

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

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| A24CE Revision 67 |
| 200 (A100-1 (U-21J)) |
| 200C |
| 200CT |
| 200T |
| A200 (C-12A) or (C-12C) |
| A200C (UC-12B) |
| A200CT (C-12D) or (FWC-12D) or (RC-12D) or (C-12F) or (RC-12G) or RC-12H) or (RC-12K) or (RC-12P) |
| B200 |
| B200C (C-12F) or (UC-12F) or (UC-12M) or (C-12R) |
| B200CT |
| B200T |
| 300 |
| B300 |
| 300LW |
| B300C |
| 1900 |
| 1900C (C-12J) |
| 1900D |
| October 15, 1998 |

TYPE CERTIFICATE DATA SHEET NO. A24CE

This data sheet which is part of Type Certificate No. A24CE prescribes conditions and limitations under which the product for which the type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Raytheon Aircraft Company
Wichita, Kansas 67201

- I - Model 200, Super King Air (Normal Category), Approved December 14, 1973 (See NOTES 10 and 11)**
Model A200C (UC-12B), Super King Air (Normal Category), Approved February 21, 1979 (See NOTE 11)
Model 200C, Super King Air (Normal Category), Approved February 21, 1979
Model B200, Super King Air (Normal Category), Approved February 13, 1981
Model B200C (C-12F), (UC-12F), (UC-12M) and (C-12R), Super King Air (Normal Category), Approved February 13, 1981, (See NOTES 10, 11, and 12)

For Notes, refer to Data Pertinent to All Model 200 Series

Engine 2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41 (turboprop) per Beech Specification BS 22096 (200, 200C, A200C)

2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-42 (turboprop) per Beech Specification BS 23319/1 (B200, B200C)

Fuel JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655. See NOTE 6 for emergency fuels

Oil (Engine & Gearbox) UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils

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|----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
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I - Model 200, Model A200C, Model 200C, Model B200, Model B200C (cont'd)

| Engine Limits | Shaft Horsepower | Torque Ft-Lbs. | NI Gas Generator Speed | Prop Shaft Speed | Max. Permissible Turbine Interstage Temp. (Dec. C) |
|-----------------------------|---------------------|-------------------|------------------------------|------------------------|--|
| Takeoff (5 min.) | 850 | 2230 | 101.5% | 2000* | 750 (200, 200C, A200C) |
| Max. continuous | 850 | 2230 | 101.5% | 2000* | 750 (200, 200C, A200C) |
| Takeoff (5 min.) | 850 | | 101.5% | 2000* | 800 (B200, B200C) |
| Max. continuous | 850 | | 101.5% | 2000* | 800 (B200, B200C) |
| Starting transient (5 sec.) | | | | | 1000 |
| Max. reverse (1 min.) | | | 88% | 1900 | 750 |

*See NOTE 4

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

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 99° C. low idle
10° C. to 99° C. max. continuous

Propeller and
Propeller Limits

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: 98.5 in. (maximum); minimum allowable for repair: 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°

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

2 McCauley 4HFR34C754 hubs with McCauley 94LA-0 blades
Diameter: 94 in. (maximum); minimum allowable for repairs: 93 in.
No further reduction permitted
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.

Propeller and
Propeller Limits
(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: 98 in. (maximum); minimum allowable for repair: 97 in.
No further reduction permitted.
Pitch settings at
Flight idle stop - See NOTE 5(a)
Reverse -10°
Feathered +86.8°

I - Model 200, Model A200C, Model 200C, Model B200, Model B200C (cont'd)

| | |
|--|---|
| Propeller and Propeller Limits (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: 94 in. (maximum); minimum allowable for repairs: 93.5 in. No further reduction permitted Pitch settings at Flight idle stop - See NOTE 13(a) Reverse $-10.0 \pm 0.4^\circ$ Feathered $87.5 \pm 3^\circ$ Continuous operation on the ground is prohibited between 600 and 1100 r.p.m. The propeller must be feathered at rotational speeds below 600 propeller shaft r.p.m. Or 2 Hartzell HC-E4N-3G hubs with Hartzell D9390SK-1R blades. Diameter: 93 in. (maximum); Minimum Allowable for repairs: 92 in. No further reduction permitted Pitch Settings at: Flight Idle Stop-See Note 13(c) Reverse $-11.2 \pm 0.5^\circ$ Feathered $+87.9 \pm 0.5^\circ$ Continuous operation on the ground is prohibited between 500 and 1,180 RPM. The propeller must be feathered at rotational speeds below 500 propeller shaft RPM. |
| Airspeed Limits (CAS) | Max. operating speed 310 m.p.h. (270 knots) up to 8,500 ft. Max. operating Mach No. 0.48 The above airspeed limits BB-2; BB-6 through BB-198 Max. operating speed 299 m.p.h. (260 knots) up to 15,000 ft. Max. operating Mach No. 0.52 The above airspeed limits BB-199 and up, BL-1 and up, BJ-1 and up, BP-64 and up, BU-1 and up, BV-1 and up, BW-1 and up Maneuvering speed 209 m.p.h. (182 knots) Maximum flap extension speed Approach position 14° 230 m.p.h. (200 knots) 100% position 35° 165 m.p.h. (144 knots)(200, 200C, A200C) 100% position 35° 178 m.p.h. (155 knots)(B200, B200C) Landing gear extended 209 m.p.h. (182 knots) Landing gear operating Extension 209 m.p.h. (182 knots) Retraction 188 m.p.h. (164 knots) |
| C.G. Range (Landing Gear Extended) | (+185.0) to (+196.4) at 12,500 lb. (+181.0) to (+196.4) at 11,279 lb. or less Straight line variation between points given Moment change due to retracting landing gear - 5552 in.-lb. (Standard landing gear) Moment change due to retracting landing gear - 6040 in.-lb. (High-flotation landing gear) |
| Empty Wt. C.G. Range | None |
| Maximum Weight | Ramp 12,590 lb. Takeoff 12,500 lb. Landing 12,500 lb. Zero fuel 10,400 lb. (See NOTE 1) (200, 200C, A200C) Zero fuel 11,000 lb. (See NOTE 1) (B200, B200C) |
| Minimum Crew | One pilot One pilot and one copilot for FAR 135 operation (B200 High Density Configuration; See NOTE 11) |

I - Model 200, Model A200C, Model 200C, Model B200, Model B200C (cont'd)

| | | | | |
|--------------------------------|--|------------------|--------------------|------------|
| No. of Seats and Cabin Loading | Maximum 15 (including crew at +129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations. | | | |
| Maximum Baggage | 410 lb. (+325)(200, A200C, 200C, B200 prior to BB-1091; B200C prior to BL-58) 550 lb. (+325)(B200, BB-1091 & after; B200C, BL-58 & after, BP-64 & after, BU-1 & after, BV-1 & after, BW-1 & after) (200, 200C, B200 prior to BB-1091; B200C prior to BL-58 when kit 101-5068-1 is installed). 350 lb. nose (+70); 260 lb. pod forward (+165); 195 lb. pod aft (+214); 510 lb. aft cabin (+325) (B200 High Density Configuration; See NOTE 11). | | | |
| Fuel capacity | <u>Tank</u> | <u>Cap. Gal.</u> | <u>Usable Gal.</u> | <u>Arm</u> |
| | Auxiliary LH | 79.5 | 79 | +204 |
| | Auxiliary RH | 79.5 | 79 | +204 |
| | Main LH | 195 | 193 | +185 |
| | Main RH | 195 | 193 | +185 |
| | See NOTE 1(a) for data on unusable fuel | | | |
| Oil Capacity | 31 qt. total at +131 (includes 12 qt usable in two integral engine tanks) See NOTE 1(c) for data on unusable oil. | | | |
| Maximum Operating Altitude | 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) | | | |
| | 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 | | | |
| | 25,000 ft. (B200 High Density Configuration; See NOTE 11) | | | |
| | For FAR 91 or 135 Operations: As limited by FAR 91 or 135 (as appropriate) | | | |
| Control Surface Movements | Wing flap | Maximum | 35° | |
| | Aileron tabs | Up | 15° | Down 15° |
| | Aileron | Up | 25° | Down 15° |
| | Elevator tabs | Up | 3° 30' | Down 13° |
| | Elevator | Up | 20° | Down 14° |
| | Rudder tab | Right | 15° | Left 15° |
| | Rudder | Right | 25° | Left 25° |
| Serial Nos. Eligible | 200: BB-2 through BB-733, BB-735 through BB-792, BB-794 through BB-828, BB-830 through BB-853, BB-871 through BB-873, BB-892 BB-893, BB-895, BB-912, BB-991 | | | |
| | A200C: BJ-1 and up | | | |
| | 200C: BL-1 through BL-36 | | | |
| | 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 and up. See Note 23. | | | |
| | B200C: BL-37 and up, BP-64 and up, BU-1 and up, BV-1 and up, BW-1 & up. See Note 23. | | | |

II - Model A200, Super King Air, (C-12A) or (C-12C)(Normal Category), Approved June 20, 1975

(See NOTE 11)

For Notes, refer to Data Pertinent to All Model 200 Series

Engine 2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-38 (turboprop) per Beech Specification BS 22550
For Airplane Serial BC-1 through BC-61 and BD-1 and up (C-12A)

2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41 (turboprop) per Beech Specification BS 22096 for Airplane Serial BC-62 and up (C-12C) plus BC-1 through BC-61 and BD-1 through BD-30 (C-12A) when modified per Beech Service Instruction C-12-0076.

See NOTE 15

Fuel JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655.
See NOTE 6 for emergency fuels

Oil (Engine & Gearbox) UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils.

Engine Limits

| | Shaft Horsepower | Torque Ft-Lbs. | NI Gas Generator Speed | Prop Shaft Speed | Max. Permissible Turbine Interstage Temp. (Dec. C) |
|-----------------------------|---------------------|-------------------|------------------------------|------------------------|--|
| Takeoff (5 min.) | 750* | 1970** | 101.5% | 2000*** | 705**** |
| Max. continuous | 750 | 1970** | 101.5% | 2000*** | 705**** |
| Starting transient (5 sec.) | | | | | 1000 |
| Max. reverse (1 min.) | | | 88% | 1900 | 705**** |

*See Note 8.

**See Note 14.

***See Note 4.

****See Note 9.

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 torquemeter limitations shall not be exceeded.

Oil temperatures: Minus 40° C. minimum starting

Minus 40° C. to 99° C. low idle

10° C. to 99° C. max. continuous

Propeller and
Propeller Limits

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

Diameter: 98.5 in. (maximum); minimum allowable for repair: 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°

Airspeed Limits
(CAS)

Max. operating speed 310 m.p.h. (270 knots) up to 8,500 ft.

Max. operating Mach No. 0.48

The above airspeed limits BC-1 through BC-61 and BD-1 and up (C-12A)

Max. operating speed 299 m.p.h. (260 knots) up to 15,000 ft.

Max. operating Mach No. 0.52

The above airspeed limits BC-62 and up and BC-1 through BC-61 and BD-1 through BD-30 when modified per Beech Service Instructions C-12-0076 (C-12C)

