



TYPE-CERTIFICATE

DATA SHEET

NO. EASA.IM.A.277

for

Beechcraft King Air Models
B200, B200C, B200GT, B200CGT, B300 and B300C

Type Certificate Holder

Textron Aviation Inc.
One Cessna Blvd
Wichita, KS 67215
USA

For models:

- B200
- B200C
- B200GT
- B200CGT
- B300
- B300C



CONTENT

Content

- I. General
- II. Certification Basis
- III. Technical Characteristics and Operational Limitations
- IV. Operating and Service Instructions
- V. Operation Suitability Data (OSD)
- VI. Notes
- VII. Type Certificate Holder Record

CHANGE RECORD

- | | |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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. |
| Issue 4 | General update and correction. |
| Issue 5 | B300/B300C Notes 15, 16, and 17 corrected for Typos |
| Issue 6 | Note 8 and 18 added for B300/B300C Increased Gross Weight 7,938 kg (17,500 lb) operating in restricted category. |
| Issue 7 | Certification Basis updated for additional requirements for Rockwell Collins Pro Line Fusion installation and L3 Communications Digital Flight Data Recorder installation. Correction of Max. Passenger Seating Capacity from 9 to 15. |
| Issue 8 | AFM/POH and AMM applicable for aircraft with the Rockwell Collins Pro Line Fusion installed. |
| Issue 9 | AFM/POH and AMM reference updated and referred to the technical publication service of the Type Certificate Holder. |
| Issue 10 | OSD Section implemented. |
| Issue 11 | Company name change, general update and corrections of mistakes. |
| Issue 12 | Added passenger slick headliner configuration for Model B300. |
| Issue 13 | Incorporate certification basis for Fusion phase 3 change. |
| Issue 14 | General update and correction of RVSM. |
| Issue 15 | Added Long Nose and Lift Field Service kit information for Model B300/B300C, updated environmental requirements for extended nose kit and added POH information. Some editorial corrections. |
| Issue 16 | Updated Note 18 for B300 and B300C series to account for the ECR 00101758/kit 130-8004 (EASA Major Change Approval 10059488). |
| Issue 17 | Introduction of Kit 130-8011 for B300/B300C in the restricted category. EASA Major Change Approval 10075835. Updated Note 8 and Note 18. |
| Issue 18 | Introduction of CS-FCD initial issue dated 31 January 2014 in the Certification Basis as reflected in the EASA OSD approval 10056057 dated 16 December 2016 for BE300-1900 models (Textron Aviation Inc. OSD-FC Doc BE300-1900ALLOSDFC-01 Initial Issue dated 17 Nov 2015) and EASA OSD approval |



10056058 date of issue 16 December 2016 for BE 200 models (Textron Aviation Inc. OSD-FC Doc BE90-200ALLOSDFC-01, dated 19 Nov 2015)

- Issue 19 Fusion iTAWS and EICAS software upgrade in accordance with Collins Aerospace FAA STC SA01964WI (EASA STC 10078070). Incorporation of Collins Aerospace AML STC SA01964WI for the King Air Models B200GT, B200CGT, B300, and B300C into the Type Certificated configuration. Updated certification basis (B200GT, B200CGT, B300, and B300C).
- Issue 20 Incorporation of Innovative Solutions and Support Inc. (IS&S) FAA STC SA00400BO/ EASA STC 10077197 Configuration 3 into B300 and B300C aircraft type certificated configuration. Configuration 3: IS&S Standby Display Unit (SDU)/Remote Standby Controller (RSC) with ATS, Dual Engine. All original product models equipped with Rockwell Collins Pro Line Fusion™ Avionics. (EASA Major Change Approval 10081805).
- Issue 21 Incorporation of Innovative Solutions and Support Inc. (IS&S) FAA STC SA00400BO/ EASA STC 10077197 Configuration 3 into B200GT and B200CGT aircraft type certificated configuration. Configuration 3: IS&S Standby Display Unit (SDU)/Remote Standby Controller (RSC) with ATS, Dual Engine. All original product models equipped with Rockwell Collins Pro Line Fusion™ Avionics. (EASA Major Change Approval 10083416).
- Issue 22 Incorporation of Non-Halon Fire extinguisher installation on B300/B300C (EASA Major Change Approval 1005950). Refer to NOTE 25.



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

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

Issue 19

- a) Model: B200, B200C, B200GT B200CGT, B300, and B300C
- b) Variant: N/A
1. Airworthiness Category: FAR-23 Normal Category
2. Type Certificate Holder: Textron Aviation Inc.
One Cessna Blvd
Wichita, KS 67215
USA
3. Manufacturer: Textron Aviation Inc.
One Cessna Blvd
Wichita, KS 67215
4. EASA Certificate Application Date: June 1981 - UK, S/N BB-878 (B200, B200C)
16 February 2007 (B200GT, B200CGT)
April 1990 – Germany, S/N FL-7 (B300, B300C)
5. FAA Type Certificate Date: 13 February 1981 (B200, B200C)
16 December 2007 (B200GT, B200CGT)
12 December 1989 (B300)
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), 23.1529 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 23.1322 as amended by Amendment 23-17; 23.1301, 23.1335



as amended by Amendment 23-20; 23.1305 as amended by Amendment 23-34. 23.1309, 23.1311, and 23.1321 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; Equivalent Level of Safety ACE-02-16 for FAR 23.1305c(2), 23.1305(a)(2)(3), and 23.1549(a)(b)(c), 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. Effective at Serial Numbers for the B200, BB-1798, BB-1988 and after and for the B200C, BL-152, for B200GT, BY-1 and for B200CGT, BZ-1 and after.

