

# **SUPER KING AIR B200 & B200C**

**(Serials BB-734, BB-793, BB-829, BB-854 thru BB-870,  
BB-874 thru BB-891, BB-894, BB-896 thru BB-911, BB-913 thru BB-  
1438, BB-1440 thru BB-1443; and BL-37 thru BL-138)**

Revision 0.2 — NOVEMBER 2013



## **MEMORY FLASH CARDS**

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INSERT LATEST REVISED CARDS, DESTROY SUPERSEDED CARDS  
LIST OF EFFECTIVE CARDS

Dates of issue for original and changed pages are:

Revision ..... 0..... JUNE 2008

Revision.....0.2.....November 2013

Revision ..... 0.1 ..... JANUARY 2013

TOTAL NUMBER OF CARDS IN THIS SET IS 66  
CONSISTING OF THE FOLLOWING:

Card No.	*Revision No.	Card No.	*Revision No.
Title .....	0.1	L-1 – L-15 .....	0
ii .....	0.1	L-15A .....	0.1
E-1 – E-27A .....	0	L-16 – L-38 .....	0
		L-38A .....	0.2

Revision 0.1

\*Zero in this column indicates an original card.

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## EMERGENCY AIRSPEEDS (12,500 LBS)

One-Engine-Inoperative Best Angle-of-Climb ( $V_{XSE}$ )

# EMERGENCY AIRSPEEDS (12,500 LBS)

One-Engine-Inoperative Best Angle-of-Climb ( $V_{XSE}$ )

**115 KIAS**

*Super King Air B200 & B200C*

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Revision 0

E-1A

## EMERGENCY AIRSPEEDS (12,500 LBS)

**One-Engine-Inoperative Best Rate-of-Climb ( $V_{YSE}$ )  
(BLUE LINE)**

# EMERGENCY AIRSPEEDS (12,500 LBS)

One-Engine-Inoperative Best Rate-of-Climb ( $V_{YSE}$ )  
(BLUE LINE)

**121 KIAS**

*Super King Air B200 & B200C*

Revision 0

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E-2A

## EMERGENCY AIRSPEEDS (12,500 LBS)

### One-Engine-Inoperative Enroute Climb

*Super King Air B200 & B200C*

# EMERGENCY AIRSPEEDS (12,500 LBS)

## One-Engine-Inoperative Enroute Climb

**121 KIAS**

*Super King Air B200 & B200C*

Revision 0

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E-3A



## EMERGENCY AIRSPEEDS (12,500 LBS)

**Air Minimum Control Speed ( $V_{MCA}$ )**

# EMERGENCY AIRSPEEDS (12,500 LBS)

Air Minimum Control Speed ( $V_{MCA}$ )

**86 KIAS**

*Super King Air B200 & B200C*

Revision 0

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E-4A

## EMERGENCY AIRSPEEDS (12,500 LBS)

### Emergency Descent

*Super King Air B200 & B200C*

# EMERGENCY AIRSPEEDS (12,500 LBS)

## Emergency Descent

**181 KIAS**

*Super King Air B200 & B200C*

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Revision 0

E-5A

## EMERGENCY AIRSPEEDS (12,500 LBS)

### Maximum Range Glide

*Super King Air B200 & B200C*

# EMERGENCY AIRSPEEDS (12,500 LBS)

## Maximum Range Glide

**135 KIAS**

*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

Revision 0

E-6A

## EMERGENCY ENGINE SHUTDOWN

# EMERGENCY ENGINE SHUTDOWN

## Affected Engine:

1. Condition Lever ..... FUEL CUT OFF
2. Propeller Lever ..... FEATHER
3. Firewall Shutoff Valve ..... CLOSED
4. Fire Extinguisher (if installed) ..... ACTUATE (if required)



## ENGINE FIRE ON GROUND

L ENG FIRE

OR

R ENG FIRE

# ENGINE FIRE ON GROUND

## Affected Engine:

1. Condition Lever ..... FUEL CUT OFF
2. Firewall Shutoff Valve ..... CLOSED

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*Super King Air B200 & B200C*

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E-8A

## **ENGINE FAILURE DURING GROUND ROLL**

# ENGINE FAILURE DURING GROUND ROLL

- |                           |                 |
|---------------------------|-----------------|
| 1. Power Levers .....     | IDLE            |
| 2. Brakes .....           | AS REQUIRED     |
| 3. Operative Engine ..... | MAXIMUM REVERSE |