II - Model A200 (cont'd)

| Airspeed Limits (CAS) (cont'd) | <table border="0"> <tr> <td>Maneuvering speed</td> <td>209 m.p.h. (182 knots)</td> </tr> <tr> <td>Maximum flap extension speed</td> <td></td> </tr> <tr> <td> Approach position 14°</td> <td>230 m.p.h. (200 knots)</td> </tr> <tr> <td> 100% position 35°</td> <td>165 m.p.h. (144 knots)</td> </tr> <tr> <td>Landing gear extended</td> <td>209 m.p.h. (182 knots)</td> </tr> <tr> <td>Landing gear operating</td> <td></td> </tr> <tr> <td> Extension</td> <td>209 m.p.h. (182 knots)</td> </tr> <tr> <td> Retraction</td> <td>188 m.p.h. (164 knots)</td> </tr> </table> | Maneuvering speed | 209 m.p.h. (182 knots) | Maximum flap extension speed | | Approach position 14° | 230 m.p.h. (200 knots) | 100% position 35° | 165 m.p.h. (144 knots) | Landing gear extended | 209 m.p.h. (182 knots) | Landing gear operating | | Extension | 209 m.p.h. (182 knots) | Retraction | 188 m.p.h. (164 knots) | | | | | | | | | | | | |
|---------------------------------------|---|--------------------|------------------------|------------------------------|------------|-----------------------|------------------------|-------------------|-------------------------|-----------------------|------------------------|------------------------|----------|---------------|------------------------|------------|------------------------|----------|-----|-----|----------|------------|-------|-----|----------|--------|-------|-----|----------|
| Maneuvering speed | 209 m.p.h. (182 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum flap extension speed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approach position 14° | 230 m.p.h. (200 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100% position 35° | 165 m.p.h. (144 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landing gear extended | 209 m.p.h. (182 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landing gear operating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Extension | 209 m.p.h. (182 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Retraction | 188 m.p.h. (164 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| C.G. Range (Landing Gear Extended) | <p>(+185.0) to (+196.4) at 12,500 lb. (+181.0) to (+196.4) at 11,279 lb. or less Straight line variation between points given Moment change due to retracting landing gear - 5552 in.-lb. (Standard ldg gear) Moment change due to retracting landing gear - 6040 in.-lb. (HI-Float ldg gear)</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Empty Wt. C.G. Range | None | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum Weight | <table border="0"> <tr> <td>Ramp</td> <td>12,590 lb.</td> </tr> <tr> <td>Takeoff</td> <td>12,500 lb.</td> </tr> <tr> <td>Landing</td> <td>12,500 lb.</td> </tr> <tr> <td>Zero fuel</td> <td>10,400 lb. (See NOTE 1)</td> </tr> </table> | Ramp | 12,590 lb. | Takeoff | 12,500 lb. | Landing | 12,500 lb. | Zero fuel | 10,400 lb. (See NOTE 1) | | | | | | | | | | | | | | | | | | | | |
| Ramp | 12,590 lb. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Takeoff | 12,500 lb. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landing | 12,500 lb. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Zero fuel | 10,400 lb. (See NOTE 1) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minimum Crew | One pilot | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. of Seats | Maximum 15 (including crew at +129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations. | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum Baggage | <p>150 lb. (+292), and 350 lb. (+325) 150 lb. (+292), and 410 lb. (+325) BC-30 and up</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fuel capacity | <table border="0"> <thead> <tr> <th style="text-align: left;"><u>Tank</u></th> <th style="text-align: center;"><u>Cap. Gal.</u></th> <th style="text-align: center;"><u>Usable Gal.</u></th> <th style="text-align: center;"><u>Arm</u></th> </tr> </thead> <tbody> <tr> <td>Auxiliary LH</td> <td style="text-align: center;">79.5</td> <td style="text-align: center;">79</td> <td style="text-align: center;">+204*</td> </tr> <tr> <td>Auxiliary RH</td> <td style="text-align: center;">79.5</td> <td style="text-align: center;">79</td> <td style="text-align: center;">+204*</td> </tr> <tr> <td>Main LH</td> <td style="text-align: center;">195</td> <td style="text-align: center;">193</td> <td style="text-align: center;">+185</td> </tr> <tr> <td>Main RH</td> <td style="text-align: center;">195</td> <td style="text-align: center;">193</td> <td style="text-align: center;">+185</td> </tr> </tbody> </table> <p>See NOTE 1(b) for data on unusable fuel. *See NOTE 7.</p> | <u>Tank</u> | <u>Cap. Gal.</u> | <u>Usable Gal.</u> | <u>Arm</u> | Auxiliary LH | 79.5 | 79 | +204* | Auxiliary RH | 79.5 | 79 | +204* | Main LH | 195 | 193 | +185 | Main RH | 195 | 193 | +185 | | | | | | | | |
| <u>Tank</u> | <u>Cap. Gal.</u> | <u>Usable Gal.</u> | <u>Arm</u> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Auxiliary LH | 79.5 | 79 | +204* | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Auxiliary RH | 79.5 | 79 | +204* | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Main LH | 195 | 193 | +185 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Main RH | 195 | 193 | +185 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Oil Capacity | <p>31 qt. total at +131 (includes 12 qt usable in two integral engine tanks) See NOTE 1(c) for data on unusable oil.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum Operating Altitude | <p>31,000 ft. For FAR 91 Operations: As limited by FAR 91</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Control Surface Movements | <table border="0"> <tr> <td>Wing flap</td> <td>Maximum</td> <td>35°</td> <td></td> </tr> <tr> <td>Aileron tabs</td> <td>Up</td> <td>15°</td> <td>Down 15°</td> </tr> <tr> <td>Aileron</td> <td>Up</td> <td>25°</td> <td>Down 15°</td> </tr> <tr> <td>Elevator tabs</td> <td>Up</td> <td>3° 30'</td> <td>Down 13°</td> </tr> <tr> <td>Elevator</td> <td>Up</td> <td>20°</td> <td>Down 14°</td> </tr> <tr> <td>Rudder tab</td> <td>Right</td> <td>15°</td> <td>Left 15°</td> </tr> <tr> <td>Rudder</td> <td>Right</td> <td>25°</td> <td>Left 25°</td> </tr> </table> | Wing flap | Maximum | 35° | | Aileron tabs | Up | 15° | Down 15° | Aileron | Up | 25° | Down 15° | Elevator tabs | Up | 3° 30' | Down 13° | Elevator | Up | 20° | Down 14° | Rudder tab | Right | 15° | Left 15° | Rudder | Right | 25° | Left 25° |
| Wing flap | Maximum | 35° | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aileron tabs | Up | 15° | Down 15° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Aileron | Up | 25° | Down 15° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Elevator tabs | Up | 3° 30' | Down 13° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Elevator | Up | 20° | Down 14° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rudder tab | Right | 15° | Left 15° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Rudder | Right | 25° | Left 25° | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Serial Nos. Eligible | <p>(C-12A) BC-1 through BC-61. (C-12C) BC-62 and up (C-12A) BD-1 and up (C-12C) BC-1 through BC-61 and BD-1 through BD-30 when modified per Beech Service Instructions C-12-0076</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

III - Model 200T, Super King Air (Normal Category), Approved December 15, 1976
Model 200CT, Super King Air (Normal Category), Approved February 21, 1979
Model A200CT (C-12D), (FWC-12D), (RC-12D), (C-12F), (RC-12G), and (RC-12H), Super King Air (Normal Category), Approved April 17, 1980 (See NOTES 10, 11, 12, and 16)
Model B200T, Super King Air (Normal Category), Approved February 13, 1981
Model B200CT, Super King Air (Normal Category), Approved February 13, 1981

For Notes, refer to Data Pertinent to All Model 200 Series

Engine 2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41 (turboprop) per Beech Specification BS 22096 (200T, 200CT, A200CT (BP-1 through BP-51))

2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-42 (turboprop) per Beech Specification BS 23290 (B200T, B200CT, A200CT (BP-52 through BP-63))

Fuel JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655.
See NOTE 6 for emergency fuels

Oil (Engine & Gearbox) UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils.

| Engine Limits | Shaft Horsepower | Torque Ft-Lbs. | NI Gas Generator Speed | Prop Shaft Speed | Max. Permissible Turbine Interstage Temp. (Dec. C) |
|-----------------------------|---------------------|-------------------|------------------------------|------------------------|--|
| Takeoff (5 min.) | 850 | 2230 | 101.5% | 2000* | 750 (200T, 200CT, A200CT) (BP-1 through BP-51) |
| Max. continuous | 850 | 2230 | 101.5% | 2000* | 750 (200T, 200CT, A200CT) (BP-1 through BP-51) |
| Takeoff (5 min.) | 850 | | 101.5% | 2000* | 800 (B200T, B200CT, A200CT) (BP-52 through BP-63) |
| Max. continuous | 850 | | 101.5% | 2000* | 800 (B200T, B200CT, A200CT) (BP-52 through BP-63) |
| Starting transient (5 sec.) | | | | | 1000 |
| Max. reverse (1 min.) | | | 88% | 1900 | 750 |

*See Note 4.

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

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 99° C. low idle
10° C. to 99° C. max. continuous

Propeller and Propeller Limits 2 Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or T10178NB-3R blades for BT-1 through BT-19, BT-22, BT-28, BT-31 and BT-32, BN-1, FC-1 through FC-3, BP-1, BP-22, BP-24 through BP-63, GR-1 through GR-19; or Hartzell T10178K-3R or T10178NK-3R blades for: BB-1314, BT-20, BT-21, BT-23 through BT-27, BT-29, BT-30 through BT-34, BN-2 through BN-4.
Diameter: 98.5 in. (maximum); minimum allowable for repair: 97.5 in.
No further reduction permitted
Pitch settings at
Flight idle stop - See NOTE 5(a)
Reverse -9°
Feathered +90°

III - Model 200T, Model 200CT, Model A200CT, Model B200T, Model B200CT (cont'd)

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|----------------------|---|-------------------------|---|----------------------|---------------------|---------------------------|--|----------------------|---|-------------------------|------|----------------------|---------------------|---------------------------|-----------------------------------|------------------------------|--|-----------------------|------------------------|-------------------|------------------------|-----------------------|------------------------|------------------------|--|-----------|------------------------|------------|------------------------|
| <p>Propeller and Propeller Limits (B200T Serials BT-31 through BT-34) (B200CT Serials BN-5 and after)</p> | <p>2 McCauley 3GFR34C702 hubs with McCauley 100LA-2 blades Diameter: 98 in. (maximum); minimum allowable for repair: 97 in. No further reduction permitted. Pitch settings at Flight idle stop - See Note 5(a) Reverse - 10° Feathered +86.8°</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Propeller and Propeller Limits (B200T Serials BT-35 and after) (B200CT Serials BN-5 and after)</p> | <p>2 McCauley 4HFR34C771 hubs with McCauley 94LA-0 blades. Diameter: 94 in. (maximum); minimum allowable for repair: 93.5 in. No further reduction permitted. Pitch setting at Flight idle stop - See Note 13(a) Reverse -10.0 +0.4° Feathered +87.5 ± 0.3° Continuous operation on the ground is prohibited between 600 and 1100 rpm. The propeller must be feathered at rotational speeds below 600 propeller shaft rpm. OR 2 Hartzell HC-E4N-3G hubs with Hartzell D9390SK-1R blades. Diameter: 92 in. (maximum); minimum allowable for repairs 92 in. No further reduction permitted Pitch settings at: Flight idle stop - See Note 13(c) Reverse - 11.2 ± 0.5° Feathered +87.9 ± 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.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Airspeed Limits (CAS)</p> | <table border="0"> <tr> <td>Max. operating speed</td> <td>282 m.p.h. (245 knots) up to 13,000 ft.</td> </tr> <tr> <td>Max. operating Mach No.</td> <td>0.472 13,000 ft. to 35,000 ft. altitude</td> </tr> <tr> <td>Maneuvering airspeed</td> <td>196 mph (170 knots)</td> </tr> <tr> <td>The above airspeed limits</td> <td>200T, 200CT, B200T, B200CT, and A200CT (FWC-12D, RC-12D, RC-12G, and RC-12H)</td> </tr> <tr> <td>Max. operating speed</td> <td>299 m.p.h. (260 knots) up to 15,000 ft.</td> </tr> <tr> <td>Max. operating Mach No.</td> <td>0.52</td> </tr> <tr> <td>Maneuvering airspeed</td> <td>209 mph (182 knots)</td> </tr> <tr> <td>The above airspeed limits</td> <td>A200CT (C-12D) and A200CT (C-12F)</td> </tr> <tr> <td>Maximum flap extension speed</td> <td></td> </tr> <tr> <td>Approach position 14°</td> <td>230 m.p.h. (200 knots)</td> </tr> <tr> <td>100% position 35°</td> <td>178 m.p.h. (155 knots)</td> </tr> <tr> <td>Landing gear extended</td> <td>209 m.p.h. (182 knots)</td> </tr> <tr> <td>Landing gear operating</td> <td></td> </tr> <tr> <td>Extension</td> <td>209 m.p.h. (182 knots)</td> </tr> <tr> <td>Retraction</td> <td>188 m.p.h. (164 knots)</td> </tr> </table> | Max. operating speed | 282 m.p.h. (245 knots) up to 13,000 ft. | Max. operating Mach No. | 0.472 13,000 ft. to 35,000 ft. altitude | Maneuvering airspeed | 196 mph (170 knots) | The above airspeed limits | 200T, 200CT, B200T, B200CT, and A200CT (FWC-12D, RC-12D, RC-12G, and RC-12H) | Max. operating speed | 299 m.p.h. (260 knots) up to 15,000 ft. | Max. operating Mach No. | 0.52 | Maneuvering airspeed | 209 mph (182 knots) | The above airspeed limits | A200CT (C-12D) and A200CT (C-12F) | Maximum flap extension speed | | Approach position 14° | 230 m.p.h. (200 knots) | 100% position 35° | 178 m.p.h. (155 knots) | Landing gear extended | 209 m.p.h. (182 knots) | Landing gear operating | | Extension | 209 m.p.h. (182 knots) | Retraction | 188 m.p.h. (164 knots) |
| Max. operating speed | 282 m.p.h. (245 knots) up to 13,000 ft. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Max. operating Mach No. | 0.472 13,000 ft. to 35,000 ft. altitude | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maneuvering airspeed | 196 mph (170 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The above airspeed limits | 200T, 200CT, B200T, B200CT, and A200CT (FWC-12D, RC-12D, RC-12G, and RC-12H) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Max. operating speed | 299 m.p.h. (260 knots) up to 15,000 ft. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Max. operating Mach No. | 0.52 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maneuvering airspeed | 209 mph (182 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| The above airspeed limits | A200CT (C-12D) and A200CT (C-12F) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Maximum flap extension speed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approach position 14° | 230 m.p.h. (200 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 100% position 35° | 178 m.p.h. (155 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landing gear extended | 209 m.p.h. (182 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Landing gear operating | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Extension | 209 m.p.h. (182 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Retraction | 188 m.p.h. (164 knots) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>C.G. Range (Landing Gear Extended)</p> | <p>(+185.0) to (+196.4) at 12,500 lb. (+181.0) to (+196.4) at 11,279 lb. or less Straight line variation between points given Moment change due to retracting landing gear (6.50 X 10 main wheels) - 6040 in.-lb. (High-flotation landing gear) Moment change due to retracting landing gear - 5552 in.-lb. (Standard ldg gear) See Operator's Manual for Restricted Category C.G. Range.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Empty Wt. C.G. Range</p> | <p>None</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