For all models CS-FCD Initial Issue dated 13 January 2014 (EASA OSD approval 10056057 date of issue 16 December 2016 for BE300-1900 models and EASA OSD approval 10056058 date of issue 16 December 2016 for BE 200 models). See Section V OSD.

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)(b) 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.

23.1309(c)(d) as amended by Amendment 23-49
(Electrical Only)

Effective at Serial Numbers for B200GT, BY-32, BY-36 & On, and for B200CGT, BZ-1 & On.

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.

Additional requirements for the Rockwell Collins Pro Line Fusion installation (See NOTE 31): 23.1301(a)(b)(c)(d), 23.1327(a)(1)(2)(b), 23.1335, 23.1547(a)(b)(c)(d)(e), as amended by Amendment 23-20; 23.1501(b) as amended by Amendment 23-21; 23.603(a)(b) and 23.605(a) as amended by Amendment 23-23; 23.853(a) and 23.1305(b)(c)(e)(j)(k)(m)(n)(q)(s)(t)(w) as amended by Amendment 23-34; 23.1322(a)(b)(c)(d)(e), 23.1331(a)(b)(c), 23.1357(a)(b)(c)(d) as amended by Amendment 23-43; 23.305(a)(b), 23.613(a)(b)(c)(d)(e), 23.773(a)(1)(2), 23.1525, 23.1549(a)(b)(c)(d) as amended by Amendment 23-45; 23.301(a)(b), 23.571(a)(b), 23.607, 23.611 as amended by Amendment 23-48; 23.867(a)(b)(1)(2)(C)(1)(2), 23.1303(a)(b)(c)(e)(f), 23.1309(a)(1)(3)(b)(c)(d)(e), 23.1311(a)(b)(c),



23.1321(a)(b)(c)(d)(e), 23.1323(a)(c)(e), 23.1329(h), 23.1351(a)(2)(i), 23.1353(h), 23.1359(c), 23.1365(a)(b)(d)(e), 23.1431(a)(b)(e) as amended by Amendment 23-49; 23.1521(a)(b)(c)(d)(e), 23.1543(b)(c), 23.1545(d), 23.1555(a), 23.1581(a)(b)(1)(3)(c)(d)(f), 23.1583(h)(m), 23.1585(a)(j) as amended by Amendment 23-50; 23.777(a)(b), 23.1141(g)(2), 23.1203(a)(d) as amended by Amendment 23-51; 23.901(a)(e)(1) as amended by Amendment 23-53; 23.1308(a)(b)(c)(d) as amended by Amendment 23-57; 23.1306(a)(b) as amended by Amendment 23-61; 23.903(b)(2), 23.1165(d) as amended by Amendment 23-62, and Equivalent Level of Safety ACE-15-02 for 14 CFR 23.1305(b)(c)(e)(k) Amendment 23-34, 23.1311(a)(6)(7) Amendment 23-49, and 23.1549 Amendment 23-45. Effective at Serial Numbers BY-207, BY-239, BY-250 and after, BZ-1 and after.

Additional requirements for the L3 Communications Digital Flight Data Recorder installation on Rockwell Collins Pro Line Fusion equipped B200GT/B200CGT models): 23.1301 as amended by Amendment 23-20; 23.603(a)(b), 23.605(a) as amended by Amendment 23-23; 23.1357(a)(c) as amended by Amendment 23-43; 23.613(a)(b)(c) as amended by Amendment 23-45; 23.301(a)(b), 23.607, 23.611 as amended by Amendment 23-48; 23.867, 23.1309(a)(1)(3)(b)(e), 23.1365(a)(b)(d)(e), 23.1431(a)(b) as amended by Amendment 23-49; 23.1308 as amended by Amendment 23-57; 23.1459 as amended by Amendment 23-58; Effective at Serial Numbers BY-207, BY-239, BY-250 and after, BZ-1 and after.

Additional requirements for the Models B200GT/B200CGT with Innovative Solutions and Support (IS&S) Autothrottle installation: 23.771(a) as amended by Amendment 23-14; 23.1327(a), 23.1335 as amended by Amendment 23-20; 23.29(a)(b), 23.1501(a)(b), 23.1541(a)(b) as amended by Amendment 23-21; 23.603, 23.605 as amended by Amendment 23-23; 23.1 as amended by Amendment 23-34; 23.1322, 23.1357(a)(b)(c)(d) as amended by Amendment 23-43;



