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Federal Aviation Administration
Washington, DC

Flight Standardization Board Report

Revision: 2
Date: XX/XX/XXXX

Manufacturer
Textron Aviation, Inc.

Type Certificate Data Sheet (TCDS)	TCDS Identifier	Marketing Name	Pilot Type Rating
A24CE	Model 200 Restricted Category Models: (200T, 200CT, A200CT, B200T, B200CT, B200C, B200 Commuter Category STC Models: (200, 200C, 200T, 200CT, A200, A200C, A200CT, B200, B200C, B200T, B200CT, B200GT, B200CGT)	Super King Air	BE-200

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1. RECORD OF REVISIONS

Revision Number	Section(s)	Date
Original	All	01/10/1986
1	All	04/30/2013
2	All	XX/XX/XXXX

2. INTRODUCTION

The Aircraft Evaluation Division (AED) is responsible for working with aircraft manufacturers and modifiers, during the development and Federal Aviation Administration (FAA) certification of new and modified aircraft to determine:

1) The pilot type rating,
2) Flightcrew member training, checking, and currency requirements, and
3) Operational suitability.

This report lists those determinations for use by:

1) FAA employees who approve training programs,
2) FAA employees and designees who certify airmen, and
3) Aircraft operators and training providers, to assist them in developing their flightcrew member training, checking, and currency.

3. HIGHLIGHTS OF CHANGE

The purpose of this revision is to make changes to the Master Differences Requirements (MDR) Table for Pro Line Fusion Embedded Display System (EDS), and to the Operator Differences Requirements (ODR) Table for Pro Line 21 and Pro Line Fusion EDS differences. This revision converts this document to the new Flight Standardization Board Report (FSBR) format and complies with Section 508. Change bars are not included in this document because the entire report is revised and updated.

4. BACKGROUND

The Small Aircraft AEG formed a Flight Standardization Board (FSB) that evaluated the Textron Aviation, Inc. Model BE-200 as defined in FAA Type Certificate Data Sheet (TCDS) No. A24CE. The evaluation was conducted using the methods described in the current edition of FAA Advisory Circular (AC) 120-53, Guidance for Conducting and Use of Flight Standardization Board Evaluations.

5. ACRONYMS

- 14 CFR Title 14 of the Code of Federal Regulations
- AC Advisory Circular
- ACFT Aircraft
- ACS Airman Certification Standards
- ADC Air Data Computer
- ADI Attitude Direction Indicator
- AED Aircraft Evaluation Division
- AEG Aircraft Evaluation Group
- AFD Adaptive Flight Display
- AFM Aircraft Flight Manual
- AFMS Aircraft Flight Manual Supplement
- AHC Attitude Heading Computer
- ALT Altitude
- AMMD Airport Moving Map Display
- APM Advanced Panel Meter
- AS Airspeed
- ATC Air Traffic Control
- ATP Airline Transport Pilot
- AV Audiovisual Presentation
- BOW Basic Operating Weight
- CCP Cursor Control Panel
- CDU Control Display Unit
- CFIT Controlled Flight Into Terrain
- CHP Course Heading Panel
- CPT Cockpit Procedures Trainer
- CRM Crew Resource Management
- DCP Display Control Panel
- DME Distance Measuring Equipment
- DPU Display Processor Unit
- EADI Electronic Attitude Direction Indicator
- ECU External Concentrator Unit
- EDS Embedded Display System
- EFIS Electronic Flight Instrument System
- EHSI Electronic Horizontal-Situation Indicator
- EIS Engine Indication System
- FAA Federal Aviation Administration
- FCP Flight Control Panel
- FD Flight Display
- FDSA Flight Display System Application
- FDU Flux Detector Unit
- FFS Full Flight Simulator
- FGP Flight Guidance Panel