III - Model 200T, Model 200CT, Model A200CT, Model B200T, Model B200CT (cont'd)

| | | | | |
|--------------------------------|--|--|--------------------|------------|
| Maximum Weight | Ramp | 12,590 lb. | | |
| | Takeoff | 12,500 lb. | | |
| | Landing | 12,500 lb. | | |
| | Zero fuel | 10,400 lb.* (200CT, A200CT (C-12D)) | | |
| | | 10,400 lb.* (200T, serials BT-1, BT-2, BT-3, and BT-10) | | |
| | | 10,800 lb.* (200T, serials BT-4 through BT-9, BT-11 through BT-22 and BT-28) | | |
| | | 11,000 lb.* (B200T, B200CT, A200CT (C-12F)) | | |
| | | 11,500 lb.* (A200CT (FWC-12D, RC-12D, RC-12G, and RC-12H)) | | |
| | | *See NOTE 1. | | |
| Minimum Crew | One pilot | | | |
| No. of Seats and Cargo Loading | Maximum 15 (including crew at +129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations. | | | |
| Maximum Baggage | 410 lb. (+325) (200T, 200CT, and A200CT) | | | |
| | 550 lb. (+325) (B200T, B200CT, (200T, 200CT, when kit 101-5068-1 is installed.) | | | |
| Fuel capacity | | | | |
| | <u>Tank</u> | <u>Cap. Gal.</u> | <u>Usable Gal.</u> | <u>Arm</u> |
| | Auxiliary LH | 79.5 | 79 | +204 |
| | Auxiliary RH | 79.5 | 79 | +204 |
| | Main LH | 195** | 193** | +185 |
| | Main RH | 195** | 193** | +185 |
| | Wing Tip LH | 53 | 53 | +193 |
| | Wing Tip RH | 53 | 53 | +193 |
| | | See NOTE 1(a) for data on unusable fuel. | | |
| | | *See NOTE 16 on A200CT. | | |
| Oil Capacity | 31 qt. total at +131 (includes 12 qt usable in two integral engine tanks) | | | |
| | See NOTE 1(c) for data on unusable oil. | | | |
| Maximum Operating Altitude | 35,000 ft. - Models 200T and B200T - BB-1314, BT-1 and after | | | |
| | Models 200CT and B200CT, BN-1 and after) | | | |
| | 31,000 ft. - Models A200CT - BP-1 through BP-63; GR-1 and after; and FC-1 and after | | | |
| | For Part 91 or 135 Operations: As limited by FAR 91 or 135 (as appropriate) | | | |
| Control Surface Movements | Wing flap | Maximum | 35° | |
| | Aileron tabs | Up | 15° | Down 15° |
| | Aileron | Up | 25° | Down 15° |
| | Elevator tabs | Up | 3° 30' | Down 13° |
| | Elevator | Up | 20° | Down 14° |
| | Rudder tab | Right | 15° | Left 15° |
| | Rudder | Right | 25° | Left 25° |
| Serial Nos. Eligible | 200T: | BT-1 through BT-22 & BT-28 | | |
| | 200CT: | BN-1 only | | |
| | B200CT: | BN-2 and up. See Note 23 | | |
| | A200CT (C-12D): | BP-1, BP-22, BP-24 through BP-51 | | |
| | A200CT (C-12F): | BP-52 through BP-63 | | |
| | B200T: | BB-1314, BT-23 through BT-27, BT-29 and up. See Note 23 | | |
| | A200CT (FWC-12D): | BP-7 through BP-11 | | |
| | A200CT (RC-12D): | GR-1 through GR-13 | | |
| | A200CT (RC-12G): | FC-1 and up | | |
| | A200CT (RC-12H): | GR-14 through GR-19 | | |

IV - Model A100-1 (U-21J), Super King Air (Normal Category), Approved May 29, 1974 (See NOTE 11)

For Notes, refer to Data Pertinent to All Model 200 Series

Engine 2 United Aircraft of Canada, Ltd., or Pratt & Whitney PT6A-41
(turboprop) per Beech Specification BS 22096

Fuel JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and
JET B conforming to P&WC S.B. 1244 or ASTM SPEC. D1655.
See NOTE 6 for emergency fuels

Oil (Engine & Gearbox) UACL PT6 Engine Service Bulletin No. 3001 lists approved brand oils

| Engine Limits | Shaft Horsepower | Torque Ft-Lbs. | N1 Gas Generator Speed | Prop Shaft Speed | Max. Permissible Turbine Interstage Temp. (Dec. C) |
|-----------------------------|---------------------|-------------------|------------------------------|------------------------|--|
| Takeoff (5 min.) | 850 | 2230 | 101.5% | 2000* | 750 |
| Max. continuous | 850 | 2230 | 101.5% | 2000* | 750 |
| Starting transient (5 sec.) | | | | | 1000 |
| Max. reverse (1 min.) | | | 88% | 1900 | 750 |

*See Note 4.

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

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 99° C. low idle
10° C. to 99° C. max. continuous

Propeller and
Propeller Limits 2 Hartzell HC-B3TN-3G or HC-B3TN-3N hubs with Hartzell T10178B-3R or
T10178NB-3R blades
Diameter: 98.5 in. (maximum); minimum allowable for repair: 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°

Airspeed Limits
(CAS) Max. operating speed 299 m.p.h. (260 knots) up to 15,000 ft.
Max. operating Mach No. 0.52
Maneuvering airspeed 209 m.p.h. (182 knots)
Maximum flap extension speed
Approach position 14° 230 mph (200 knots)
100% position 35° 165 mph (144 knots)
Landing gear extended 209 mph (182 knots)
Landing gear operating
Extension 209 mph (182 knots)
Retraction 188 mph (164 knots)

IV - Model A100-1 (cont'd)

| | | | | |
|------------------------------------|--|-------------------------|--------------------|------------|
| C.G. Range (Landing Gear Extended) | (+185.0) to (+196.4) at 12,500 lb. (+181.0) to (+196.4) at 11,279 lb. or less Straight line variation between points given Moment change due to retracting landing gear -6040 in.-lb. | | | |
| Empty Wt. C.G. Range | None | | | |
| Maximum Weight | Ramp | 12,590 lb. | | |
| | Takeoff | 12,500 lb. | | |
| | Landing | 12,500 lb. | | |
| | Zero fuel | 10,400 lb. (See NOTE 1) | | |
| Minimum Crew | One pilot | | | |
| No. of Seats | Maximum 15 (including crew at +129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations. | | | |
| Maximum Baggage | 550 lb. | | | |
| Fuel capacity | <u>Tank</u> | <u>Cap. Gal.</u> | <u>Usable Gal.</u> | <u>Arm</u> |
| | Auxiliary LH | 79.5 | 79 | +204* |
| | Auxiliary RH | 79.5 | 79 | +204* |
| | Main LH | 195 | 193 | +185 |
| | Main RH | 195 | 193 | +185 |
| | See NOTE 1(a) for data on unusable fuel | | | |
| Oil Capacity | 31 qt. total at +131 (includes 12 qt usable in two integral engine tanks) See NOTE 1(c) for data on unusable oil. | | | |
| Maximum Operating Altitude | 31,000 ft. For FAR 91 or 135 Operations: As limited by FAR 91 (as appropriate) | | | |
| Control Surface Movements | Wing flap | Maximum | 35° | |
| | Aileron tabs | Up | 15° | Down 15° |
| | Aileron | Up | 25° | Down 15° |
| | Elevator tabs | Up | 3° 30' | Down 13° |
| | Elevator | Up | 20° | Down 14° |
| | Rudder tab | Right | 15° | Left 15° |
| | Rudder | Right | 25° | Left 25° |
| Serial numbers eligible | BB-3, BB-4, and BB-5 | | | |

V - Model A200CT (RC-12K, RC-12P, RC-12Q), Super King Air (Restricted Category), Approved March 28, 1989
(See NOTES 11 and 19)

For Notes, refer to Data Pertinent to All Model 200 Series

| | |
|------------------------|---|
| Engine | 2 Pratt & Whitney Canada PT6A-67 (Turboprop) per Beech Specification BS 24099 |
| Fuel | JP-4, JP-5 (MIL-T-5624); JP-8 (MIL-T-83133); JET A, JET A-1, and JET B conforming to Pratt & Whitney Service Bulletin 14004. See NOTE 6 for emergency fuels |
| Oil (Engine & Gearbox) | Pratt & Whitney PT6 Engine Service Bulletin No. 14001 lists approved brand oils |

V - Model A200CT (cont'd)

Engine Limits

| | Shaft Horsepower | Torque Ft-Lbs. | NI Gas Generator Speed | Prop Shaft Speed | Max. Permissible Turbine Interstage Temp. (Dec. C) |
|-----------------------------|---------------------|-------------------|------------------------------|------------------------|--|
| Takeoff (5 min.) (1) | 1100 | *100% | 104% | 1700 | 840 |
| Max. continuous (1) | 1100 | *100% | 104% | 1700 | 830 |
| Takeoff (5 min.) (2) | 1200 | **100% | 104% | 1700 | 840 |
| Max. continuous (2) | 1200 | **100% | 104% | 1700 | 830 |
| Starting transient (5 sec.) | | | | | 1000 |
| Max. reverse (1 min.) | 900 | | | 1650 | 760 |

*100% torque - 3398 ft./lbs.

**100% torque - 3708 ft./lbs.

(1) FE-1 through FE-9

(2) FE-10 and after

See Note 20.

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 torquemeter limitations shall not be exceeded.

Oil temperatures: Minus 40° C. minimum starting

Minus 40° C. to 110° C. low idle

10° C. to 105° C. max. continuous

Propeller and
Propeller Limits

2 McCauley 4JFR34C758 hubs with McCauley 106LNA-1 blades

Diameter: 105.0 in. (maximum); minimum allowable for repair: 104.0 in.

No further reduction permitted

Pitch settings at

Flight idle stop - See NOTE 21.

Reverse -9° ± .2°

Feathered +86° ± .2°

Avoid continuous operation on ground below 1000 rpm.

Airspeed Limits
(CAS)

Max. operating speed 288 m.p.h. (250 knots) up to 11,500 ft.

Max. operating Mach No. 0.472 11,500 ft. to 35,000 ft. altitude

Maneuvering airspeed 196 mph (170 knots)

Maximum flap extension speed

Approach position 14° 230 m.p.h. (200 knots)

100% position 35° 178 m.p.h. (155 knots)

Landing gear extended 209 m.p.h. (182 knots)

Landing gear operating

Extension 209 m.p.h. (182 knots)

Retraction 188 m.p.h. (164 knots)

C.G. Range (Landing
Gear Extended)

S/N FE-1 through FE-9

(+187.5) to (+195.1) at 16,000 lbs.

(+177.0) to (+195.1) at 11,800 lbs. or less

S/N FE-10 through FE-24

(+188.0) to (+195.1) at 16,200 lbs.

(+179.0) to (+195.1) at 12,600 lbs. or less

S/N FE-25 and after

(+188.7) to (+195.1) at 16,500 lbs.

(+179.0) to (+195.1) at 12,600 lbs. or less

Straight line variation between points given.

Moment change due to retracting landing gear

(6.50 X 10 main wheels) - 6820 in.-lb.