23.23, 23.305, 23.613, 23.672(a)(b) as amended by Amendment 23-45;
23.301, 23.607, 23.611 as amended by Amendment 23-48;
23.691, 23.867(a)(b), 23.1307, 23.1321(a)(c)(d)(e), 23.1329(h), 23.1351(a)(1)(2)(i)(b)(1)(2)(3), 23.1359(c), 23.1365(a)(b)(d)(e)(f) as amended by Amendment 23-49;
23.143(a)(b), 23.149, 23.207(a)(b)(c)(d)(e), 23.1325(a)(b)(1)(2)(ii), 23.1543(b)(c), 23.1581 as amended by Amendment 23-50;
23.779(b)(1) as amended by Amendment 23-51;
23.1305(c)(1)(e)(1) as amended by Amendment 23-52;
23.1308 as amended by Amendment 23-57; 23.1306 as amended by Amendment 23-61;
23.561(b)(3), 23.853(a), 23.777(a)(b), 23.1301, 23.1303, 23.1309, 23.1310, 23.1311, 23.1323(a)(c), 23.1331(a)(b)(1)(c)(1), 23.1353(h) (see NOTE 35), 23.1431(a)(b)(e), 23.1545(a)(b)(c), 23.1555(a), 23.1583(m), 23.1585(a)(c)(d)(e)(f)(g)(j), 23.1587 as amended by Amendment 23-62; 23.773(a)(2) as amended by Amendment 23-63.
FAA Special Condition 23-291-SC/EASA Special Condition F23.1329-01
Effective at S/N: BY-465, BY-470 & On, BZ-10 & On

For the Models B200, B200C, B200GT and B200CGT:

Additional requirements for the Rockwell Collins Flight Guidance Computer FGC-3000 installation:
23.677(a), 23.867(a)(b)(c), 23.1309(b)(c)(d)(e) as amended by Amendment 23-49, 23.1308(a)(b)(c)(d), as amended by Amendment 23-57
23.1329(e) as amended by Amendment 23-49,
23.1357(a) as amended by Amendment 23-43;
23.1581(a), 23.143(b) as amended by Amendment 23-50.

Effective at Serial Numbers for the B200, BB-2018 and after, and for the B200C, BL-167 and after, and for the B200GT, BY-117 and after, and for the B200CGT, BZ-1 and after.
Collins ProLine 21 Avionics is required before having the FGC-3000 installed on the airplane.



Additional requirements for the installation of SMR Technologies pneumatic deicer boots: 23.1301 and 23.1438(b) as amended by Amendment 23-20, 23.1501 as amended by Amendment 23-21, 23.603 and 23.605 as amended by Amendment 23-23, 23.613 as amended by Amendment 23-45, 23.1309 as amended by Amendment 23-49, and 23.1581, 23.1583(h), and 23.1585 as amended by Amendment 23-50.

Additional requirements for GPS-4000S Installation on Models B200GT/ B200CGT (See NOTE 33):
23.867(a)(b) as Amended by Amendment 23-49;
23.1301(a)(b)(c)(d) as amended by Amendment 23-20;
23.1306(b) as amended by Amendment 23-61;
23.1308(b) as amended by Amendment 23-57;
23.1309(a)(1)(3)(b)(c)(1)(2)(i)(iii)(d)(e),
23.1351(a)(1)(2)(i), and 23.1431(a)(b) as amended by Amendment 23-49; 23.1529 as amended by Amendment 23-26. Effective at Serial Numbers BY-324 and on, BZ-2 and on.

Additional requirements for the Rockwell Collins Pro Line Fusion iTAWS installation (See NOTE 31):
23.1555(b) as amended by Amendment 23-50.
Effective at Serial Numbers BY-444 & On; BZ-9 & On.

For Model 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 27-5 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).

Exemption 6405 from compliance with 23.807(d)(1)(i) to allow a single emergency exit, in addition to the cabin door.

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; FAR 23.305(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)(j) as amended by Amendment 23-50; FAR 23.771(a), FAR 23.777(a)(b) as 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(h), 23.1585(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.

For the Models B300, B300C:

Additional requirements for the Rockwell Collins Flight Guidance Computer FGC-3000 installation:
23.677(a), 23.867(a)(b)(c), 23.1309(b)(c)(d)(e) as amended by Amendment 23-49, 23.1308(a)(b)(c)(d), as amended by Amendment 23-57
23.1329(e) as amended by Amendment 23-49,
23.1357(a) as amended by Amendment 23-43;
23.1581(a), 23.143(b) as amended by Amendment 23-50.

Effective at Serial Numbers for the B300 FL-748 and after and for B300C FM-50 and after.
and after.

Collins ProLine 21 Avionics is required before having the FGC-3000 installed on the airplane.