If Insufficient Runway Remains for Stopping:

- |                                  |                     |
|----------------------------------|---------------------|
| 4. Condition Levers.....         | FUEL CUT OFF        |
| 5. Firewall Shutoff Valves ..... | CLOSED              |
| 6. Master Switch .....           | OFF (Gang bar down) |

## ENGINE FAILURE AFTER LIFT-OFF (IF CONDITIONS PRECLUDE AN IMMEDIATE LANDING)

# ENGINE FAILURE AFTER LIFT-OFF (IF CONDITIONS PRECLUDE AN IMMEDIATE LANDING)

1. Power ..... MAXIMUM ALLOWABLE
2. Airspeed ..... MAINTAIN (takeoff speed or above)
3. Landing Gear ..... UP
4. Propeller Lever (inoperative engine) ..... FEATHER  
(or verify FEATHERED if autofeather is installed)
5. Airspeed .....  $V_{YSE}$  (after obstacle clearance altitude is reached)

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FOR TRAINING PURPOSES ONLY

E-10A

## ENGINE FAILURE IN FLIGHT BELOW AIR MINIMUM CONTROL SPEED ( $V_{MCA}$ )

# ENGINE FAILURE IN FLIGHT BELOW AIR MINIMUM CONTROL SPEED ( $V_{MCA}$ )

- |                |   |
|----------------|---|
| 1. Power ..... | REDUCE AS REQUIRED TO<br>MAINTAIN DIRECTIONAL CONTROL |
| 2. Nose .....  | LOWER TO ACCELERATE ABOVE $V_{MCA}$                   |



## **ENGINE FLAMEOUT (2<sup>nd</sup> ENGINE)**

# ENGINE FLAMEOUT (2<sup>nd</sup> ENGINE)

1. Power Lever ..... IDLE
2. Propeller Lever ..... DO NOT FEATHER
3. Condition Lever..... FUEL CUT OFF
4. Conduct Air Start Procedure.

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E-12A

## FUEL PRESSURE LOW

**L FUEL PRESS**

OR

**R FUEL PRESS**

# FUEL PRESSURE LOW

1. Standby Pump (failed side) ..... ON

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*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

E-13A

## **ELECTRICAL SMOKE OR FIRE**

# ELECTRICAL SMOKE OR FIRE

1. Oxygen
  - a. Oxygen System Ready.....PULL ON (Verify)
  - b. Crew (Diluter Demand Masks) .....DON MASKS (100% position)
  - c. Mic Selector .....OXYGEN MASK
  - d. Audio Speaker.....ON

## ENVIRONMENTAL SYSTEM SMOKE OR FUMES

# ENVIRONMENTAL SYSTEM SMOKE OR FUMES

1. Oxygen
  - a. Oxygen System Ready.....PULL ON (Verify)
  - b. Crew (Diluter Demand Masks) .....DON MASKS (100% position)
  - c. Mic Selector .....OXYGEN MASK
  - d. Audio Speaker .....ON



**CABIN OR/  
CARGO DOOR UNLOCKED**

**DOOR UNLOCKED**

# **CABIN OR/ CARGO DOOR UNLOCKED**

**If the CABIN DOOR annunciator illuminates, or if an unlatched airstair/  
cargo door is suspected:**

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

## EMERGENCY DESCENT

# EMERGENCY DESCENT

1. Oxygen ..... **CREW REQUIRED (passengers as required)**
  - a. Oxygen System Ready ..... **PULL ON (Verify)**
  - b. Crew (Diluter Demand Masks)..... **DON MASKS**
  - c. Mic Selector ..... **OXYGEN MASK**
  - d. Audio Speaker ..... **ON**
  - e. Passenger Manual Drop Out ..... **PULL ON**
2. Power Levers ..... **IDLE**
3. Propeller Levers ..... **FULL FORWARD**
4. Flaps ..... **APPROACH**
5. Landing Gear ..... **DN**
6. Airspeed ..... **181 KNOTS MAXIMUM**

*Super King Air B200 & B200C*

Revision 0

FOR TRAINING PURPOSES ONLY

E-17A

## GLIDE

# GLIDE

- |                      |           |
|----------------------|-----------|
| 1. Landing Gear..... | UP        |
| 2. Flaps .....       | UP        |
| 3. Propellers.....   | FEATHERED |
| 4. Airspeed.....     | 135 KNOTS |