- FHA Flight Hazard Assessment
- FMS Flight Management System
- FSA File Server Application
- FSB Flight Standardization Board
- FSBR Flight Standardization Board Report
- FSTD Flight Simulation Training Device
- FSU File Server Unit
- FTD Flight Training Device
- GDU Garmin Display Unit
- GPWS Ground Proximity Warning System
- GTOW Gross Takeoff Weight
- HO Handout
- HSI Horizontal Situation Indicator
- ICAO International Civil Aviation Organization
- ICBI Interactive Computer-Based Instruction
- IDS Integrated Display System
- IFIS Integrated Flight Information System
- MDC Maintenance Diagnostic Computer
- MDR Master Differences Requirements
- MFD Multifunction Display
- MFF Mixed Fleet Flying
- MGTOW Maximum Gross Takeoff Weight
- MKP Multifunction Keyboard Panel
- MLW Maximum Landing Weight
- MTOW Maximum Takeoff Weight
- NAS National Airspace System
- NPA Nonprecision Approach
- ODR Operator Differences Requirements
- PFD Primary Flight Display
- P/N Part Number
- PTS Practical Test Standards
- PTT Part Task Trainer
- P&W Pratt & Whitney
- RMI Radio Magnetic Indicator
- RTO Rejected Takeoff
- RTU Radio Tuning Unit
- RVSM Reduced Vertical Separation Minimum
- SFAR Special Federal Aviation Regulations
- SID Standard Instrument Departure
- SKP Single Knob Panel
- STAR Standard Terminal Arrival Route
- STC Supplemental Type Certificate
- SU Stand-Up Instruction
- TAWS Terrain Awareness and Warning System

- TC Type Certificate
- TCAS Traffic Alert and Collision Avoidance System
- TCBI Tutorial Computer-Based Instruction
- TCDS Type Certificate Data Sheet
- TERPS Terminal Instrument Procedures
- V_1 Takeoff Decision Speed
- V_2 Takeoff Safety Speed
- VHF Very High Frequency
- V_R Rotation Speed
- V_{REF} Reference Landing Speed
- VSI Vertical Speed Indicator
- WAT Weight for Altitude and Temperature

6. DEFINITIONS

These definitions are for the purposes of this report only.

6.1 Base Aircraft. An aircraft identified for use as a reference to compare differences with another aircraft.

6.2 Current. A crewmember meets all requirements to operate the aircraft under the applicable operating part.

6.3 Differences Tables. Describe the differences between a pair of related aircraft, and the minimum levels operators must use to conduct differences training and checking of flightcrew members. Differences levels range from A to E.

6.4 Master Differences Requirements (MDR). Specifies the minimum levels of training and checking required between a pair of related aircraft, derived from the highest level in the Differences Tables.

6.5 Mixed Fleet Flying (MFF). The operation of a base aircraft and one or more related aircraft for which credit may be taken for training, checking, and currency events.

6.6 Operational Evaluation. The AED process to determine pilot type rating, minimum flightcrew member training, checking and currency requirements, and unique or special airman certification requirements (e.g., specific flight characteristics, no-flap landing).

6.7 Operational Suitability. The AED determination that an aircraft or system may be used in the National Airspace System (NAS) and meets the applicable operational regulations (e.g., Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 121, 133, and 135).

6.8 Qualified. A flightcrew member holds the appropriate airman certificate and ratings as required by the applicable operating part.

6.9 Related Aircraft. Any two or more aircraft of the same make with either the same or different type certificates (TC) that have been demonstrated and determined by the Administrator to have commonality.

6.10 Seat-Dependent Tasks. Maneuvers or procedures using controls that are accessible or operable from only one flightcrew member seat.

6.11 Special Emphasis Area. A training requirement unique to the aircraft, based on a system, procedure, or maneuver, which requires additional highlighting during training. It may also require additional training time, specialized flight simulation training devices (FSTD), or training equipment.

6.12 Specific Flight Characteristics. A maneuver or procedure with unique handling or performance characteristics that the FSB has determined must be checked.

7. PILOT TYPE RATING

7.1 Type Rating. The Textron Aviation, Inc. Model 200 type rating designation is BE-200.

7.1.1 Pilot Type Rating-Practical Test as a Single Pilot BE-200. An applicant who satisfactory completes a practical test as a single pilot in BE-200 will be issued a BE-200 type rating.

7.1.2 In accordance with the provision of 14 CFR § 61.43(b)(3), FAA Order 8900.1 and AC 120-53, a pilot type rating with a "Second-in-Command Required" Limitation is assigned to the BE-200 pilot type rating whenever a pilot practical test is completed utilizing a 2 pilot flight crew. This assignment of limitation is based on practical test demonstrated ability for the flight crew utilized regardless of whether the airplane's minimum required certificated flight crew as 1 pilot or 2 pilots.

7.2 Common Type Ratings. Not applicable.

7.3 Military Equivalent Designations. Military aircraft that qualify for the Textron Aviation, Inc. BE-200 type rating can be found in Appendix 5, Military Equivalent Model Designations.