Additional requirements for B300/B300C operated in restricted category at increased gross weight of 17,500 lbs.(See Note 8&18)

Additional requirements for Rockwell Collins Pro Line Fusion Installation: 23.301(a) as amended by Amendment 23-42, 23.937(a), 23.1322, 23.1331(a)(b)(c), 23.1357(a)(b)(c)(d) as amended by Amendment 23-43, 23.305(a)(b), 23.613(a)(b)(c)(d)(e), 23.1525, 23.1549(a)(b)(c)(d) as amended by Amendment 23-45, 23.607, 23.611 as amended by Amendment 23-



48, 23.867(a)(b)(c), 23.1303(a)(b)(c)(e)(f)(g),
23.1309(a)(1)(3)(4)(b)(c)(d)(e), 23.1311(a)(b)(c),
23.1321(a)(b)(c)(d)(e), 23.1323(a)(c)(e), 23.1329(c)(h),
23.1351(a)(2)(ii), 23.1353(h), 23.1359(c),
23.1365(a)(b)(d)(e), 23.1431(a)(b)(e) as amended by
Amendment 23-49, 23.1325(a)(b)(1)(2)(ii),
23.1521(a)(b)(1)(3)(4)(c)(1)(3), 23.1543(b)(c),
23.1545(d), 23.1555(a), 23.1581(a)(1)(b)(1)(3)(c)(d)(f),
23.1583(h)(m), 23.1585(a)(j) as amended by
Amendment 23-50, 23.777(a)(b) as amended by
Amendment 23-51,
23.1305(a)(2)(3)(5)(c)(1)(2)(3)(4)(5)(6)(7)(e)(1)(2) as
amended by Amendment 23-52, 23.1308(a)(b)(c) as
amended by Amendment 23-57, and 23.1306(a)(b) as
amended by Amendment 23-61, and Equivalent Level of
Safety ACE-15-06 for 14 CFR 23.1549(a)(b)(c)
Amendment 23-45, 23.1311(a)(6) Amendment 23-49,
and 23.1305(a)(2)(3)(c)(2)(5) Amendment 23-52.
Effective at Serial Numbers FL-954, FL-1010, FL-1031
and after, FM-66 and after.

Additional requirements for the L3 Communications
Digital Flight Data Recorder installation on Rockwell
Collins Pro Line Fusion equipped B300/B300C models:
23.301(b) as amended by Amendment 23-28; 23.301(a)
as amended by Amendment 23-42; 23.1357(a)(c) as
amended by Amendment 23-43; 23.613(a)(b)(c) as
amended by Amendment 23-45; 23.607, 23.611 as
amended by Amendment 23-48; 23.867,
23.1309(a)(1)(3)(4)(b)(e), 23.1365(a)(b)(d)(e),
23.1431(a)(b) as amended by Amendment 23-49;
23.1308 as amended by Amendment 23-57; 23.1459 as
amended by Amendment 23-58. Effective at Serial
Numbers FL-954, FL-1010, FL-1031 and after, FM-66 and
after.

Additional requirements for the installation of SMR
Technologies pneumatic deicer boots: 23.613 and
23.1525 as amended by Amendment 23-45, 23.1309 as
amended by Amendment 23-49, and 23.1581,
23.1583(h), and 23.1585 as amended by Amendment
23-50.



Additional requirements for Rockwell Collins Pro Line Fusion iTAWS Installation: 23.1555(b); 23.1581(a) as amended by Amendment 23-50.
Effective at Serial Numbers FL-1310 & On; FM-110 & On.

Additional requirements for Model B300 equipped with the optional high density 11 or 13 passenger slick headliner configurations: 23.1443(b)(1)(2)(c) as amended by Amendment 23-62. Effective at Serial Numbers FL-1101 and after.

Additional requirements for Model B300C operated at increased maximum zero fuel weight of 13,400 lbs (see NOTE 21): 23.337 and 23.343 as amended by Amendment 23-48.

Additional requirements for GPS-4000S Installation on Models B300/ B300C (See NOTE 22):
23.867(a)(b) as Amended by Amendment 23-49;
23.1301(a)(b)(c)(d) as amended by Amendment 23-20;
23.1306(b) as amended by Amendment 23-61;
23.1308(b) as amended by Amendment 23-57;
23.1309(a)(1)(3)(4)(b)(c)(1)(2)(i)(iii)(3)(d)(e),
23.1351(a)(1)(2)(ii), and 23.1431(a)(b) as amended by Amendment 23-49; 23.1529 as amended by Amendment 23-26. Effective at Serial Numbers FL-1140 and on, FM-76 and on.

Additional requirements for the Models B300/B300C equipped with Innovative Solutions and Support (IS&S) Autothrottle installation:
23.1322, 23.1357(a)(b)(c)(d) as amended by Amendment 23-43;
23.23, 23.305, 23.613, 23.672(a)(b) as amended by Amendment 23-45;
23.301, 23.607, 23.611 as amended by Amendment 23-48;
23.691, 23.867(a)(b), 23.1307, 23.1321(a)(c)(d)(e), 23.1329(h), 23.1351(a)(1)(2)(ii)(b), 23.1359(c), 23.1365 as amended by Amendment 23-49;
23.143(a)(b), 23.149, 23.207(a)(b)(c)(d)(e), 23.1325(a)(b)(1)(2)(ii), 23.1543(b)(c), 23.1581 as amended by Amendment 23-50;
23.779(b)(1) as amended by Amendment 23-51;