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*Super King Air B200 & B200C*

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E-18A

## INVERTER INOPERATIVE

**INVERTER**

# INVERTER INOPERATIVE

1. Select the other inverter.



## FLIGHT CONTROLS

# UNSCHEDULED ELECTRIC ELEVATOR TRIM

# FLIGHT CONTROLS

## UNSCHEDULED ELECTRIC ELEVATOR TRIM

1. Airplane Attitude..... **MAINTAIN** (using elevator control)
2. Control Wheel Disconnect Switch..... **DEPRESS FULLY**  
(2nd level, ELEC TRIM OFF annunciator – ILLUMINATED)

## UNSCHEDULED RUDDER BOOST ACTIVATION

# UNSCHEDULED RUDDER BOOST ACTIVATION

Rudder boost operation without a large variation of power between the engines indicates a failure of the system.

1. Directional Control ..... **MAINTAIN USING RUDDER PEDALS**
2. Rudder Boost..... **OFF**

## USE OF OXYGEN

# USE OF OXYGEN

- |                                      |                  |
|--------------------------------------|------------------|
| 1. Oxygen System Ready .....         | PULL ON (verify) |
| 2. Crew (Diluter Demand Masks) ..... | DON MASKS        |
| 3. Mic Selector .....                | OXYGEN MASK      |
| 4. Audio Speaker .....               | ON               |
| 5. Passenger Manual Drop Out .....   | PULL ON          |

## PRESSURIZATION LOSS

**ALT WARN**

# PRESSURIZATION LOSS

1. Oxygen
  - a. Oxygen System Ready .....PULL ON (verify)
  - b. Crew .....DON MASKS
  - c. Mic Selector .....OXYGEN MASK
  - d. Audio Speaker .....ON
  - e. Passenger Manual Drop Out .....PULL ON
2. Descend as required.



## **HIGH DIFFERENTIAL PRESSURE**

**(Cabin Differential Pressure Exceeds 6.6 PSI)**

# HIGH DIFFERENTIAL PRESSURE

(Cabin Differential Pressure Exceeds 6.6 PSI)

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

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*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

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## AUTO-DEPLOYMENT OXYGEN SYSTEM FAILURE

**ALT WARN**

AND

**PASS OXY ON**

**ILLUMINATED**

**EXTINGUISHED**

*Super King Air B200 & B200C*

# AUTO-DEPLOYMENT OXYGEN SYSTEM FAILURE

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

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*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

E-25A

## BLEED AIR LINE FAILURE

L BL AIR FAIL

OR

R BL AIR FAIL

# BLEED AIR LINE FAILURE

1. Bleed-Air Valve (affected engine) ..... INSTR & ENVIR OFF Position

## SPINS

*Super King Air B200 & B200C*

# SPINS

If a spin is entered inadvertently:

1. Control Column..... FULL FORWARD
2. Full Rudder..... OPPOSITE DIRECTION OF SPIN
3. Power Levers..... IDLE
4. Controls..... NEUTRALIZE WHEN ROTATION STOPS
5. Execute a smooth pull out.



## AIRSPEED LIMITATIONS

Maneuvering Speed  $V_A$  (12,500 pounds)

*Super King Air B200 & B200C*

# AIRSPEED LIMITATIONS

Maneuvering Speed  $V_A$  (12,500 pounds)

**181 KIAS**

*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

Revision 0

L-1A

## AIRSPEED LIMITATIONS

### Maximum Flap Extension/Extended Speed $V_{FE}$

Approach Position—40% .....	?
Full Down Position—100% .....	?

# AIRSPEED LIMITATIONS

## Maximum Flap Extension/Extended Speed $V_{FE}$

Approach Position—40%.....	<b>200 KIAS</b>
Full Down Position—100% .....	<b>157 KIAS</b>

Revision 0

***Super King Air B200 & B200C***

FOR TRAINING PURPOSES ONLY

L-2A

## AIRSPEED LIMITATIONS

### Maximum Landing Gear Operating Speed $V_{LO}$

Extension .....	?
Retraction .....	?