V - Model A200CT (cont'd)

| | | | | |
|--------------------------------|--|-----------------------|----------------------------|------------------------|
| Empty Wt. C.G. Range | None | | | |
| Maximum Weight | | <u>FE-1 thru FE-9</u> | <u>FE-10 through FE-24</u> | <u>FE-25 and after</u> |
| | Ramp | 16,120 lbs. | 16,320 lbs. | 16,620 lbs. |
| | Takeoff | 16,000 lb. | 16,200 lbs. | 16,500 lbs. |
| | Landing | 15,200 lb. | 15,400 lbs. | 15,675 lbs. |
| | Zero fuel | 12,700 lb.* | 13,100 lbs.* | 13,100 lbs.* |
| | *See Note 1. | | | |
| Minimum Crew | One pilot | | | |
| No. of Seats and Cargo Loading | Two (+129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations. | | | |
| Maximum Baggage | 410 lb. (+325) | | | |
| Fuel capacity | <u>Tank</u> | <u>Cap. Gal.</u> | <u>Usable Gal.</u> | <u>Arm</u> |
| | Auxiliary LH | 79.5 | 79 | +204 |
| | Auxiliary RH | 79.5 | 79 | +204 |
| | Main LH | 194 | 192 | +185 |
| | Main RH | 194 | 192 | +185 |
| | See NOTE 1(a) for data on unusable fuel | | | |
| Oil Capacity | 25 qt. total at +121 (includes 12 qt usable in two integral engine tanks) See NOTE 1(d) for data on unusable oil. | | | |
| Maximum Operating Altitude | 35,000 ft. | | | |
| Control Surface Movements | Wing flap | Maximum | 35° | |
| | Aileron tabs | Up | 15° | Down 15° |
| | Aileron | Up | 25° | Down 15° |
| | Elevator tabs | Up | 3° 30' | Down 15° |
| | Elevator | Up | 20° | Down 14° |
| | Rudder tab | Right | 15° | Left 15° |
| | Rudder | Right | 25° | Left 25° |
| Serial Nos. Eligible | A200CT (RC-12K): FE-1 through FE-24 A200CT (RC-12P): FE-25 and after except FE-32, FE-34 and FE-36 A200CT (RC-12Q): FE-32, FE-34 and FE-36 | | | |

Data Pertinent to All Model 200 Series

| | |
|--|--|
| Datum | Located 190.0 in. forward of the wing main (forward) spar centerline. |
| Leveling Means | Two external screws on left side of fuselage forward of entrance door on Models 200, 200T, B200, B200T, A200; aft of the cargo door on Models 200C, A200C, B200C, B200CT, 200CT, A200CT. |
| Certification Basis (Model 200 Series) | FAR Part 23, effective February 1, 1965, as amended by 23-1 through 23-9, Amendment 23-11, FAR Paragraphs 23.175 and associated FARs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), and 23.173(a) as amended by Amendment 23-14; FAR 23.951(c) and FAR 23.997(d) as amended by Amendment 23-15 (A200CT and B200 series, only); FAR 23.1545(a) as amended by Amendment 23-23 and FAR 23.1325(e) as amended by Amendment 23-20 (B200 Series only); FAR 23.1305(n) as amended by Amendment 23-26; FAA Special Conditions 23-47-CE-5 issued October 30, 1972, Amendment 1 dated December 18, 1973, and Amendment 2 dated January 12, 1979; FAR Paragraphs 25.929 and 25.1419 of FAR Part 25 as amended to December 31, 1972, and FAR 25.831(d) through Amendment 25-41 (For all Model 200 and B200 series aircraft approved for 35,000 feet); SFAR 27 through |

V - Model A200CT (cont'd)

Certification Basis (cont'd)
(Model 200 Series)

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, A200CT Serial Numbers FE-25 and after, FAR Part 36 through Amendment 36-20. Compliance with ice protection has been demonstrated in accordance with FAR 25.1419 when ice protection equipment is installed in accordance with the airplane equipment list.

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

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

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

Equivalent Safety Findings: FAR 23.621 (BB-2 through BB-1042 only); 23.997(d) (All models except A200CT and B200 series); FAR 23.1443 through Amendment 23-9 - 200 (BB-38, BB-39, BB-42, BB-44, BB-54 and after), 200C, 200CT, 200T, plus any earlier Model 200 modified by Beechcraft kits 101-5007 and 101-5008 in compliance with Beech Service Instruction No. 0776-341. Model UC-12F (BU-1 through BU-12). Not applicable to B200 Series.

Application for Type Certificate dated January 11, 1971.

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

Production Basis

Production Certificate No. 8. Delegation Option Manufacturer No. CE-2 authorized to issue airworthiness certificates under delegation option procedures of Part 21 of the Federal Aviation Regulations.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning indicator, P/N 101-380005-7, -11, -17, -19, or -41. (For Models 200, 200T, 200C, A200C, 200CT, B200, B200T, B200CT, and B200C).
2. Pre-stall warning indicator, P/N 101-380005-13, -15, -21, -31, or -37 (For Models A200 and A200CT).
3. Maximum allowable airspeed indicator, P/N 101-384030-3, Pilot's and Copilot's sides (For Model 200--BB-2 through BB-198). Maximum allowable airspeed indicator, P/N 101-384074-3, Pilot's and Copilot's sides (For Model 200--BB-199 and up, Models 200C and A200C).
4. Maximum allowable airspeed indicator, P/N 100-384083-5, Pilot's and Copilot's sides (For Model A200--BC-1 through BC-61 and BD-1 and up) (C-12A).
5. Maximum allowable airspeed indicator, P/N 101-384101-1, Pilot's and Copilot's sides (For Model 200T, 200CT, B200T, and B200CT).

V - Model A200CT (cont'd)

Equipment (cont'd)

6. Maximum allowable airspeed indicator, P/N 101-384128-3, Pilot's and Copilot's sides (For Model A200, BC-62 and up, and BC-1 through BC-61 and BD-1 through BD-30 when modified per Beech Service Instructions C-12-0076 (C-12C); Model A200CT (C-12D), BP-1, BP-22, BP-24 through BP-51; and Model A200CT (C-12F), BP-52 through BP-63).
7. Maximum allowable airspeed indicator, P/N 117-380000-5 pilot's and copilot's sides (For Model A200CT (FWC-12D), BP-7 through BP-11).
8. Maximum allowable airspeed indicator, P/N 117-380000-7 pilot's and copilot's sides (For Model A200CT (RC-12D), GR-1 through GR-13).
9. Maximum allowable airspeed indicator, P/N 117-380000-9 pilot's and copilot's sides (For Model A200CT (RC-12G), FC-1 and after).
10. Maximum allowable airspeed indicator, P/N 117-380000-11 pilot's and copilot's sides (For Model A200CT (RC-12H), GR-14 through GR-19).
11. Maximum allowable airspeed indicator, P/N 117-384074-9 pilot's and copilot's sides (B200 High Density Configuration; See NOTE 11).
12. Maximum allowable airspeed indicator, P/N 117-380000-13 pilot's and copilot's sides (For Model A200CT (RC-12K), FE-1 through FE-9).
13. Maximum allowable airspeed indicator, P/N 117-380000-15 pilot's and copilot's sides (For Model A200CT (RC-12K), FE-10 through FE-24)
14. Maximum allowable airspeed indicator, P/N 117-380000-17 pilot's and copilot's sides (For Model A200CT (RC-12P), FE-25 and after).
15. Maximum allowable airspeed indicator, P/N 117-380000-19 pilot's and copilot's sides (For Model A200CT (RC-12Q), FE-32, FE-34 and FE-36)

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 200 and 200T) (Model A200 BC-14 and up, BD-15 and up) (Models 200C, A200C, 200CT, A200CT, B200, B200T, B200C, B200CT).
- (b) Basic empty weight includes unusable fuel of 37 lb. at (+163 in.) with 10 lb. being undrainable. (Model A200 BC-1 through BC-13, BD-1 through BD-14).
- (c) Basic empty weight includes engine oil of 62 lb. at (+131 in.) with 38 lb. being unusable.
- (d) Basic empty weight includes engine oil of 52 lb. at (+121 in.) with 13 lb. being unusable (Model A200CT (RC-12K), Serials FE-1 through FE-24 and (RC-12P), Serials FE-25 and after).

NOTE 2. All placards required in the approved Airplane Flight Manual must be installed in the appropriate location.

NOTE 3. Mandatory retirement times for all structural components are contained in the Airplane Flight Manual Limitation Section (P/N 101-590010-3, Rev. A6, or P/N 101-590010-127 for Models 200, 200C, and A200C), (P/N 101-590037-5B for Models 200T and 200CT), (P/N 92-38287 for Model A200), (P/N 92-38580 for Model A200CT), (P/N 92-30069 for Model A200CT (FWC-12D)), (P/N 92-30108 for Model A200CT (RC-12D)), (P/N 92-30581 for Model A200CT (RC-12G)), (P/N 992-31110 for Model A200CT (RC-12H)), (P/N 990-331320 for Models A200CT (RC-12K), FE-1 thru FE-9)), (P/N 990-30440 for Models A200CT (RC-12K, FE-10 thru FE-24)), (P/N 990-30894 for Models A200CT (RC-12P), FE-25 and after except FE-32, FE-34 and FE-36)), (P/N 990-32244 for Models A200CT (RC-12Q), FE-32, FE-34 and FE-36)), (P/N 101-590010-147 for Models B200 and B200C (Prior to BB-1193 except BB-1158 and BB-1167, prior to BL-73)), and (P/N 101-590037-29 for Models B200T and B200CT (Prior to BT-31 and BN-5)), and in the FAA Approved Limitations Section, Chapter 4 of Beechcraft Maintenance Manual, P/N 101-590010-19 for B200, B200C, B200CT, B200T (BB-1158, BB-1167, BB-1193 and after, BL-124 and after, BT-31 and after, BN-5 and after, BW-1 & after).

V - Model A200CT (cont'd)

NOTE 3. (cont'd)

These limitations may not be changed without FAA Engineering approval.
A100-1 (BB-3) 20,000hr fatigue safe life for wing.

NOTE 4.

The maximum propeller shaft overspeed limit is 110 percent (2200 r.p.m.) of all ratings. A 100 percent propeller shaft speed is defined as 2000 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 102.6 percent are permissible for 10 seconds and to 101.5 percent for unlimited periods subject to applicable temperature and other limits. A 100 percent gas generator speed is defined as 37,500 r.p.m.

NOTE 5.

- (a) Flight idle propeller low pitch stop is set so that at 1800 r.p.m. there shall be an indicated 800 \pm 60 ft.-lb. torque corrected to sea level standard day.
- (b) Secondary flight idle stop shall be 210 \pm 40 propeller r.p.m. higher than flight idle stop with a gas generator speed of 70 percent (for airplanes not complying with SI 0808-247 only).

NOTE 6.

Emergency use of MIL-G-5572:
Grades 80/87, 91/98, 100/130, and 115/145 are permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.

NOTE 7.

Auxiliary fuel system installed in A200 airplanes, Serial BC-14 and after, BD-15 and after and any earlier airplanes modified in compliance with Beechcraft Service Instruction No. C-12-0089.

NOTE 8.

These values are 850 for Model A200, Serial BC-62 and after (C-12C), and any earlier airplanes modified in compliance with Beechcraft Service Instruction No. C-12-0076.

NOTE 9.

These values are 750 for Model A200, Serial BC-62 and after (C-12C), and any earlier airplanes modified in compliance with Beechcraft Service Instruction No. C-12-0076.

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 | FAA's | | Pilot's Operating Handbook Supplement |
|---------------|-------------------|--|---|--|
| | | Inappropriate for Restricted Category Certification | Restricted Category Maximum Gross Wt.* | |
| 200T | Photographic | 23.1, 23.775(e) | 14,000 lbs. | 101-590037-21 |
| 200T | Patrol | 23.1 | 14,000 lbs. | 101-590037-27 |
| | | | | OR 101-590037-33 |
| | | | | OR 101-590037-39 |
| 200T, B200T | Flight inspection | 23.1 | 14,000 lbs. | 101-590037-35 |
| 200CT | Flight inspection | 23.1 | 14,000 lbs. | 101-590037-37 |
| A200CT | Aerial surveying | 23.1, 23.335(c) | 14,200 lbs. | 101-590091-5 |
| B200T | Patrol | 23.1; 23.473(d) | 15,000 lbs. | 101-590037-47 |
| B200T, B200CT | Patrol | 23.1 | 14,000 lbs. | 101-590037-43 |
| 200 | - | 23.775(e) | 12,500 lbs. | N/A |
| B200T | Aerial surveying | 23.1, 23.473(d) | 15,000 lbs. | 101-590037-49 |
| 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 |
| B200T | Aerial surveying | 23.1 | 14,000 lbs. | 101-590037-51 |
| B200T | Patrol | 23.1, 23.473(d) | 15,000 lbs. | 101-590037-73 |

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

V - Model A200CT (cont'd)

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> |
|--|-----------------------------|---------------------------------|--------------------------|
| 200, 200T B200, B200T | Export | Export to the United Kingdom | 101-005004 |
| 200C, 200CT, B200C, B200CT | Export | Export to the United Kingdom | 101-005020 |
| 200, 200C, 200T, 200CT, B200, B200C, B200T, B200CT | Export | Export to France or | 101-005006 101-005003 |

The above models are eligible for return to U.S. certification when those portions of the above listed modifications which do not comply with U.S. requirements have been removed or replaced.