- 23.1305(c)(1)(e)(1) as amended by Amendment 23-52;
23.1308 as amended by Amendment 23-57;
23.1306 as amended by Amendment 23-61;
23.561(b)(3), 23.777(a)(b), 23.1301, 23.1303, 23.1309,
23.1310, 23.1311, 23.1323(a)(c),
23.1331(a)(b)(1)(c)(1)(2), 23.1353(h) (See NOTE 24),
23.1431(a)(b)(e), 23.1545(a)(b)(c), 23.1555(a),
23.1583(m),
23.1585(a)(c)(d)(e)(f)(g)(j), 23.1587 as amended by
Amendment 23-62;
23.773(a)(2) as amended by Amendment 23-63.
FAA Special Condition 23-291-SC/EASA Special
Condition F23.1329-01.
Effective at Serial Numbers FL-1300, FL-1307 & On, FM-
110 & On
5. Special Conditions: As shown above.
6. Exemptions: Exemption 6405 from compliance with 23.807(d)(1)(i)
to allow a single emergency exit, in addition to the
cabin door
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.
Additional requirements for Models B300/B300C
equipped with extended nose kit (See NOTE 23): ICAO
Annex 16, Volume 1, amendment 12, Chapter 10 and
CS36 amendment 5.



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 to the applicable AFM, see IV.
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 ₁ Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Deg. C)
Take-off (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 take-off 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 (Serials BB-1978, BB-1988 and After; BL-152 and After) and P/N 101-590010-307C6 (Serials BB-1439, BB-1444 thru BB-1842, except BB-1463 and BB-1834; BL-139 thru BL-147; BW-1 thru BW-29) 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: 2.50 m (98.5 in.) (Maximum) Minimum allowable for repair 2.48 m (97.5 in.) No further reduction permitted.

Pitch settings at 0.76 m (30 in.) Sta.:

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

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

2 McCauley 4HFR34C754 hubs with McCauley 94LA-0 Blades.

Diameter: 2.39 m (94 in.) (maximum); minimum allowable for repairs: 2.36 m (93 in.) (B200C Serials BL-73 No further reduction permitted through BL-123)(C-12F)

Pitch settings at:

Flight idle stop	See Note 13(a)
Ground idle stop	See Note 13(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: 2.49 m (98 in.) (maximum); minimum allowable for repair: 2.46 m (97 in.) No further reduction permitted.

Pitch settings at:

Flight idle stop	See Note 5(a)
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: 2.39 m (94 in.) (maximum); minimum allowable for repairs: 2.36 m (93.5 in.) No further reduction permitted.

Pitch settings at:

Flight idle stop	See Note 13(a)
Reverse	-10.0±0.4°
Feathered	87.5±.3°

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: 2.36 m (93 in.) (maximum); Minimum allowable for repairs: 2.34 m (92 in.) No further reduction permitted.

Pitch Settings at:

Flight Idle Stop	See Note 13(c)
Reverse	-11.2±0.5°
Feathered	+85.8±0.5°

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.

Or

2 Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades
Diameter: 2.50 m (98.5 in.) (maximum);
minimum allowable for repair: 2.48 m (97.5 in.)
No further reduction permitted.

Pitch settings at:

Flight idle stop	See Note 5(a)
Secondary flight idle stop	See Note 5(b)
Reverse	-9°
Feathered	+90°

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; in addition for B200 and B200C Chinese No. 3 Jet Fuel.

See Note 29 for emergency fuels.

8.2. Oil:

Pratt & Whitney Service Bulletin No. 3001 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 (300.9 liters)	79.0 (299.1 liters)	+204
Auxiliary RH	79.5 (300.9 liters)	79.0 (299.1 liters)	+204
Main LH	195 (738.2 liters)	193 (730.6 liters)	+185
Main RH	195 (738.2 liters)	193 (730.6 liters)	+185

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



9.2. Oil:

17.41 l (18.4 qt.) total (8.71 l each engine (9.2 qt))
at +131 (includes 5.68 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 (Serials BB-1978, BB-1988 and After; BL-152 and After) and P/N 101-590010-307C6 (Serials BB-1439, BB-1444 thru BB-1842, except BB-1463 and BB-1834; BL-139 thru BL-147; BW-1 thru BW-29) 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
5669.9 kg 12,590 lb	5669.9 kg 12,500 lb	5669.9 kg 12,500 lb

See Pilots Operating Handbook and FAA Approved Airplane Flight Manual, P/N 101-590010-479 (Serials BB-1978, BB-1988 and After; BL-152 and After) and P/N 101-590010-307C6 (Serials BB-1439, BB-1444 thru BB-1842, except BB-1463 and BB-1834; BL-139 thru BL-147; BW-1 thru BW-29) 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 (Serials BB-1978, BB-1988 and After; BL-152 and After) and P/N 101-590010-307C6 (Serials BB-1439, BB-1444 thru BB-1842, except BB-1463 and BB-1834; BL-139 thru BL-147; BW-1 thru BW-29) 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: 15 (including crew at +129).

19. Baggage/Cargo Compartment
(Structural Limit):

185.9 kg (410 lb.) (+325) B200 prior to BB-1091;
B200C prior to BL-58) 249.4 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). 158.7 kg (350 lb.) nose (+70); 117.9 kg (260 lb.) pod forward (+165); 88.4 kg 195 lb. pod aft (+214); 231.3 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 130-9033, **Note 17**.