# AIRSPEED LIMITATIONS

## Maximum Landing Gear Operating Speed $V_{LO}$

Extension.....	<b>181 KIAS</b>
Retraction.....	<b>163 KIAS</b>

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***Super King Air B200 & B200C***

FOR TRAINING PURPOSES ONLY

L-3A

## AIRSPEED LIMITATIONS

Maximum Landing Gear Extended Speed  $V_{LE}$

# AIRSPEED LIMITATIONS

Maximum Landing Gear Extended Speed  $V_{LE}$

**181 KIAS**

*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

Revision 0

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## AIRSPEED LIMITATIONS

### Air Minimum Control Speed $V_{MCA}$

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# AIRSPEED LIMITATIONS

Air Minimum Control Speed  $V_{MCA}$

**86 KIAS**

*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

Revision 0

L-5A

## AIRSPEED LIMITATIONS

### Maximum Operating Speed

$V_{MO}$  ..... ?  
 $M_{MO}$  ..... ?

*Super King Air B200 & B200C*

# AIRSPEED LIMITATIONS

## Maximum Operating Speed

$V_{MO}$  ..... **259 KIAS**  
 $M_{MO}$  ..... **0.52 Mach**

Revision 0

***Super King Air B200 & B200C***

FOR TRAINING PURPOSES ONLY

L-6A

## AIRSPEED INDICATOR MARKINGS

### Red Line

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# AIRSPEED INDICATOR MARKINGS

Red Line

**86 KIAS**

*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

Revision 0

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## AIRSPEED INDICATOR MARKINGS

### Wide White Arc

*Super King Air B200 & B200C*

# AIRSPEED INDICATOR MARKINGS

## Wide White Arc

**75 to 99**

**Lower limit is the stalling speed ( $V_{SO}$ ) at maximum weight with full flaps (100%) and idle power.**

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FOR TRAINING PURPOSES ONLY

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## AIRSPEED INDICATOR MARKINGS

### Narrow White Arc

*Super King Air B200 & B200C*

# AIRSPEED INDICATOR MARKINGS

## Narrow White Arc

**99 to 157**

**Lower limit is the stalling speed ( $V_S$ ) at maximum weight with flaps up (0%) and idle power.**

**Upper limit is the maximum speed permissible with flaps extended beyond Approach (more than 40%).**

*Super King Air B200 & B200C*

## POWERPLANT LIMITATIONS

### POWER LEVERS

*Super King Air B200 & B200C*

# POWERPLANT LIMITATIONS

## POWER LEVERS

**Do not lift power levers in flight. Lifting the power levers in flight, or moving the power levers in flight below the flight idle position, could result in a nose-down pitch and a descent rate leading to aircraft damage and injury to personnel.**

Revision 0

*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

L-10A

## ENGINE OPERATING LIMITATIONS

### Torque (FT-LBS)

Takeoff and Maximum Continuous.....	?
Transient.....	?

# ENGINE OPERATING LIMITATIONS

## Torque (FT-LBS)

Takeoff and Maximum Continuous..... **2,230 LBS**  
Transient..... **2,750 LBS FOR 5 SECONDS**

Revision 0

***Super King Air B200 & B200C***

FOR TRAINING PURPOSES ONLY

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## ENGINE OPERATING LIMITATIONS

### Maximum Observed ITT (°C)

Starting.....	?
Takeoff and Maximum Continuous .....	?
Cruise Climb and REC (Normal) Cruise .....	?
Maximum Reverse .....	?
Transient.....	?

# ENGINE OPERATING LIMITATIONS

## Maximum Observed ITT (°C)

Starting.....	<b>1,000°C FOR 5 SECONDS</b>
Takeoff and Maximum Continuous.....	<b>800°C</b>
Cruise Climb and REC (Normal) Cruise.....	<b>770°C</b>
Maximum Reverse .....	<b>750°C</b>
Transient.....	<b>850°C</b>

***Super King Air B200 & B200C***

Revision 0

FOR TRAINING PURPOSES ONLY

L-12A



## ENGINE OPERATING LIMITATIONS

RPM (% N<sub>1</sub>)

Takeoff and Maximum Continuous..... ?

Transient ..... ?

# ENGINE OPERATING LIMITATIONS

## RPM (% N<sub>1</sub>)

Takeoff and Maximum Continuous .....	<b>101.5%</b>
Transient .....	<b>102.6% FOR 10 SECONDS</b>

Revision 0

*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

L-13A

## ENGINE OPERATING LIMITATIONS

### Prop RPM (N<sub>2</sub>)

Takeoff and Maximum Continuous.....	?
Transient.....	?