| <u>Model</u> | <u>Manufactured Config.</u> | <u>Eligible Operation</u> | <u>Beech Mod</u> |
|---------------------------|--|---|------------------|
| A100-1 | Military U-21J | Civil Registration | 101-005072 |
| 200, 200T, B200, B200T | Up to 9 passenger seats | FAR 135 with 9 or fewer passenger seats 12-1-78 | 101-005007 |
| B200C, B200CT | Up to 9 passenger seats | FAR 135 with 9 or fewer passenger seats 12-1-78 | 101-005025 |
| B200 | High Density Configuration: Up to 13 passenger seats and external baggage pod | FAR 135 with 10 or more passenger seats | 101-000015 |
| A200 | Military C-12A/C | Civil Registration in normal category | 101-005008 |
| A200C | Military UC-12B | Civil Registration in normal category | 101-005016 |
| A200CT | Military C-12D | Civil Registration in normal category | 101-005019 |
| A200CT | Gov't. of Israel FWC-12D | Civil Registration in normal category | 101-005001 |
| A200CT | Military RC-12D | Civil Registration in normal category | 101-005002 |
| A200CT | Military RC-12G | Civil Registration in normal category | 101-005003 |
| A200CT | Military RC-12H | Civil Registration in normal category | 101-005004 |
| A200CT | Military RC-12K, RC-12P and RC-12Q | Civil Registration in normal category | 117-005007 |
| A200CT | Military C-12F | Civil Registration in normal category | 101-005019 |

V - Model A200CT (cont'd)

NOTE 11. (cont'd)

| | | | |
|-------|-----------------|---|--------------------------|
| B200C | Military UC-12F | Civil Registration in normal category | 101-005016 |
| B200C | Military C-12F | Civil Registration in normal category | 101-005059 |
| B200C | Military C-12F | Civil Registration in normal category or | 127-005001 127-005002 |
| B200C | Military UC-12M | Civil Registration in normal category | 127-005001 |
| B200C | Military C-12R | Civil Registration in normal category | 127-005002 |

NOTE 12.

The A200CT (FWC-12D) Serials BP-7 through BP-11, (RC-12G) Serials FC-1 and after, and (RC-12H) Serials GR-14 through GR-19, are certified in only the Restricted Category for serial surveying, at 15,000 pounds gross weight, providing the pertinent limitations, as specified by the FAA Approved Airplane Flight Manual Supplement 101-590091-3 (FWC-12D) FAA Approved Flight Manual 92-30581 (RC-12G), and FAA Approved Airplane Flight Manual 992-31110 (RC-12H) are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1 and 23.335(c) are inappropriate (FWC-12D); FAR 23.1, 23.335(c), and 23.473(d) are inappropriate (RC-12G); and FAR 23.1, 23.67(a), 23.335(c), and 23.473(d) are inappropriate (RC-12H). 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.

These values are 2230 for Model A200, Serial BC-62 and after (C-12C), and any earlier airplanes modified in compliance with Beech Service Instruction No. C-12-0076.

NOTE 15.

When airplane Serials BC-1 through BC-61 and BD-1 through BD-30 (C-12A) have been modified per SI C-12-0076 to add PT6A-41 engines, the airplane is redesignated as Model A200 (C-12C).

NOTE 16.

These values are 194 cap. gal. and 192 usable gal. for Model A200CT (FWC-12D), A200CT (RC-12D), and A200CT (RC-12G), and A200CT (RC-12H).

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.

For airplanes placed on the Australian register after December 31, 1987, the maximum occupancy is limited to eleven places unless equipped with a cockpit voice recorder system approved by Department of Aviation.

V - Model A200CT (cont'd)

- NOTE 19. The A200CT (RC-12K), Serials FE-1 thru FE-24, A200CT (RC-12P), Serial FE-25 and after except FE-32, FE-34 and FE-36, and A200CT (RC-12Q), Serials FE-32, FE-34, and FE-36 are certified in only the Restricted Category for aerial surveying, at 16,000 pounds gross weight (16,200 pounds, FE-10 thru FE-24 and 16,500 pounds, FE-25 and after), providing the pertinent limitations, as specified by the FAA Approved Airplane Manual 990-331320 (990-30440, FE-10 thru FE-24, 990-30894, FE-25 and after except FE-32, FE-34 and FE-36, 990-32244, FE-32, FE-34 and FE-36) are followed and the aircraft is marked to comply with FAR 45. FAR 23.1, 23.67(a), 23.201(a), 23.203(b), 23.335(c), 23.473(d) and 23.1507 are inappropriate (RC-12K, RC-12P, RC-12Q).
- NOTE 20. 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 period subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m. (Model A200CT (RC-12K), Serials FE-1 thru FE-24, (RC-12P), Serials FE-25 and after except FE-32, FE-34 and FE-36 and (RC-12Q) Serials FE-32, FE-34 and FE-36).
- NOTE 21. Flight idle propeller low pitch stop is set so that at 1500 r.p.m. the engine torque is 25 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 71 to 73 percent N_1 , propeller r.p.m. is not less than 1000 r.p.m. (Model A200CT (RC-12K), Serials FE-1 thru FE-24, (RC-12P), Serial FE-25 and after except FE-32, FE-34 and FE-36, and (RC-12Q) Serials FE-32, FE-34 and FE-36).
- NOTE 22. The Model B200T, Serial BB-1314, is certified in the Restricted Category only for aerial surveillance, at 14,000 pounds gross weight, providing the pertinent limitations, as specified by Pilot's Operating Handbook and FAA approved Flight Manual Supplement 101-590037-85 are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1, 23.335(c), 23.1507 and 27.473(d) are inappropriate.
- 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 and up. B200CT: BN-5 and up. B200C: BL-141 and up. B200T: BT-39 and up.

VI - Model 1900, Airliner, 21 PCLM (Normal Category), Approved November 22, 1983

Model 1900C (C-12J), Airliner, 21 PCLM (Normal Category), Approved November 22, 1983

For Notes, refer to Data Pertinent to Models 1900 and 1900C

| | |
|------------------------|---|
| Engine | Two (2) Pratt & Whitney of Canada, Ltd. PT6A-65B (turboprop) per Beech Specification BS 23287 |
| 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. 13044 or ASTM SPEC. D1655. See NOTE 6 for emergency fuels |
| Oil (Engine & Gearbox) | P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils. |

| Engine Limits | Shaft | Torque | N_1 Gas | Prop | Max. Permissible |
|-----------------------------|------------|---------|-----------|-------|--------------------|
| | Horsepower | Ft-Lbs. | Generator | Shaft | Turbine Interstage |
| | | | Speed | Speed | Temp. (Dec. C) |
| Takeoff (5 min.) | 1100 | 3400 | 104% | 1700* | 820 |
| Max. continuous | 1100 | 3400 | 104% | 1700* | 810 |
| Starting transient (5 sec.) | | | | | 1000 |
| Max. reverse (1 min.) | 900 | | | 1650* | 760 |

*See NOTE 4

At low altitude and low ambient temperature the engines may produce more power at takeoff than that for which the airplane has been certificated. Under these conditions the placarded torque meter limitations shall not be exceeded. The POH provides minimum torque settings for T.O. It must be possible to achieve these settings without exceeding ITT or N_1 limits.

VI - Model 1900, Model 1900C (cont'd)

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

0° C. to 105° C. max. continuous

| | | |
|---|---|--|
| Propeller and Propeller Limits | 2 Hartzell HC-B4MP-3A with Hartzell T10877K blades Diameter: 109.5 in. per Beech Specification BS 23424. No further reduction permitted Pitch settings at Flight idle stop - See NOTE 5 Reverse --14° ± 0.5° Feathered 80° ± 0.5° | |
| Airspeed Limits (CAS) | Max. operating speed | 285 m.p.h. (247 knots) up to 12,600 ft. |
| | Max. operating Mach No. | 0.48 |
| | Maneuvering speed | 217 m.p.h. (188 knots) |
| | Maximum flap extension speed | |
| | Takeoff 10° | 228 m.p.h. (198 knots) |
| | Approach position 20° | 194 m.p.h. (168 knots) |
| | 100% position 35° | 176 m.p.h. (153 knots) |
| | Landing gear extended | 207 m.p.h. (180 knots) |
| | Landing gear operating | |
| | Extension | 207 m.p.h. (180 knots) |
| | Retraction | 207 m.p.h. (180 knots) |
| C.G. Range (Landing Gear Extended) | (+282.2) to (+299.9) at 16,600 lb. (+274.5) to (+299.9) at 11,600 lb. or less Straight line variation between points given Moment change due to retracting landing gear - 8271 in.-lb. with Kit 114-0002-1 installed (See Note 12) (+283.7) to (+297.3) at 17,600 lb. (+282.2) to (+297.3) at 16,601 lb. (+282.2) to (+299.9) at 16,600 lb. (+274.5) to (+299.9) at 11,600 lb. or less Straight line variation between points given Moment change due to retracting landing gear - 8271 in.-lb. | |
| Empty Wt. C.G. Range | None | |
| Maximum Weight | | with Raytheon Kit 114-0002-1 installed (See NOTE 12) |
| | Ramp | 16,710 lb. 17,710 lb. |
| | Takeoff | 16,600 lb. 17,600 lb. |
| | Landing | 16,100 lb. 16,720 lb. |
| | Zero fuel | 14,000 lb. (See NOTE 1) - |
| | Zero fuel | 15,000 lb. (1900C with Beech Kit 114-5044 or 114-5045) (See NOTE 1) 15,000 lb. (1900C with Beech Kit 114-5044 or 114-5045) (See NOTE 1) |
| Minimum Crew | One pilot | |
| No. of Seats and Cabin Loading | Maximum 21 (including crew at +129). See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations. | |
| <u>VI - Model 1900, Model 1900C</u> (cont'd) | | |
| Maximum Baggage | See Note 7 for data on maximum baggage. | |

| Fuel Capacity | <u>UA-1 and Up, UB-1 and Up</u> | | | |
|---------------|---------------------------------|------------------|--------------------|------------|
| | <u>Tank</u> | <u>Cap. Gal.</u> | <u>Usable Gal.</u> | <u>Arm</u> |
| | Main LH | 215 | 212.5 | 298 |
| | Main RH | 215 | 212.5 | 298 |
| | <u>UC-1 and Up, UD-1 and Up</u> | | | |
| | <u>Tank</u> | <u>Cap. Gal.</u> | <u>Usable Gal.</u> | <u>Arm</u> |
| | Auxiliary LH | 93.3 | 92.3 | 304 |
| | Auxiliary RH | 93.3 | 92.3 | 304 |
| | Main LH | 244.7 | 241.2 | 296 |
| | Main RH | 244.7 | 241.2 | 296 |

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

Oil Capacity 9 qt. total at +249 (includes 12 qt usable in two integral engine tanks)
See NOTE 1(b) for data on unusable oil.

Maximum Operating Altitude 25,000 ft.

| Control Surface Movements | Wing flap | Maximum | 35° | | |
|---------------------------|---------------|---------|-----|------|----------------------------|
| | Aileron tabs | Up | 15° | Down | 15° |
| | Aileron | Up | 24° | Down | 16° (UA-1 & up, UB-1 & up) |
| | | Up | 24° | Down | 17° (UC-1 & up, UD-1 & up) |
| | Elevator tabs | Up | 5° | Down | 15° |
| | Elevator | Up | 20° | Down | 14° |
| | Rudder tab | Right | 15° | Left | 15° |
| | Rudder | Right | 25° | Left | 25° |

| | | |
|----------------------|----------------------------------|---------------------|
| Serial Nos. Eligible | (1900) | UA-1 through UA-3 |
| | (1900C Bladder Tank Fuel System) | UB-1 through UB-74 |
| | (1900C Wet Wing Fuel System) | UC-1 through UC-174 |
| | (1900C C-12J) | UD-1 through UD-6 |

Data Pertinent to Models 1900 and 1900C

Datum Located 290.5 in. forward of the wing main (forward) spar centerline.

Leveling Means Two external screws on left side of fuselage aft of entrance door.

Certification Basis (Model 1900 Series) Special Federal Aviation Regulation (SFAR) 41C, effective September 13, 1982, See NOTE 8; Part 23 of the Federal Aviation Regulations (FARs), effective February 1, 1965, through Amendment 23-9; Amendment 23-11; Amendment 23-14, Paragraphs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), 23.173(a), 23.175, 23.427, 23.441, and 23.445; Amendment 23-15, Paragraphs 23.951(c) and FAR 23.997(d); Amendment 23-23, Paragraph 23.1545(a); Amendment 23-26, Paragraphs 23.967 and 23.1305(n); Special Conditions No. 23-47-CE-5 including Amendments Nos. 1, 2, 3 dated November 15, 1982, and 4 dated October 17, 1986; Part 25 of the FAR, Paragraph 25.929 effective February 1, 1965; Amendment 25-23, Paragraph 25.1419; Amendment 25-41, Paragraph 25.831(d); Part 36 of the FARs, through Amendment 36-10; and SFAR 27 through Amendment 27-4. Compliance with ice protection has been demonstrated in accordance with FAR 25.1419 when ice protection equipment is installed in accordance with the Equipment List.