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 to the applicable AFM, see IV.
4. Dimensions:

Span	16.6 m (54 ft. 6 in.)
Length	13.3 m (43 ft. 10 in.)
Height	4.5 m (14 ft. 10 in.)
Wing Area	28.15 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 ₁ 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: 2.36 m (93.0 in.) (maximum) Minimum allowable for repair 2.34 m (92.0 in.) No further reduction permitted.
 Pitch settings at:

Flight idle stop	See Note 13(c)
Reverse	-11.2° ± .5°



Feather $85.8^\circ \pm .5^\circ$
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.

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; and Chinese No. 3 Jet Fuel..
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 (300.9 liters)	79.0 (299.1 liters)	+204
Auxiliary RH	79.5 (300.9 liters)	79.0 (299.1 liters)	+204
Main LH	195 (738.2 liters)	193 (730.6 liters)	+185
Main RH	195 (738.2 liters)	193 (730.6 liters)	+185

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

9.2. Oil:

18.93 l (20 qt.) total (9.46 l (10 qt.) per each engine)) at +131 (includes 5.68 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	182 knots
Extension	164 knots
Retraction	
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
5710.7 kg	5669.9 kg	5669.9 kg
12,590 lb	12,500 lb	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: 15 (including crew at +129)
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 (Commuter Category) approved April 1990.
MODEL B300, B300C (Restricted Category) approved August 2014

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 to the applicable AFM, see IV.
4. Dimensions:

Span	17.6 m (57 ft. 11 in.)
Length	14.2 m (46 ft. 8 in.)
Height	4.36 m (14 ft. 4 in.)
Wing Area	27.87 sq. meters (300.0 sq. ft.)
5. Engines

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

*See Note 17 for alternate P&W PT60A-67A production or engine installation kit.

Engine Limits:

	Shaft Horsepower	N ₁ Gas Generator Speed	Prop Shaft Speed	Max. Permissible Turbine Interstage Temp. (Deg. C)
Take-off (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 take-off than that for which the airplane has been certificated. Under these conditions, the placarded torquemeter 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: 2.67 m



(105.00 in.) (Nominal) Minimum allowable for repair
2.64 m (104.00 in.) (no further reduction permitted)

Pitch settings at:

Flight idle stop	(See Note 5)
Reverse	-14° ± .5°
Feathered	+80.0° ± .5°
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; and Chinese No. 3 Jet Fuel.

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 (730.5 liters)	190 (719.2 liters)	+199
Main RH	193.0 (730.5 liters)	190 (719.2 liters)	+199
Auxiliary LH	80.0 (302.8 liters)	79.5 (300.9 liters)	+219.1
Auxiliary RH	80.0 (302.8 liters)	79.5 (300.9 liters)	+219.1

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

* See AFM, P/N 130-590031-235 for variations.

i. Oil: 18.9 l (20 qt.) total (9.46 l (10 qts. each engine)) includes 5.68 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 6401 m (21,000 ft.)	263 knots
Maximum operating speed - 6401 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	Take-off	Landing
6849.2 kg 15,100 lb	6803.9 kg 15,000 lb	6803.9 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 Commuter or Restricted Category see Notes section, **Note 8, 15, 16 and 18** 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):
249.5 kg (550 lb.) (+359); 231.3 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)

For the latest EASA approved POH/AFM versions please refer to the technical publication service of the Type Certificate Holder
(<https://1view.txtav.com/TechnicalPublications>).

Airplane Maintenance Manual

For the latest EASA approved AMM versions please refer to the technical publications service of the Type Certificate Holder
(<https://1view.txtav.com/TechnicalPublications>).

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Union Aviation Safety Agency under the EASA Type Certificate as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

- a) BE200MMELEU EASA Master Minimum Equipment List, revision original or later approved revision.



- b) BE300MMELEU EASA Master Minimum Equipment List, revision original or later approved revision.
- c) Required for entry into service by EU operator.

2. Flight Crew Data

- a) BE90-200ALLOSDFC-01 EASA Operational Suitability Data, Flight Crew, revision original or later approved revision.
- b) BE300-1900ALLOSDFC-01 EASA Operational Suitability Data, Flight Crew, revision original or later approved revision.
- c) Required for entry into service by EU operator.
- d) Pilot Type Rating: BE90/99/100/200/300

VI. 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 FAA Approved Airworthiness Limitations Manual, P/N 101-590010-453 for Models B200, B200C, B200CT, B200T, B200GT and B200CGT.
- 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 ±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, BB-1804, BB-1806, BB-1809, BB-1811, BB-1819 B200T serials: BT-39, BT-40, BT-41, BT-42, BT-43, BT-44, BT-45, BT-46
B200CT serials: BN-5, BN-6, BN-7, BN-8, BN-9.

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 is per either STC ST01456SE or SA01790SE for Models 200 and 200C. RVSM capability is per (one of the following) STCs ST01070SE, ST01278SE, ST01456SE, SA01790SE or SA01798SE for Models B200 and B200C. RVSM capability is per STC SA01798SE for Models B200GT and B200CGT. These STCs approves the noted aircraft to 14 CFR Part 91, Appendix G. Refer to the airplane maintenance logbook for specific RVSM STC incorporated at build. Authorization for RVSM operations must be obtained by the operator from the local Competent Authority Flight Standards Office (FSO).