# ENGINE OPERATING LIMITATIONS

## Prop RPM (N<sub>2</sub>)

Takeoff and Maximum Continuous.....	<b>2000</b>
Transient.....	<b>2200 FOR 5 SECONDS</b>

Revision 0

*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

L-14A

## ENGINE OPERATING LIMITATIONS

### Oil Temperature (°C)

Starting.....	?
Takeoff and Maximum Continuous .....	?
Cruise Climb and REC (Normal) Cruise.....	?
Transient.....	?

# ENGINE OPERATING LIMITATIONS

## Oil Temperature (°C)

Starting.....	<b>-40°C (Minimum)</b>
Takeoff and Maximum Continuous .....	<b>0°C-99°C</b> <b>(Minimum +55°C is recommended</b> <b>for fuel heater operation at T/O power)</b>
Cruise Climb and REC (Normal) Cruise.....	<b>0°C-99°C</b>
Transient.....	<b>0°C-104°C (values above 99°C</b> <b>are limited to 10 minutes)</b>

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***Super King Air B200 & B200C***

FOR TRAINING PURPOSES ONLY

L-15A

## EXTERNAL POWER LIMITS

# EXTERNAL POWER LIMITS

External power carts will be set to 28.0–28.4 volts and be capable of generating a minimum of 1000 amps momentarily and 300 amps continuously.

Revision 0

***Super King Air B200 & B200C***

FOR TRAINING PURPOSES ONLY

L-16A



## GENERATOR LIMITS

Maximum sustained generator load is limited as follows:

In Flight:

Sea Level to 31,000 Feet Altitude..... ?

Above 31,000 Feet Altitude ..... ?

Ground Operation ..... ?

*Super King Air B200 & B200C*

# GENERATOR LIMITS

Maximum sustained generator load is limited as follows:

In Flight:

Sea Level to 31,000 Feet Altitude ..... **100%**

Above 31,000 Feet Altitude ..... **88%**

Ground Operation ..... **85%**

***Super King Air B200 & B200C***

Revision 0

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L-17A

## STARTER LIMITS

# STARTER LIMITS

**40 seconds ON**  
**60 seconds OFF**  
**40 seconds ON**  
**60 seconds OFF**  
**40 seconds ON**  
**30 minutes OFF**

Revision 0

***Super King Air B200 & B200C***

FOR TRAINING PURPOSES ONLY

L-18A

## FUEL LIMITS

### Approved Engine Fuels:

Commercial Grades..... ?

Military Grades ..... ?

# FUEL LIMITS

## Approved Engine Fuels:

Commercial Grades ..... **Jet A**

**Jet A-1**

**Jet B**

Military Grades ..... **JP-4**

**JP-5**

**JP-8**

***Super King Air B200 & B200C***

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Revision 0

FOR TRAINING PURPOSES ONLY

## FUEL LIMITS

Emergency Engine Fuels:

Commercial Aviation Gasoline Grades..... ?

Military Aviation Gasoline Grades ..... ?

# FUEL LIMITS

## Emergency Engine Fuels:

Commercial Aviation Gasoline Grades..... **80 Red**  
**(Formerly 80/87)**  
**91/98**  
**100LL Blue\*\***  
**100 Green (Formerly 100/130)**  
**115/145 Purple**

Military Aviation Gasoline Grades ..... **80/87 Red**  
**100/130 Green**  
**115/145 Purple**

**\*\*In some countries, this fuel is colored green and designated "100L."**

***Super King Air B200 & B200C***

Revision 0

FOR TRAINING PURPOSES ONLY

L-20A



## FUEL LIMITS

### Emergency Engine Fuels

Limitations on the Use of Aviation Gasoline ..... ?

# FUEL LIMITS

## Emergency Engine Fuels

Limitations on the Use of Aviation Gasoline:

- 1. Operation is limited to 150 hours between engine overhauls.**
- 2. Operation is limited to 20,000 feet pressure altitude (FL 200) or below if either standby pump is inoperative.**
- 3. Crossfeed capability is required for climbs above 20,000 feet pressure altitude (FL 200).**
- 4. Operation above 31,000 feet (FL 310) is prohibited.**

*Super King Air B200 & B200C*

Revision 0

FOR TRAINING PURPOSES ONLY

L-21A

## FUEL MANAGEMENT

Usable Fuel (Gallons x 6.7 = Pounds)

- Total Usable Fuel Quantity ..... ?
- Each Main Fuel Tank System ..... ?
  - Each Auxiliary Fuel Tank ..... ?