**Certification Basis
(Model 1900 Series) cont'd**

For aircraft modified by Kit 114-0002-1, the following Federal Aviation Regulations, Part 23 (Amendment 23-34), are added to the certification basis of the 1900C at the 17,600 pound weight: 23.25(a), 23.25(b), 23.29(a), 23.29(b), 23.45(a), 23.45(b), 23.45(f), 23.49(a), 23.49(c), 23.49(d), 23.49(e), 23.51(d), 23.53(c), 23.55, 23.57, 23.59, 23.61, 23.65(a), 23.65(c), 23.65(d), 23.67(e), 23.75(a), 23.75(e), 23.75(f), 23.75(g), 23.77, 23.143, 23.145(b)(1), 23.145(e)(2), 23.147(a), 23.149(c)(2), 23.149(c)(3), 23.149(c)(4), 23.149(c)(5), 23.153, 12.155, 23.157, 23.161(b)(2), 23.161(c)(3)(ii), 23.171, 23.173(b)(2), 23.175(b)(2), 23.175(c)(3), 23.177(a), 23.181(b), 23.201(a), 23.201(f), 23.203(a), 23.203(b)(4), 23.203(c)(1), 23.203(c)(2), 23.205, 23.207, 23.231(a), 23.233, 23.235, 23.301(a), 23.301(b), 23.301(c), 23.303(c), 23.303(d), 23.303(e), 23.305, 23.307, 23.321, 23.331, 23.333, 23.335, 23.337, 23.341, 23.345, 23.347, 23.349(c), 23.349(d), 23.349(e), 23.351, 23.361(a), 23.361(c), 23.363, 23.365(a), 23.365(b), 23.365(d), 23.367, 23.371(b), 23.373(a), 23.391, 23.395(a), 23.395(c), 23.397, 23.399(a), 23.405, 23.407, 23.409, 23.415, 23.421, 23.423, 23.425, 23.427, 23.441, 23.443, 23.455, 23.457, 23.471, 23.473(a), 23.473(b), 23.473(c), 23.473(d), 23.473(e), 23.477, 23.479(a)(2), 23.479(c), 23.479(d), 23.481, 23.483, 23.485, 23.493, 23.499, 23.507, 23.509, 23.511, 23.561, 23.571, 23.572(b), 23.601, 23.603(a), 23.613, 23.615, 23.619, 23.621, 23.623, 23.625, 23.627, 23.629(a), 23.629(b), 23.629(c), 23.641, 23.651(a), 23.657, 23.659, 23.671(a), 23.675(c), 23.681, 23.683(a), 23.683(b), 23.693, 23.701(b), 23.721, 23.723, 23.729(a), 23.731, 23.733, 23.735, 23.775, 23.785(a), 23.785(b), 23.785(c), 23.785(f), 23.785(j), 23.785(l), 23.787(a), 23.787(b), 23.787(c), 23.787(g), 23.843(a), 23.903(b), 23.963(a), 23.965(a), 23.967(e), 23.1193, 23.1413, 23.1519, 23.1527(b), 23.1529, 23.1581, 23.1583(c)(3), 23.1583(c)(4), 23.1587(a)(1), 23.1587(a)(3), 23.1587(a)(4), 23.1587(a)(6), 23.1587(a)(7), 23.1587(a)(8), 23.1587(d) - Part 36 through Amendment 36-20.

Production Basis

Production Certificate No. 8.

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 114-380051-3 and stall warning lift transducer, P/N 114-380051-1.
2. Maximum allowable airspeed indicator, 114-380012-3, Pilot's and Copilot's sides. MCOF95055-1 with Kit 114-0002-1, Pilot's and Copilot's sides.
3.
 - a. Pilot's Operating Handbook Part Number 114-590021-3 (Domestic) or 114-590021-51 (for ICAO Operation). Serials UA-1 through UA-3, UB-1 through UB-74.
 - b. Pilot's Operating Handbook Part Number 114-590021-57 (Domestic) or 114-590021-81 (for ICAO Operation). If modified by Kit 114-0002-1, Pilot's Operating Handbook Part Number 114-590021-57 (Domestic) and 114-590021-161 Flight Manual Supplement. Serials UC-1 through UC-174.
 - c. FAA Approved Airplane Flight Manual Part Number 990-31475, UD-1 through UD-6.

VI - Model 1900, Model 1900C (cont'd)

- 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 40.6 lb. at (+298.6 in.) with 8.6 lb. being undrainable. (UA-1 and up, UB-1 and up)
Basic empty weight includes unusable fuel of 73.2 lb. at (+299.5 in.) with 16.4 lb. being undrainable. (UC-1 and up, UD-1 and up)
- (b) Basic empty weight includes engine oil of 57.5 lb. at (+249.3 in.) with 33.7 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 Limitation Section, Chapter 4 of the Beechcraft 1900/1900C Airliner Maintenance Manual. These limitations may not be changed without FAA Engineering approval.
- NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.
- NOTE 5. Flight idle prop low pitch stop is set at 1500 r.p.m. The torque is a variable function of altitude and O.A.T. Sea level, standard day torque is 1500 ft-lbs. at 1500 r.p.m.
- NOTE 6. Emergency use of MIL-G-5572:
Grades 80 Red, 91/96, 100 Green, 115/145 and 100 LL Blue 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. Maximum Baggage - Model 1900
150 Lbs. at F.S. 65.5 (Distributed over F.S. 43.0 to 84.0)
250 Lbs. at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)
293 Lbs. at F.S. 190.6 (Distributed over F.S. 175.6 to 205.6)
250 Lbs. at F.S. 499.5 (Distributed over F.S. 483.5 to 513.5)
565 Lbs. at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)
- Maximum Baggage - Model 1900C
150 Lbs. at F.S. 65.5 (Distributed over F.S. 43.0 to 84.0)
250 Lbs. at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)
880 Lbs. at F.S. 483.5 (Distributed over F.S. 453.5 to 513.5)
630 Lbs. at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)
- NOTE 8. Model 1900/1900C airplanes with serial numbers identified are eligible for export to the countries noted below and meet the airworthiness requirements of ICAO Annex 8 at the maximum takeoff weights noted when modified by the indicated Beech drawings or kits:

| | Maximum Takeoff | | |
|----------------|--------------------|---------------------------|-----------------------------|
| <u>Country</u> | <u>Weight-Lbs.</u> | <u>Serial Eligibility</u> | <u>Beech Drawing or Kit</u> |
| a. Germany | 16,600 | UB-1 & Up | 114-4020 or 118-005007 |
| | 16,600 | UA-1 & Up; UC-1 & Up | 118-005007 |
| b. Australia | 16,600 | UC-1 & Up | 118-005002 |
| c. Zambia | 16,600 | UC-1 & Up | 118-005006 |
| d. Canada | 16,600 | UA-1 & Up; UB-1 & Up | 118-005008 |
| | | UC-1 & Up | |
| e. France | 16,600 | UC-1 & Up | 118-005009 |

VI - Model 1900, Model 1900C (cont'd)

When a model 1900/1900C series airplane is not modified with a drawing or kit referenced above, or by Raytheon Aircraft modification drawing 118-00503, the airplane does not meet International Civil Aviation Organization (ICAO) requirements for weights in excess of 5,700 kg and shall have the following statement entered on the airworthiness certificate: "This airplane at weights in excess of 5,700 kg does not meet the airworthiness requirements of ICAO, prescribed by Annex 8 of the Convention of International Civil Aviation."

When the above referenced modifications have been completed to meet ICAO requirements, the airworthiness certificate should be re-issued removing the above referenced statement. Likewise, when the above modifications have been removed from the airplane, the standard airworthiness certificate shall be reissued including the above referenced statement.

- NOTE 9. SFAR 41C, Paragraph 1, includes Instrument Arrangement and Visibility requirements of Appendix A of Part 135 of the Federal Aviation Regulations. These requirements apply to both Pilot and Copilot stations. No deletions or relocation of required instruments is authorized at either pilot station. (Refer to POH Limitations for a listing of required Navigation Instruments.) Replacement of instruments with approved substitutes is authorized.
- NOTE 10. Model 1900C, Serial Numbers UC-18 and UC-21, is certified in the restricted category only for the purpose of maritime patrol, at 17,600 pounds gross weight, provided the pertinent limitations, as specified by Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement, P/N 114-590021-103, are followed and the aircraft is marked to comply with FAR Part 45. FAR 23.1 and FAR 23.473(d) are inappropriate.
- NOTE 11. Model 1900C, Serial Numbers UC-51 and UC-52, are certified in the restricted category only for the purpose of aerial surveying, at 17,600 pounds gross weight, provided the pertinent limitations, as specified by Pilots Operating Handbook and FAA Approved Airplane Flight Manual Supplement, P/N 114-590021-133, are followed, maximum allowable airspeed indicator 114-380012-7 is installed on pilot's and copilot's sides, and the aircraft is marked to comply with FAR Part 45. FAR 23.1 and FAR 23.473(d) are inappropriate.
- NOTE 12. Model 1900C, Serial Numbers UC-1 through UC-174, are certified in the normal category at 17,600 pounds maximum takeoff weight provided the pertinent limitations, as specified by Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement, P/N 114-590021-161, are followed and Kit 114-0002-1 is installed.

VII -Model 300, Super King Air (Normal Category), Approved January 24, 1984

Model 300LW, Super King Air (Normal Category), Approved September 30, 1988 (See NOTE 12) (See NOTE 14)

For Notes, refer to Data Pertinent to Model 300 and 300LW

| | |
|------------------------|---|
| Engine | Two (2) Pratt & Whitney of Canada, Ltd. PT6A-60A (turboprop) per Beech Specification BS 23433B. |
| 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. 13044 or ASTM SPEC. D1655. See NOTE 6 for emergency fuels. |
| Oil (Engine & Gearbox) | P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils. |

VII -Model 300, Model 300LW (cont'd)

| | | | | | |
|---------------|-------|--------|------|------------------|-------|
| Engine Limits | <hr/> | N1 Gas | Prop | Max. Permissible | <hr/> |
|---------------|-------|--------|------|------------------|-------|

| | Shaft Horsepower | Torque Ft-Lbs. | Generator Speed | Shaft Speed | Turbine Interstage Temp. (Dec. C) |
|-----------------------------|---------------------|-------------------|--------------------|----------------|--------------------------------------|
| Takeoff (5 min.) | 1050 | *100% | 104% | 1700 | 820 |
| Max. continuous | 1050 | *100% | 104% | 1700 | 820 |
| Starting transient (5 sec.) | | | | | 1000 |
| Max. reverse (1 min.) | 900 | | | 1650 | 760 |

*100% torque - 3,200 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 torquemeter limitations shall not be exceeded. The POH provides minimum 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 105° C. max. continuous

Propeller and
Propeller Limits

2 Hartzell HC-B4MP-3B with Hartzell M10476K or M10476NK blades
Diameter: 105.0 in. (maximum); Minimum allowable for repair: 104 in.
No further reduction permitted
Pitch settings at
Flight idle stop - See NOTE 5
Reverse -14° ± 0.2°
Feathered +79.5° ± 0.3°
Avoid continuous operation on ground below 1050 rpm

Airspeed Limits
(CAS)

Max. operating speed 298 m.p.h. (259 knots) up to 20,200 ft.
Max. operating Mach No. 0.58
Maneuvering speed 208 m.p.h. (181 knots)
Maximum flap extension speed
Approach position 14° 230 m.p.h. (200 knots)
100% position 35° 181 m.p.h. (157 knots)
Landing gear extended 208 m.p.h. (181 knots)
Landing gear operating
Extension 208 m.p.h. (181 knots)
Retraction 188 m.p.h. (163 knots)

C.G. Range (Landing
Gear Extended)

(+178.75) to (+192.1) at 12,500 lb. (Model 300LW)
(+182.5) to (+192.1) at 14,000 lb. (Model 300)
(+177.0) to (+192.1) at 11,800 lbs.
Straight line variation between points given
Moment change due to retracting landing gear - 5815 in.-lb.

