

Beechcraft King Air 200 Model Guide

The Beechcraft King Air 200 is a twin turboprop first built in 1974, with no end year listed in the library data. It seats 6 to 13. The FAA type rating is BE-200 (Super King Air, TCDS A24CE). The speeds and weights below come from a B200/B200C checklist, so confirm them against your own airplane's flight manual.

KEY TAKEAWAYS

- Twin turboprop seating 6 to 13; the FAA BE-200 type rating covers the 200 family, including the B200 and B200GT.
- B200/B200C checklist figures: 12500 lb max takeoff weight, 544 gal total fuel, Vmo 259 kts, Mmo 0.52.
- Check the PT6A reduction-gear history: engines not overhauled since before September 1999 may have high-time gears.
- Confirm AD compliance for wing spars and bolts, rudder pushrod, nose gear fork, cabin door and fuselage inspections.

ENGINES: WHAT TO CHECK

A 2013 ATSB report on a Model 200 with a PT6A-41 found left engine failure from fatigue cracking of the first-stage sun and planet gears in the reduction gearbox. The recommended maximum gear life is 12,000 hours. Gear replacement at every overhaul became mandatory in September 1999. In that event the chip detector light did not come on and its circuit breaker had popped. Review overhaul records.

STRUCTURE AND AIRWORTHINESS DIRECTIVES

The fuselage life limit was replaced by a fail-safe inspection program plus some component life limits. On serials BB-2 thru BB-161 the left outboard wing spar must be replaced before 10,000 hours, and the right on BB-2 thru BB-149. Spar caps get an annual visual check for cracks and corrosion. The NZ schedule lists ADs for the nose gear fork, aft fuselage stringers, wing attachment bolts and nuts, cabin door and pneumatic deicing, plus FAA AD 2025-20-11 on the rudder control pushrod.

AVIONICS, MODIFICATIONS AND TRAINING

Garmin G1000 and GFC 700 retrofit documents exist for the 200/B200 series. A Cleveland brake de-ice hot air manifold kit lists Model 200 as eligible. The Centex Halo 275 STC covers increased takeoff weight on B200 and B200GT airplanes with high flotation gear. Ask which STCs are fitted and whether each flight manual supplement is on board. The FAA Flight Standardization Board report sets pilot training, checking and currency.

SPECIFICATIONS

Total Fuel Capacity Gal	544
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PERFORMANCE

Max Crosswind Kts	25
Approach Speed Kts	103
Glide Speed Kts	135
Max Emergency Descent Speed Kts	181

V-SPEEDS

Vmo Kts	259
Va Kts	181
Vy Kts	125
Vyse Kts	121
Vx Kts	100
Vs Kts	99
Vmca Kts	86
Vso Kts	75

WEIGHT & BALANCE

Max Takeoff Weight Lbs	12500
Max Landing Weight Lbs	12500
Max Zero Fuel Weight Lbs	11000

SAFETY NOTES

- Severe icing such as freezing rain or drizzle can exceed the ice protection system. Do not use the autopilot if severe icing cues appear; ask ATC for priority handling to exit.
- If cabin differential pressure exceeds 6.6 psi, turn the bleed air environment off, use oxygen as required and descend.
- A popped chip detector circuit breaker has preceded engine failure on Beech 200 airplanes. Treat it as a warning.

AI-aggregated guide for the Beechcraft King Air 200 · sources: BEECHCRAFT SUPER KING AIR B200/B200C (#16996) · ATSB Transport Safety Report (#16846) · Airworthiness Directive Schedule Aeroplanes Beechcraft 200 Series (Super King Air) (#16941) · AIRWORTHINESS DIRECTIVE (#16988) · AIRWORTHINESS DIRECTIVE AD/BEECH 200/21 Amdt 12 (#16990) · Maintenance Manual for Beechcraft King Air 200 (#17023) · Flight Standardization Board Report (#16664) · Garmin G1000 Cockpit Reference Guide for the Beechcraft 200/B200 Series (#16814) · INSTALLATION MANUAL FOR HOT AIR MANIFOLD KIT 199-168 (#16567) · CENTEX AEROSPACE CKL 006-2A HW NORMAL PROCEDURES HALO 275 CONVERSION PILOT CHECK LIST (#16958) · generated 2026-10-15 · Reference only, not for flight. Check the original documents before relying on this guide.