*Super King Air B200 & B200C*

# FUEL MANAGEMENT

**Usable Fuel (Gallons x 6.7 = Pounds)**

- Total Usable Fuel Quantity..... **544 gallons (3,645 lbs)**
- Each Main Fuel Tank System ... **193 gallons (1,293 lbs)**
  - Each Auxiliary Fuel Tank..... **79 gallons (529 lbs)**

## FUEL MANAGEMENT

### Fuel Imbalance

Maximum Allowable Fuel Imbalance  
Between Wing Fuel Systems..... ?

# FUEL MANAGEMENT

## Fuel Imbalance

Maximum Allowable Fuel Imbalance  
Between Wing Fuel Systems..... **1,000 lbs**

Revision 0

*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

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## FUEL MANAGEMENT

### Fuel Crossfeed

*Super King Air B200 & B200C*

# FUEL MANAGEMENT

## Fuel Crossfeed

**Crossfeeding of fuel is permitted only when one engine is inoperative.**

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*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

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## FUEL MANAGEMENT

### Fuel Gages in the Yellow Arc

*Super King Air B200 & B200C*

# FUEL MANAGEMENT

## Fuel Gages in the Yellow Arc

**Do not take off if fuel quantity gages indicate in the yellow arc or indicate less than 265 pounds of fuel in each main tank system.**

Revision 0

*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

L-25A

## FUEL MANAGEMENT

### Auxiliary Fuel

*Super King Air B200 & B200C*

# FUEL MANAGEMENT

## Auxiliary Fuel

**Do not put any fuel into the auxiliary tanks unless the main tanks are full.**

Revision 0

*Super King Air B200 & B200C*

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L-26A

## FUEL MANAGEMENT

### Operating With Low Fuel Pressure

*Super King Air B200 & B200C*

# FUEL MANAGEMENT

## Operating With Low Fuel Pressure

Operation of either engine with its corresponding fuel pressure annunciator (L FUEL PRESS or R FUEL PRESS) illuminated is limited to 10 hours before overhaul or replacement of the engine-driven fuel pump. Windmilling time need not be charged against this time limit.

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*Super King Air B200 & B200C*

FOR TRAINING PURPOSES ONLY

L-27A

## PROPELLER ROTATIONAL SPEED LIMITS

Transients Not Exceeding 5 Seconds .....	?
Reverse .....	?
All Other Conditions.....	?

# PROPELLER ROTATIONAL SPEED LIMITS

Transients Not Exceeding 5 Seconds.....	<b>2,200 rpm</b>
Reverse .....	<b>1,900 rpm</b>
All Other Conditions.....	<b>2,000 rpm</b>

Revision 0

***Super King Air B200 & B200C***

FOR TRAINING PURPOSES ONLY

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## PROPELLER ROTATIONAL OVERSPEED LIMITS

# PROPELLER ROTATIONAL OVERSPEED LIMITS

The maximum propeller overspeed limit is 2,200 rpm and is time-limited to 5 seconds. Sustained propeller overspeeds faster than 2,000 rpm indicate failure of the primary governor. Flight may be continued at propeller overspeeds up to 2,080 rpm, provided torque is limited to 1,800 foot-pounds. Sustained propeller overspeeds faster than 2,080 rpm indicate failure of both the primary governor and the secondary governor, and such overspeeds are unapproved.

*Super King Air B200 & B200C*

Revision 0

FOR TRAINING PURPOSES ONLY

L-29A

## WEIGHT LIMITS

Maximum Ramp Weight .....	?
Maximum Takeoff Weight:	
All Except FAR Part 135 Operations .....	?
FAR Part 135 Operations.....	?
Maximum Landing Weight .....	?
Maximum Zero Fuel Weight.....	?

***Super King Air B200 & B200C***

# WEIGHT LIMITS

Maximum Ramp Weight ..... **12,590 pounds**

Maximum Takeoff Weight:

All Except FAR Part 135 Operations .... **12,500 pounds**

FAR Part 135 Operations **As Limited by MAXIMUM  
ENROUTE WEIGHT**

**Graph in Section V, PERFORMANCE**

Maximum Landing Weight ..... **12,500 pounds**

Maximum Zero Fuel Weight..... **11,000 pounds**

***Super King Air B200 & B200C***

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FOR TRAINING PURPOSES ONLY

L-30A

## WEIGHT LIMITS

### Maximum Weight in Baggage Compartment

Maximum Weight in Baggage Compartment:

**BB-1052, BB-1091 and after, BL-58 and after, and prior airplanes with Beech Kit #101-5068-1 installed:**

When Equipped With Fold-Up Seats ..... ?