RVSM requirements have been incorporated into the type design of production aircraft at BY-175 & On, BZ-1 & On, BB-2019 & On, and BL-171 & On. These aircraft are RVSM compliant to 14 CFR 91, Appendix G at initial airworthiness issuance. Instructions for Continued Airworthiness (ICA) for the production airplanes are now incorporated into the applicable airplane maintenance manual. Authorization for RVSM operations must be obtained by the operator from the local Competent Authority Flight Standards Office (FSO).

For RVSM aspects only, the Model B200 series Pitot-Static system meets the requirements of 14 CFR Part 23.1301(a) [Amdt. 23-20].



- 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 EASA/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
- NOTE 30. Company name change effective 12 April 2013. The following serials numbers are manufactured under the name of Beechcraft Corporation: B200: BB-2019 and after; B200C: BL-171 and after; B200CGT: BZ-1 and after; B200GT: BY-173 and after.
- NOTE 31. STCs SA01615SE, SA02130SE, SA02131SE and SA3366NM must be installed with the Rockwell Collins Pro Line Fusion[®] installation
- NOTE 32. Serial Numbers BY-207, BY-226, BY-239, BY-247, BY-250 thru BY-275: Manufactured under the Production Certificate No. 4 by Textron Aviation Inc. under license agreement between Beechcraft Corporation and Textron Aviation Inc.

Serial Numbers BY-276 and after:
Manufactured under Production Certificate No. 4 by Textron Aviation Inc.
- NOTE 33. Serial Number BZ-1: Manufactured under the Production Certificate No. 4 by Textron Aviation Inc. under license agreement between Beechcraft Corporation and Textron Aviation Inc.

Serial Numbers BZ-2 and after:
Manufactured under Production Certificate No. 4 by Textron Aviation Inc.
- NOTE 34. Installation of GPS-4000S due to in-draw of Rockwell Collins STC SA01848WI, which addresses the use of a multi-core processor and upgrading of the GPS-4000S receiver.
- NOTE 35. 14 CFR 23.1353(h) amdt [23-62] is applicable to the IS&S autothrottle installation ONLY. It is connected to the standby battery system and meets the 60-minute requirement of the later amendment.



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 or P/N 434-590169-0003 or P/N 434-5901170-0003) must be installed in the appropriate locations.
- NOTE 3. Mandatory retirement times for all structural components are contained in the EASA/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 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. Alternate 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 EASA/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
B300/B300C Patrolling	23.335(c) 23.337(a)(b) 23.473(d)	17,500	130-590031-501 (See Note 18 for Kit Dwg)
B300/B300C Patrolling	23.335(c) 23.337(a)(b) 23.473(c)	17,687 (8000Kg)	130-590031-713 or 130-590031-729 (See Note 18 for Kit Dwg)

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 capability is per either STC ST01456SE or SA01790SE for Models 300 and 300LW. RVSM capability is per (one of the following) STCs ST01070SE, ST01278SE, ST01456SE, SA01790SE or SA01798SE for Models B300 and B300C. These STCs approves the noted aircraft to 14 CFR Part 91, Appendix G. Refer to the airplane maintenance logbook for specific RVSM STC incorporated at build. Authorization for RVSM operations must be obtained by the operator from the local Competent Authority Flight Standards Office (FSO).



RVSM requirements have been incorporated into the type design of production aircraft at FL-850 and after, and FM-55 and after. These aircraft are RVSM compliant to 14 CFR 91, Appendix G at initial airworthiness issuance. Instructions for Continued Airworthiness (ICA) for the production airplanes are now incorporated into the applicable airplane maintenance manual. Authorization for RVSM operations must be obtained by the operator from the local Competent Authority Flight Standards Office (FSO).

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, FM-18 and FM-48, 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 and EASA/FAA Approved Airplane Flight Manual (POH/AFM), P/N 130-590031-245 or POH/AFM P/N 434-590170-0003. 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.

Certification basis as 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.

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

NOTE 16. B300 and B300C Airplanes modified per Hawker Beechcraft Drawing 130M000009 or Kit Drawing 130-4030 are eligible for increased weights in the commuter category as defined by Pilot's Operating Handbook and EASA/FAA Approved Airplane Flight Manual (POH/AFM), P/N 130-590031-245 and POH/AFM Supplement for heavy weight aircraft without ER tanks P/N 130-590031-321 or as defined by POH/AFM P/N 434-590170-0003. 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.)

NOTE 17. B300 and B300C airplanes manufactured by Hawker Beechcraft General Assemblies 130-000003 or 130-000004: or modified by Field Service Kit, Drawings 130-9022 (ref. EASA Approval 10040288), or 130-9027 or 130-9033 (ref. EASA Approval 10070378), which installs Two Pratt & Whitney of Canada, Ltd. PT6A-67A (turboprop) per Beech Specification BS 383843



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. 14004 or ASTM Spec. D1655; Chinese No. 3 Jet Fuel and Commonwealth of Independent States (CIS) RT & TS-1 Fuels.

Alternate 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.