Empty Wt. C.G. Range

None

Maximum Weight

| | <u>Model 300</u> | <u>Model 300LW</u> |
|----------------------------|-------------------------|-------------------------|
| Ramp | 14,100 lb. | 12,600 lb. |
| Takeoff | 14,000 lb. | 12,500 lb. |
| Landing | 14,000 lb. | 12,500 lb. |
| Zero fuel | 11,500 lb. (See Note 1) | 11,500 lb. (See Note 1) |
| Max. basic empty weight | N/A | 8,819 lbs. |

VII -Model 300, Model 300LW (cont'd)

Minimum Crew

One pilot
Two pilots (FF serials only. See Note 10.)

| | | | | |
|--------------------------------|--|---|--------------------|------------|
| No. of Seats and Cabin Loading | Maximum 15 (including crew at +129). (See Notes 8 and 13 for Model 300LW.) See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations. | | | |
| Maximum Baggage | 550 lbs. (+325) | | | |
| Fuel Capacity | <u>Tank</u> | <u>Cap. Gal.</u> | <u>Usable Gal.</u> | <u>Arm</u> |
| | Main LH | 193.0 | 190.0 | 185.1 |
| | Main RH | 193.0 | 190.0 | 185.1 |
| | Auxiliary LH | 80.0 | 79.5 | 204.7 |
| | Auxiliary RH | 80.0 | 79.5 | 204.7 |
| | See Note 1(a) for data on unusable fuel. | | | |
| Oil Capacity | 32 qt. total at +118.0 (includes 12 qt usable in two integral engine tanks) See NOTE 1(b) for data on unusable oil. | | | |
| Maximum Operating Altitude | 35,000 ft. | | | |
| Control Surface Movements | Wing flap | Maximum | 35° | |
| | Aileron tabs | Up | 15° | Down 15° |
| | Aileron | Up | 25° | Down 15° |
| | Elevator tabs | Up | 3° 30' | Down 15° |
| | Elevator | Up | 20° | Down 14° |
| | Rudder tab | Right | 15° | Left 15° |
| | Rudder | Right | 25° | Left 25° |
| Serial Nos. Eligible | (300) | FA-1 through FA-125, FA-127, FA-128, FA-130 through FA-218 | | |
| | (300) | FF-1 through FF-19 | | |
| | (300LW) | FA-1 and after | | |
| | | (FA-126 and FA-129 converted to FF-1 and FF-2 respectively) | | |

Data Pertinent to Model 300 and 300LW

| | |
|--|--|
| Datum | Located 190.0 in. forward of the wing main (forward) spar centerline. |
| Leveling Means | Two external screws on left side of fuselage forward of entrance door. |
| Certification Basis (Model 300, 300LW) | Special Federal Aviation Regulation (SFAR) 41C, effective September 13, 1982, see NOTE 7 or 11 (300 only); Part 23 of the Federal Aviation Regulations (FARs), effective February 1, 1965, through Amendment 23-9; Amendment 23-11; Amendment 23-14, Paragraphs 23.143(a), 23.145(d), 23.153, 23.161(c)(3), 23.173(a), 23.175, 23.427, 23.441, and 23.445; Amendment 23-15, Paragraphs 23.951(c) and FAR 23.997(d); Amendment 23-23, Paragraph 23.1545(a); Amendment 23-26, Paragraphs 23.967 and 23.1305(n); Special Conditions No. 23-47-CE-5, including Amendments Nos. 1, 2, 3 dated November 15, 1982, and 4 dated October 17, 1986; Part 25 of the FAR, Paragraph 25.929, effective February 1, 1965, Amendment 25-23, Paragraph 25.1419; Amendment 25-41, Paragraph 25.831(d); Part 36 of the FARs, through Amendment 36-10, and SFAR 27, through Amendment 27-4. Compliance with ice protection has been demonstrated in accordance with FAR 25.1419 when ice protection equipment is installed in accordance with the Equipment List. |

VII -Model 300, Model 300LW (cont'd)

| | |
|------------------|---|
| Production Basis | Production Certificate No. 8. |
| Equipment | The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. |

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 101-380005-23 and stall warning lift transducer, P/N 101-380005-9.
2. Maximum allowable airspeed indicator
 - (a) 101-380068-5 Pilot's and Copilot's sides (Model 300)
 - or (b) 101-380068-9 Pilot's and Copilot's sides (Model 300LW)
 - or (c) 101-380068-7 Pilot's and Copilot's sides (Model 300-ICAO Operation - Ref. NOTE 7)
3. Pilot's Operating Handbook P/N 101-590097-3 (Model 300 only)
 - (a) Refer to Limitations Section for Special Equipment Requirements for Minimum Crew of One Pilot.
- or 4. Pilot's Operating Handbook P/N 101-590097-59 for Model 300 only for ICAO Operation.
 - (a) Refer to Limitations Section for Special Equipment Requirements for Minimum Crew of One Pilot.
- or 5. Pilot's Operating Handbook P/N 101-590097-107 (Model 300LW only)
 - (a) Refer to Limitations Section for Special Equipment Requirement for minimum crew of one pilot.

- 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 (+168 in.) with 10 lb. being undrainable.
 - (b) Basic empty weight includes engine oil of 57 lb. at (+118 in.) with 17 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 Limitation Section, Chapter 4 of the Beechcraft 300 Maintenance Manual. These Limitations may not be changed without FAA Engineering approval.
- NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.
- NOTE 5. Flight idle propeller low pitch stop is set so that at 1500 r.p.m. the engine torque is 42 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 62 to 64 percent N_1 prop r.p.m. is not less than 1050 r.p.m.
- NOTE 6. Emergency use of aviation gasoline:
Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910, or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.

VII -Model 300, Model 300LW (cont'd)

- NOTE 7. The Model 300 (FA-2 and after) is eligible for export to the countries noted below and meets the Airworthiness requirements of ICAO Annex 8 at the maximum takeoff weights noted when modified to the following Beech drawings:

| <u>Country</u> | <u>Maximum Takeoff Weight-Lbs.</u> | <u>Beech Drawing or Kit</u> |
|-------------------|--|---------------------------------|
| a. United Kingdom | 14,000 | 101-005064-1 |
| b. United Kingdom | 12,500 | 101-005064-3 |
| c. Canada | 14,000 | 101-005080-1 |
| d. Germany | 14,000 | 101-005079-1 |
| e. Italy | 12,500 | 101-5093-3 |
| f. South Africa | 14,000 | 101-005067-1 |
| g. Brazil | 14,000 | 101-5114-1 |
| h. Australia | 12,500 | 101-5093-9 |
| i. Germany | 12,500 | 101-005079-3 |

When a model 300 (FA-2 and after) airplane is not modified with a drawing or kit referenced above, or by Raytheon Aircraft kit drawing 101-5084, the airplane does not meet International Civil Aviation Organization (ICAO) requirements for weights in excess of 5,700 kg and shall have the following statement entered on the airworthiness certificate: "This airplane at weights in excess of 5,700 kg does not meet the airworthiness requirements of ICAO, as prescribed by Annex 8 of the Convention of International Civil Aviation."

When the above referenced modifications have been completed to meet the ICAO requirements, the airworthiness certificate should be re-issued removing the above referenced statement. Likewise, when the above modifications have been removed from the airplane, the standard airworthiness certificate shall be reissued including the above referenced statement.

- NOTE 8. The Model 300 and 300LW meet FAR 135 criteria in effect September 26, 1978, when configured at the factory in accordance with Beech Drawing 101-000011 (FA serials) or 101-000014 (FF serials). Maximum seating capacity for Model 300LW for FAR 135 operation is nine (9) (excluding crew).
- NOTE 9. SFAR 41C, Paragraph 1, includes Instrument Arrangement and Visibility requirements of Appendix A of Part 135 of the Federal Aviation Regulations. These requirements apply to both Pilot and Copilot stations. No deletion or relocation of required instruments is authorized at either pilot station. (Refer to POH Limitations for a listing of required Navigation Instruments.) Replacement of instruments with approved substitutes is authorized.
- NOTE 10. Two pilot requirement established by pedestal equipment location. FF serials are defined by Drawing 101-000014, plus Pilot's Operating Handbook Supplements 101-590097-93 and 101-590097-103. Upon incorporation of Beech Kit 101-5111-19, FF-1 and after are approved for Category II Operation and Pilot's Operating Handbook Supplement 101-590097-127 replaces 101-590097-93.
- NOTE 11. For FF serials, unless Beech Kit 101-5084-3 has been incorporated, the following must be entered on the Airworthiness Certificate: "This airplane at weights in excess of 5,700 KG does not meet the Airworthiness Requirements of ICAO, as prescribed by Annex 8 of the convention of International Civil Aviation."
- NOTE 12. Beech Drawing 101-5093-7 describes changes to the Model 300 for conversion to Model 300LW configuration.
- NOTE 13. For Model 300LW airplanes placed on the Australian Register, the maximum occupancy is limited to eleven (11) places unless equipped with a cockpit voice recorder system approved by the Civil Aviation Authority.
- NOTE 14. For any Model 300, manufactured and awarded an FAA Standard Airworthiness Certificate before October 17, 1991, and subsequently converted to a Model 300LW, there is no time limitation for reconversion to a Model 300.

VIII - Model B300, Super King Air 350 (Commuter Category), Approved December 12, 1989
Model B300C, Super King Air 350C (Commuter Category), Approved September 7, 1990
 For Notes, refer to Data Pertinent to Model B300 and B300C

Engine Two (2) Pratt & Whitney of Canada, Ltd. PT6A-60A (turboprop) per Beech Specification BS 23433B

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. 13044 or ASTM Spec. D1655.
See NOTE 6 for emergency fuels

Oil (Engine & Gearbox) P&WC PT6 Engine Service Bulletin No. 13001 lists approved brand oils

| Engine Limits | Shaft Horsepower | Torque Ft-Lbs. | N1 Gas Generator Speed | Prop Shaft Speed | Max. Permissible Turbine Interstage Temp. (Dec. C) |
|-----------------------------|---------------------|-------------------|------------------------------|------------------------|--|
| Takeoff | 1050 | *100% | 104% | 1700 | 820 |
| Max. continuous | 1050 | *100% | 104% | 1700 | 820 |
| Starting transient (5 sec.) | | | | | 1000 |
| 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 torquemeter 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
10° C. to 110° C. max. continuous

Propeller and Propeller Limits Two Hartzell HC-B4MP-3C hubs with Hartzell M10476K or M10476NK blades

Diameter: 105 in. (maximum); Minimum allowable for repair: 104 in.
No further reduction permitted.

Pitch settings at
Flight idle stop - See NOTE 5
Reverse -14° ± 0.2°
Feathered +79.3° 0.3°
Minimum idle speed 1050 rpm

| | | |
|--------------------------|------------------------------|--|
| Airspeed Limits (IAS) | Max. operating speed | 302 m.p.h. (263 knots) up to 21,000 ft. 263 to 194 knots (0.58 Mach) 21,000 ft. up to 35,000 ft. |
| | Max. operating Mach No. | 0.58 |
| | Maneuvering airspeed | 212 mph (184 knots) |
| | Maximum flap extension speed | |
| | Approach position 14° | 232 m.p.h. (202 knots) |
| | 100% position 35° | 182 m.p.h. (158 knots) |
| | Landing gear extended | 212 m.p.h. (184 knots) |
| | Landing gear operating | |
| | Extension | 212 m.p.h. (184 knots) |
| | Retraction | 191 m.p.h. (166 knots) |

VIII - Model B300, Model B300C (cont'd)

C.G. Range (Landing Gear Extended) (+199.4) to (+208.0) at 15,000 lb.
(+191.4) to (+208.0) at 11,800 lb.
Straight line variation between points given
Moment change due to retracting landing gear - 5815 in.-lb.

Empty Wt. C.G. Range None

| | | | | |
|--------------------------------|---|-------------------------|--------------------|-------------|
| Maximum Weight | Ramp | 15,100 lb. | | |
| | Takeoff | 15,000 lb. | | |
| | Landing | 15,000 lb. | | |
| | Zero fuel | 12,500 lb. (See Note 1) | | |
| Minimum Crew | One pilot | | | |
| No. of Seats and Cargo Loading | Maximum 17 (including two crew at +129). (See Note 7) See loading instructions in Pilot's Operating Handbook for approved seating and cargo configurations. | | | |
| Maximum Baggage | 550 lb. (+359); 510 lbs. with foldup seats installed | | | |
| Fuel capacity | <u>Tank</u> | <u>Cap. Gal.</u> | <u>Usable Gal.</u> | <u>Arm*</u> |
| | Main LH | 193.0 | 190.0 | 199.5 |
| | Main RH | 193.0 | 190.0 | 199.5 |
| | Auxiliary LH | 80.0 | 79.5 | 219.1 |
| | Auxiliary RH | 80.0 | 79.5 | 219.1 |
| | See NOTE 1(a) for data on unusable fuel. | | | |
| | *See Pilot's Operating Handbook and FAA Approved Airplane Flight Manual for variations. | | | |
| Oil Capacity | 32 qt. total at +118.0 (includes 12 qt usable in two integral engine tanks) See NOTE 1(b) for data on unusable oil. | | | |
| Maximum Operating Altitude | 35,000 ft. | | | |
| Control Surface Movements | Wing flap | Maximum | 35° | |
| | Aileron tabs | Up | 15° | Down 15° |
| | Aileron | Up | 24° | Down 16° |
| | Elevator tabs | Up | 3° | Down 15° |
| | Elevator | Up | 20° | Down 14° |
| | Rudder tab | Right | 15° | Left 15° |
| | Rudder | Right | 25° | Left 25° |
| Serial Nos. 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 | | | |

VIII - Model B300, Model B300C (cont'd)

Data Pertinent to Model B300 and B300C

| | |
|---------------------|---|
| Datum | Located 83.5 in. forward of center of front jack point. |
| Leveling Means | Two external screws on left side of fuselage immediately forward of entrance door. |
| Certification Basis | FAR Part 23 effective February 1, 1965, as amended by Amendments 23-1 through 23-34; FAR Part 36 effective December 1, 1969, as amended by Amendment 36-1 through 36-15; SFAR 27 effective February 1, 1974, as |

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

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

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

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

Equivalent Safety Findings: FAR 23.781(b) for shape of the propeller control knob; FAR 23.1305(g) for use of fuel low pressure warning annunciators in lieu of the fuel pressure indicators; FAR 23.1321(d) for the basic "T" instrument panel arrangement.

