

Beechcraft 99 Airliner Model Guide

The Beechcraft 99 Airliner is a turboprop built from 1968 to 1987, seating 6 to 17. Registry data for the family (99, 99A, A99, A99A, B99, C99) shows up to 1000 nm range, 249 kt cruise and 4900 kg MTOW. The documents are mostly service and parts paperwork, so no variant-specific performance figures are available.

KEY TAKEAWAYS

- Built 1968-1987 as a turboprop seating 6 to 17. Family variants include 99, 99A, A99, A99A, B99 and C99.
- Mandatory SB 27-3459 calls for recurring gust lock inspection/replacement on 99 Airliner serials U-1 through U-239. Check the logs.
- Cleveland wheel and brake STCs exist for the 99 series (SA646GL brakes, SA1061GL nose wheel, SA1509GL high-flotation gear).
- Type training is shared with the King Air 90/100/200 group: 25 hours of ground curriculum, with 200 flight hours and 70 hours PIC to enter.

REGULATORY AND AIRWORTHINESS ITEMS

FAA AC 135.169-1 lists Beech 99, A99 and A99A as built to special conditions equivalent to SFAR 23, so they comply with 135.169(b)(2) for 10 or more passenger seats under FAR 135. SB 27-3459 (Rev. 1, November 2016; issued September 2002) is mandatory for U-1 through U-239. MTB-24-01 (December 2018) is an optional pedestal wire harness clearance update for the same serials.

WHEELS, BRAKES AND PARTS

Cleveland kit 199-110 converts standard-gear 18 x 5.5 main wheels and brakes under STC SA646GL (99, 99A, A99A, B99, C99). Its 30-146 brake uses MIL-H-5606 fluid. Kit 199-126 covers the nose wheel and kit 199-125 the high-flotation gear. The original 99-8003 brake has a wear indicator pin, and some of its parts are sold only by Beech.

TRAINING AND OWNERSHIP

The King Air BE90/99/100/200 type rating course lists the 99 in its 25-hour ground curriculum group. Entry needs a valid MEP IR, a medical, 200 flight hours and 70 hours PIC. After the course, at least 4 landings are required with over 500 hours on a similar type, otherwise 6.

SPECIFICATIONS

Seats Min	6
Seats Max	17
Production First Year	1968
Production Last Year	1987
Main Wheel Width Inches	5.5

PERFORMANCE

Family Max Range Nm	1000
Family Max Cruise Speed Kt	249
Family Max Service Ceiling Ft	26000

SAFETY NOTES

- SB 27-3459 is a mandatory red-border bulletin. Verify gust lock inspection or replacement is recorded for serials U-1 through U-239.
- Beechcraft service bulletins and kits may not suit airplanes modified by non-Beechcraft STCs. Review the STC list before applying them.
- Conversion kit installation depends on model year and serial number. Some kits lack hardware that must be ordered separately.

AI-aggregated guide for the Beechcraft 99 Airliner · sources: FLIGHT CONTROLS - FLIGHT CONTROL GUST LOCK INSPECTION/REPLACEMENT (#15455) · FLIGHT CONTROLS - FLIGHT CONTROL (GUST) LOCK INSPECTION / REPLACEMENT (#15416) · AC 135.169-1 (#17830) · IM199-110 INSTALLATION MANUAL WITH IPL FOR CONVERSION KIT PART NO. 199-110 (#16298) · INSTALLATION MANUAL FOR NOSE WHEEL CONVERSION KIT 199-126 FOR BEECH MODELS 65, 90, 99, 100, 200, AND 300 (#16749) · IM199-125 INSTALLATION MANUAL WITH IPL FOR CONVERSION KIT PART NO. 199-125 (#16911) · Brake Assembly 99-8003 (9544397) (#101144) · Beechcraft King Air BE90/99/100/200 Type Rating (#16850) · Service Bulletin (#16927) · generated 2026-10-16 · Reference only, not for flight. Check the original documents before relying on this guide.