When Not Equipped With Fold-Up Seats ..... ?

or;

**Prior to BB-1091, except BB-1052, and prior to BL-58 without Beech Kit #101-5068-1 installed:**

When Equipped With Fold-Up Seats ..... ?

When Not Equipped With Fold-Up Seats ..... ?

## *Super King Air B200 & B200C*

# WEIGHT LIMITS

## Maximum Weight in Baggage Compartment

Maximum Weight in Baggage Compartment:

**BB-1052, BB-1091 and after, BL-58 and after, and prior airplanes with Beech Kit #101-5068-1 installed:**

When Equipped With Fold-Up Seats ..... 510 pounds

When Not Equipped With Fold-Up Seats ..... 550 pounds

or;

**Prior to BB-1091, except BB-1052, and prior to BL-58 without Beech Kit #101-5068-1 installed:**

When Equipped With Fold-Up Seats ..... 370 pounds

When Not Equipped With Fold-Up Seats ..... 410 pounds

*Super King Air B200 & B200C*

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## MAXIMUM OPERATING PRESSURE-ALTITUDE LIMITS

Normal Operation .....	?
Operation With Yaw Damp System Inoperative .....	?

# MAXIMUM OPERATING PRESSURE-ALTITUDE LIMITS

Normal Operation.....	<b>35,000 feet</b>
Operation With Yaw Damp System Inoperative...	<b>17,000 feet</b>

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***Super King Air B200 & B200C***

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## MAXIMUM OUTSIDE AIR TEMPERATURE LIMITS

Sea Level to 25,000 Feet Pressure Altitude ..... ?

Above 25,000 Feet Pressure Altitude ..... ?

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# MAXIMUM OUTSIDE AIR TEMPERATURE LIMITS

Sea Level to 25,000 Feet Pressure Altitude .....	<b>ISA + 37°C</b>
Above 25,000 Feet Pressure Altitude.....	<b>ISA + 31°C</b>

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## CABIN PRESSURIZATION LIMIT

Maximum Cabin Pressure Differential ..... ?

# CABIN PRESSURIZATION LIMIT

Maximum Cabin Pressure Differential ..... **6.6 psi**

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## LANDING GEAR CYCLE LIMITS

# LANDING GEAR CYCLE LIMITS

**Landing gear cycles (1 up—1 down) are limited to one every 5 minutes for a total of 6 cycles followed by a 15-minute cool-down period.**

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## AFT-FACING SEATS

# AFT-FACING SEATS

**Only aft-facing seats (placarded as such on the leg crossmember) are authorized in the aft-facing position.**

**The seatback of each occupied aft-facing seat must be in the fully raised position for takeoff and landing. The headrest should be positioned properly for the occupant.**



## ICING LIMITATIONS

Minimum Ambient Temperature for Operation of Deicing Boots.....	?
Minimum Airspeed for Sustained Icing Flight .....	?

## ICING LIMITATIONS

Minimum Ambient Temperature for Operation of Deicing Boots ..... **-40°C**  
Minimum Airspeed for Sustained Icing Flight..... **140 knots**

Sustained flight in icing conditions with flaps extended is prohibited except for approach and landings.

ICE VANES, LEFT and RIGHT, shall be extended for operations in ambient temperatures of +5°C or below when flight free of visible moisture cannot be assured.

ICE VANES, LEFT and RIGHT, shall be retracted for all takeoff and flight operations in ambient temperatures of above +15°C.

Once the manual override system is activated (i.e., anytime the ICE VANE EMERGENCY MANUAL EXTENSION handle has been pulled out), do not attempt to operate the ice vanes electrically until the override assembly inside the engine cowling has been properly reset on the ground. Even after the manual extension handle has been pushed back in, the manual override system is still engaged.

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## OIL PRESSURE LIMITATIONS

# OIL PRESSURE LIMITATIONS

Oil pressure between 60 and 85 psi is undesirable; it should be tolerated only for the completion of the flight, and then only at a reduced power setting not exceeding 1100 ft-lbs torque.

Oil pressure below 60 psi is unsafe: it requires that either the engine be shut down, or that a landing be made at the nearest suitable airport, using the minimum power required to sustain flight. Fluctuations of plus or minus 10 psi are acceptable.