Production Basis

Production Certificate No. 8A24CE

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 101-380005-35, and stall warning lift transducer, P/N 101-380005-33.
2. Maximum allowable airspeed indicator, P/N 130-380039-3 (for S/N FL-1 through FL- 92) or P/N 130-380005-3 (for S/N FL-93 and later) pilot's and copilot's sides.
3. Pilot's Operating Handbook P/N 130-590031-1 (for S/N FL-1 through FL-110) or P/N 130-590031-71 (for S/N FL-111 and later)

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 17 lb. being unusable.

NOTE 2. All placards required in the Pilot's Operating Handbook, (P/N 130-590031-1 or 130-590031-71) must be installed in the appropriate locations.

NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Limitation Section, Chapter 4 of the Beechcraft B300 Maintenance Manual. (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 FAA Engineering approval.

VIII - Model B300, Model B300C (cont'd)

NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.

NOTE 5. Flight idle propeller low pitch stop is set so that at 1500 r.p.m. the engine torque is 36 percent for sea level, standard day conditions. Ground idle low pitch stop is set so that at 62 to 64 percent N_1 prop r.p.m. is not less than 1050 r.p.m.

NOTE 6. Emergency use of aviation gasoline:
Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910, or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. It is not necessary to purge the unused fuel from the system when switching fuel types.

NOTE 7. With passenger seating of 10 or more, the airplane must be equipped with the following:
1. The 8 cabin seats in the double club cabin arrangement must be of the narrow back configuration, part numbers 130-530074-1, -2, -3, -4, -5, -6, -7, or -11, -9, or -12.

NOTE 8. The following models have been delivered and are eligible for multiple airworthiness certification per FAR 21.187 in Commuter and Restricted Category at indicated gross weight and other limitations specified by the applicable Airplane Flight Manual (AFM) or Pilot's Operating Handbook (POH) for any special purpose that is specified by an FAA Approved Supplement to the applicable AFM or POH.

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

Contact Beech Aircraft 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 export to the countries noted when modified to the following drawings:

| Country | Model | Beech Drawing |
|-------------------|------------|---------------|
| a. United Kingdom | B300 | 130-005002 |
| b. Canada | B300/B300C | 130-005003 |
| c. France | B300/B300C | 130-005005 |
| d. Russia (CIS). | B300 | 130-005007 |

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 and up. B300C: FM-9 and up, FN-2 and up.

IX - Model 1900D, Airliner, 21 PCLM (Commuter Category), Approved March 19, 1991

| | |
|------------------------|--|
| Engine | Two (2) Pratt & Whitney of Canada, Ltd. PT6A-67D (turboprop) per Beech Specification BS 24442 |
| Fuel | JP-4, JP-5, and JP-8 (MIL-T-5624); Jet A, Jet A-1, and Jet B conforming to P&WC S.B. 14004 or ASTM Spec. D1655. See NOTE 7 for emergency fuels. |
| Oil (Engine & Gearbox) | P&WC PT6 Engine Service Bulletin No. 14001 lists approved brand oils. |

IX - Model 1900D (cont'd)

| Engine Limits | Shaft | Torque | NI Gas | Prop | Max. Permissible |
|-----------------------------|------------|---------|--------------------|----------------|--------------------------------------|
| | Horsepower | Ft-Lbs. | Generator Speed | Shaft Speed | Turbine Interstage Temp. (Dec. C) |
| Takeoff (5 min.) | 1279 | 3950 | 104% | 1700* | 800 |
| Max. continuous | 1214 | 3950 | 104% | 1700* | 780 |
| Starting transient (5 sec.) | | | | | 1000 |
| Max. reverse (1 min.) | 900 | | | 1650* | 760 |

*See Note 4.

The AFM provides minimum torque settings for T.O. It must be possible to

achieve these settings without exceeding ITT or N_1 limits.

Oil temperatures: Minus 40° C. minimum starting
Minus 40° C. to 110° C. low idle
10° C. to 110° C. max. continuous

| | |
|---------------------------------------|--|
| Propeller and Propeller Limits | 1 or 2 Hartzell HC-E4A-3A hubs with Hartzell E10950K blades; and/or 1 or 2 Hartzell HC-E4A-3I hubs with Hartzell E10950PK blades and/or 1 or 2 Hartzell HC-E4A-3J hubs with E10950PK blades. Diameter: 110.0 in. per Beech Specification BS 24476 No further reduction permitted. Pitch settings at Flight idle stop - See NOTE 5 Reverse -14.5° ± 0.5° Feathered +79° ± 0.5° |
| Airspeed Limits (IAS) | Max. operating speed 285 m.p.h. (248 knots) up to 13,200 ft. Max. operating Mach No. 0.48 Maneuvering airspeed 205 mph (178 knots) Maximum flap extension speed Partial flap 17.5° 216 m.p.h. (188 knots) 100% position 35° 165 m.p.h. (143 knots) UE-1 through UE-78 100% position 35° 177 m.p.h. (154 knots) UE-79 and up and UE-1 through UE-78 when modified per Beech Service Bulletin No. 2512. Landing gear extended 207 m.p.h. (180 knots) Landing gear operating Extension 207 m.p.h. (180 knots) Retraction 207 m.p.h. (180 knots) |
| C.G. Range (Landing Gear Extended) | F.S. 282.7 to F.S. 299.9 at 16,950 lbs. F.S. 274.5 to F.S. 299.9 at 11,600 lbs. or less Straight line variation between points given Moment change due to retracting landing gear (-8966 in.-lb.) |
| Empty Wt. C.G. Range | None |
| Maximum Weight | Ramp 17,060 lb. Takeoff 16,950 lb. Landing 16,600 lb. Zero fuel 15,000 lb. (See Note 1) |
| Minimum Crew | One pilot |
| No. of Seats and Cargo Loading | Maximum 21 (including two crew at +129). (See Note 7) See loading instructions in Airplane Flight manual for approved seating and cargo configurations. |

IX - Model 1900D (cont'd)

Maximum Baggage See Note 6 for data on maximum baggage.

| Fuel capacity | <u>Tank</u> | <u>Cap. Gal.</u> | <u>Usable Gal.</u> | <u>Arm</u> |
|---------------|--------------|------------------|--------------------|------------|
| | Main LH | 244.7 | 240.5 | 296 |
| | Main RH | 244.7 | 240.5 | 296 |
| | Auxiliary LH | 93.3 | 92.2 | 304 |
| | Auxiliary RH | 93.3 | 92.2 | 304 |

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

Oil Capacity 29 qt. total at F.S. 249 (includes 12 qt usable in two integral engine tanks)
See NOTE 1(b) for data on unusable oil.

Maximum Operating Altitude 25,000 ft.

| | | | | | |
|---------------------------|---------------|---------|------|------|-------|
| Control Surface Movements | Wing flap | Maximum | 35° | | |
| | Aileron tabs | Up | 15° | Down | 15° |
| | Aileron | Up | 24° | Down | 17° |
| | Elevator tabs | Up | 5.5° | Down | 16.5° |
| | Elevator | Up | 20° | Down | 14° |
| | Rudder tab | Right | 15° | Left | 15° |
| | Rudder | Right | 25° | Left | 25° |

Serial Nos. Eligible UE-1 and after. See Note 9.

Data Pertinent to Model 1900D

Datum Located 290.5 in. forward of the wing (forward) spar centerline.

Leveling Means Two external screws on left side of fuselage aft of entrance door.

Certification Basis FAR Part 23 of the Federal Aviation Regulations (FARs), 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 36-18; FAR Part 34 effective September 10, 1990. Also, Exemption No. 5078 from FAR 23.207(c) dated August 23, 1989, and Exemption No. 5216 from FAR 23.201(e), (f)(4), and (f)(5); 23.203(c)(4) and (c)(5); 23.1545(b)(5) and (b)(6) dated August 9, 1990, have been granted. Special Conditions 23-ACE-48A effective August 13, 1990.

Equivalent Safety Findings

- | | |
|-------------------------------------|------------------|
| (1) Propeller control knob | FAR 23.781(b) |
| (2) Fuel pressure gage | FAR 23.1305(g) |
| (3) Instrument panel arrangement | FAR 23.1321(d) |
| (4) Landing gear warning "Q" switch | FAR 23.729(f)(1) |

Certification Basis (cont'd) Model 1900D 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.

Production Basis Production Certificate No. 8

Equipment The basic required equipment as prescribed in the applicable airworthiness regulation (see Certification Basis) must be installed in the aircraft for certification.

In addition, the following items of equipment are required:

1. Pre-stall warning system to include: stall warning lift computer, P/N 114-380051-5 and stall warning lift transducer, P/N 114-380051-1.

IX - Model 1900D (cont'd)

- | | |
|--------------------|---|
| Equipment (cont'd) | <ol style="list-style-type: none"> 2. Maximum allowable airspeed indicator, P/N 130-380005-5 on UE-1 through UE-78. Maximum allowable airspeed indicator P/N 130-380005-7 on UE-79 and up and on UE-1 through UE-78 when modified per Beech Service Bulletin No. 2512. 3. Airplane Flight Manual, P/N 129-590000-3. |
|--------------------|---|

- 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 84.3 lb. at (+300.1 in.) with 14.6 lb. being undrainable.
 - (b) Basic empty weight includes engine oil of 57.5 lb. at (+249.3 in.) with 33.7 lb. being unusable.

- NOTE 2. All placards required in the approved Airplane Flight Manual (P/N 129-590000-3) must be installed in the appropriate location.

- NOTE 3. Mandatory retirement times for all structural components are contained in the FAA Approved Airworthiness Limitations Section, Chapter 5-60, of the Beechcraft 1900D Airliner Maintenance Manual. These limitations may not be changed without FAA Engineering approval.
- NOTE 4. The maximum propeller shaft overspeed limit is 110 percent (1870 r.p.m.) of all ratings. One hundred percent propeller shaft speed is defined as 1700 r.p.m. and is the normal steady state operating limit. Gas generator speeds up to 104 percent are for unlimited periods subject to applicable temperature and other limits. One hundred percent gas generator speed is defined as 37,500 r.p.m.
- NOTE 5. Flight idle prop low pitch stop is set at 1500 r.p.m. The torque is a variable function of altitude and O.A.T. For sea level, standard day conditions, torque is 1650 ft-lbs. to obtain 1500 r.p.m.
- NOTE 6. Maximum Baggage
250 lbs. at F.S. 163.6 (Distributed over F.S. 150.6 to 175.6)
1000 lbs. at F.S. 483.5 (Distributed over F.S. 453.5 to 513.5)
630 lbs. at F.S. 533.0 (Distributed over F.S. 513.5 to 557.5)
- NOTE 7. Emergency use of aviation gasoline. Use of Grades 80, 100, or 100LL aviation gasoline per ASTM D910 or Grades 80/87, 91/96, 100/130, or 115/145 aviation gasoline per MIL-G-5572 is permitted for a total time period not to exceed 150 hours time between engine overhauls. Operation is prohibited if either standby pump is inoperative. Operation is prohibited above 18,000 feet. Standby pumps must be on for takeoff and landing.
- NOTE 8. Model 1900D airplanes with serial numbers identified are eligible for export to the countries listed below when modified by the indicated Beech drawings or kits.
- | <u>Country</u> | <u>Model</u> | <u>Beech Drawing</u> |
|----------------|--------------|----------------------|
| a. France | UE-1 and up | 129-005002 |
| b. Canada | UE-1 and up | 129-005005 |
| c. Germany | UE-1 and up | 129-005006 |
- NOTE 9. Company name change effective 4/15/96. The following serial numbers are manufactured under the name of Raytheon Aircraft Company: 1900D: UE-209, 211 and up.

.....END....