8. RELATED AIRCRAFT

8.1 Related Aircraft on Same TCDS. See Appendix 3 for BE-200 variations from models in the Differences Tables.

8.2 Related Aircraft on Different TCDS. Not applicable.

9. PILOT TRAINING

9.1 Airman Experience. Airmen receiving initial Textron Aviation Inc. Model 200 training should have previous training in high-altitude operations in multiengine transport

turboprop aircraft, new generation avionics, and flight management system (FMS) experience. Pilots without this experience may require additional training.

NOTE: Airmen receiving upgrade, transition Textron Aviation, Inc. Model 200 training are assumed to have previous experience in the Model 200 multiengine turboprop aircraft, new generation avionics, high-altitude operations, and FMS. Pilots without this experience may require additional training.

9.2 Special Emphasis Areas.

9.2.1 Pilots must receive special emphasis training on the following areas during initial, transition, differences, upgrade, and/or recurrent ground training:

a) Aircraft performance calculations and the differences in certification rules between Special Federal Aviation Regulations (SFAR) 41 and Commuter Category performance. Gross versus net climb gradients for Terminal Instrument Procedures (TERPS) and obstacles.

b) Navigation means with various installed equipment and area navigation systems.

c) Primary flight display (PFD) format and function for mechanical, electronic, and PFDs.

d) Electronic Flight Instrument System (EFIS) function and procedures should be emphasized throughout training. Special significance should be placed on Display Processor Unit (DPU) failures and EFIS reversionary switching. Use of Composite Mode should be trained to conduct precision and Nonprecision Approaches (NPA), with and without the FD.

9.2.2 Pilots must receive special emphasis training on the following areas during initial, transition, differences, upgrade, and/or recurrent flight training:

a) Aircraft performance and handling characteristics for net climb gradients.

b) EFIS revisionary switching, train and demonstrate the use of Composite Mode to conduct precision and NPAs, with and without the FD (as applicable to an operator’s fleet of aircraft).

c) Train and demonstrate the use to PFD format and function for mechanical, electric, and PFDs.

d) Train and demonstrate the use of navigation means with various equipment and area navigation systems.

NOTE 1: Restricted Category Model 200s require specific training for special purpose configurations. Flight characteristics may vary between categories for various power to weight ratios and specific performance requirements. For takeoff and engine

failure, tasks should be evaluated respective of various category flight characteristics. Pilots must receive differences training between variants of the BE-200. The level of training is specified in Appendix 3.

NOTE 2: The Commuter and Restricted Category Model 200s are a separate "type of aircraft" from the Normal Category BE-200s as described in 14 CFR part 135, § 135.293(b). However, alternating Recurrent Pilot Checking with Normal Category Model 200s is authorized. Completion of 14 CFR § 135.293, 12-month checking is credited to both Normal Category Model 200s and Commuter or Restricted Category Model 200s when Normal Category Model 200 from the applicable Commuter or Restricted Category Model 200 are Level B or less provided they are alternated so the pilot maintains a check in each "type of aircraft" within the previous 24 months. Commuter and Restricted Category Model 200s are not part of the Beechcraft Turbopropeller Airplane Family specified in Order 8900.1, Volume 3, Chapter 19, Section 1, Scope, Concepts, and Definitions, because the pilot type rating separates them from the "group of airplanes determined by the FAA." Currency applies to the BE-200 Pilot Type Rating for compliance with 14 CFR § 135.293 as authorized by this report for mixed-fleet operation. Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in 14 CFR § 135.351.

9.3 Specific Flight Characteristics. Maneuvers or procedures required to be checked as referenced in the Airline Transport Pilot (ATP) and Type Rating for Airplane Airman Certification Standards (ACS). There are no specific flight characteristics.

9.4 Seat-Dependent Tasks. There are no seat-dependent tasks.

9.5 Regulatory Training Requirements Which Are Not Applicable to the BE-200. None.

9.6 FSTDs. Order 8900.1, Volume 5, Chapter 3, Section 2, subparagraph 5-830C for flight test events identifies differences in conduct of an engine failure on takeoff for a multiengine type rating flight test when takeoff decision speed (V_1), rotation speed (V_R), takeoff safety speed (V_2) are published. Therefore, FSTDs should be modeled for these procedures and flight characteristics. It is not acceptable to use a Normal Category Model 200-qualified FSTD and simply operate at a heavier weight to provide training, checking, or currency for BE-200 type-rated airplane specific requirements.

