (total)	1581 lb. (718 kg)
(2 tanks, 118 gal. each)	236 U.S. gal.

Contact Hawker Beechcraft Corporation as necessary to obtain availability information concerning the drawings and kits, which are referenced by this publication.