Oil P&WC PT6 Engine Service Bulletin No. 14001 lists approved brand oils (Engine & Gearbox)

Engine Limits

	Shaft Horse power	Torque %	N1 gas generator or speed	Prop shaft speed RPM	Max permissible turbine Interstage Temp C°
Take Off	1050	100%	104%	1700	850
Max Continuous	1050	100%	104%	1700	840
Starting Transient (20 sec)				1870	870
Max Reverse (1 min)	900			1650	760

*100% torque – 3,244 ft. lbs

*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 limitations shall not be exceeded. The POH provides static torque settings for takeoff. It must be possible to achieve these settings without exceeding ITT or N¹ limits.

Oil temperatures: Minus 40°C. minimum starting
Minus 40°C. to 110°C. low idle
0°C. to 110°C. max. continuous

Propeller and Propeller Limits

Two Hartzell HC-E4A-3M hubs with Hartzell E10478SK blades. Diameter: 105 in. (maximum); minimum allowable for repair: 104 in. No further reduction permitted.

Pitch setting at:

Flight idle stop See NOTE 5.



Reverse $-14^{\circ} \pm 0.5^{\circ}$
Feathered $+80.0^{\circ} \pm 0.5^{\circ}$
Minimum idle speed 1050 rpm

NOTE 18. For B300/B300C airplanes modified by Kit 130-9102 or kit 130-8004 and operated in the restricted category at 7,938 kg (17,500 lbs), an Interim Safe Life limit or inspection intervals on the wing and associated structure are required, as noted in Maintenance Manual Supplement, P/N 130-590031-503 or P/N 130-590031-539 (for FL-1 and up and FM-1 and up).

For airplanes modified by Kit 130-8011 in the restricted category at 17,367 lbs (8,000 Kg), an Interim Safe Life limit or inspection intervals on the wing and associated structure are required, as noted in Maintenance Manual Supplement, P/N 130-590031-0743.

NOTE 19. Serial Numbers FL-846 thru FL-953, FL-955 thru FL-974, FL-976 thru FL-987, FL 989 thru FL-991, FL 993 thru FL-995, FL-1000 through FL-1006, FL 1008 and FL 1012, FM-55 thru FM-62:
Manufactured under Production Certificate No. 4 by Beechcraft Corporation.

Serial Numbers FL-954, FL-975, FL-988, FL-992, FL-996 thru FL-999, FL-1001 thru FL-1003, FL-1007, FL-1009 thru FL-1011, and FL-1013 thru FL-1079: Manufactured under the Production Certificate No. 4 by Textron Aviation Inc. under license agreement between Beechcraft Corporation and Textron Aviation Inc.

Serial Numbers FL-1080 and after:
Manufactured under Production Certificate No. 4 by Textron Aviation Inc.

NOTE 20. Serial Numbers FM-63 thru FM-68: Manufactured under the Production Certificate No. 4 by Textron Aviation Inc. under license agreement between Beechcraft Corporation and Textron Aviation Inc.

NOTE 21. Model B300C airplanes modified by Kit 130-5150 are eligible for operations at an increased maximum zero fuel weight of 13,400 lbs with additional limitations as defined by POH/AFM Supplement P/N 130-590031-0609, ALM Supplement P/N 130-590031-0605, and SIRM Supplement P/N 130-590031-0607, unless superseded by a unique serial number fatigue evaluation.

NOTE 22. Installation of GPS-4000S due to in-draw of Rockwell Collins STC SA01848WI, which addresses the use of a multi-core processor and upgrading of the GPS-4000S receiver.

Serial Numbers FM-69 and after:
Manufactured under Production Certificate No. 4 by Textron Aviation Inc.



- NOTE 23. Model B300 airplanes modified by Textron Aviation kit 130-4050 have an extended nose and use POH/AFM Supplement P/N 130-590031-0681 and Instructions for Continued Airworthiness (ICA) Supplement P/N 130-590031-0685. Airplanes that also have the extended nose lift kit 130-4051 installed, additionally use POH/AFM Supplement P/N 130-590031-0683 and ICA Supplement P/N 130-590031-0687.
- NOTE 24 23.1353(h) amdt [23-62] is applicable to the IS&S autothrottle installation ONLY. It is connected to the standby battery system and meets the 60-minute requirement of the later amendment.
- NOTE 25 The basic required equipment prescribed in the applicable airworthiness requirements (see certification basis) must be installed in the aircraft. Only hand fire extinguishers containing Halon 1211(BCF), CBrClF₂, OR Water, OR U.S. –UL 5B:C –Halotron BrX (2-BTP), C₃H₂BrF₃, CAS Number 1514 82 5 are approved for use. No airplanes may have any combination of dissimilar agents installed on a particular unit.
Hand fire extinguishers containing Halon 1211(BCF) and CBrClF₂ are to be used only until 31.12.2025.



VII Type Certificate Holder Record:

Beech Aircraft Corporation transferred to
Raytheon Aircraft Company on April 15, 1996

Raytheon Aircraft Company transferred to
Hawker Beechcraft Corporation on March 26, 2007

Hawker Beechcraft Corporation transferred to
Beechcraft Corporation on April 12, 2013

Beechcraft Corporation transferred to
Textron Aviation Inc. on October 12, 2016