9.7 Training Equipment. Subparagraph 5-830C for flight test events identifies differences in conduct of an engine failure on takeoff for a multiengine type rating flight test when V_1, V_R, V_2 are published. Therefore, FSTDs should be modeled for these procedures and flight characteristics. It is not acceptable to use a Normal Category Model 200-qualified FSTD and simply operate at a heavier weight to provide training, checking, or currency for BE-200 type-rated airplane specific requirements.

9.8 Differences Training Between Related Aircraft. Pilots must receive differences training between the BE-200 series aircraft variations as applicable to their operations. The level of training is specified in Appendix 3.

10. PILOT CHECKING

10.1 Landing From a No-Flap or Nonstandard Flap Approach. The probability of flap extension failure on the BE-200 is not extremely remote due to system design. Therefore, demonstration of a no-flap approach and landing during pilot certification is required. During a 14 CFR § 61.58 proficiency check, § 91.1065 competency check, or § 135.293 competency check, this task may be required. Refer to Order 8900.1, Volume 5, Airman Certification, when the test or check is conducted in an aircraft versus a full flight simulator (FFS).

10.2 Specific Flight Characteristics. Maneuvers or procedures required to be checked as referenced in the ATP and Type Rating for Airplane ACS, as applicable. There are no specific flight characteristics.

10.3 Seat-Dependent Tasks. There are no seat-dependent tasks.

10.4 Other Checking Items. The Commuter and Restricted Category Model 200s are a separate "type of aircraft" from the Normal Category BE-200s as described in 14 CFR § 135.293(b). However, alternating Recurrent Pilot Checking with Normal Category Model 200s is authorized. Completion of 14 CFR § 135.293, 12-month checking is credited to both Normal Category Model 200s and Commuter or Restricted Category Model 200s when Normal Category Model 200 from the applicable Commuter or Restricted Category Model 200 are Level B or less provided they are alternated so the pilot maintains a check in each "type of aircraft" within the previous 24 months. Commuter and Restricted Category Model 200s are not part of the Beechcraft Turbopropeller Airplane Family specified in Volume 3, Chapter 19, Section 1 because the pilot type rating separates them from the "group of airplanes determined by the FAA." Currency applies to the BE-200 Pilot Type Rating for compliance with 14 CFR § 135.293 as authorized by this report for mixed fleet operation. Satisfactory completion of a proficiency check may be substituted for recurrent flight training as permitted in 14 CFR § 135.351.

10.4.1 Subjects and Maneuvers. All checking must include evaluation of the subjects and maneuvers listed in the Master Requirements, Areas of Special Emphasis, of this report and the following subject areas, if equipped:

a) Takeoff safety, performance planning and decisions, and contaminated runways.

b) High-altitude conditions and aerodynamics.

c) Reduced Vertical Separation Minimum (RVSM), Traffic Alert and Collision Avoidance System (TCAS), Terrain Awareness and Warning System (TAWS) and windshear functions and procedures.

d) In-flight and Ground Icing Awareness.

e) Crew Resource Management (CRM) and controlled flight into terrain (CFIT) procedures.

10.4.2 Checking Engine Failure on Takeoff. Volume 5, Chapter 3, Section 2, subparagraph 5-830C for flight test events identifies how to conduct an engine failure on takeoff for a multiengine type rating flight test. For airplanes with a published V_1, V_R, V_2 the engine failure shall be introduced at a speed after V_1 and before V_2, and appropriate to the airplane and prevailing conditions. For airplanes that have no V_1, V_R, V_2 published the engine failure on takeoff is introduced at a speed and altitude that is appropriate for the airplane. This means the engine failure on takeoff checking event is different for Normal Category or Restricted Category Model 200s without V_1, V_R, V_2 published versus Commuter Category or Restricted Category (International Civil Aviation Organization (ICAO) Annex 8) Model 200s with V_1, V_R, V_2 published.

10.4.3 General. Title 14 CFR § 61.58 is not applicable for type-rated single-pilot turbopropeller airplanes. Therefore, a BE-200 proficiency check may not be used to alternate 24-month checking.

10.5 FSTDs. Subparagraph 5-830C for flight test events identifies differences in conduct of an engine failure on takeoff for a multiengine type rating flight test when V_1, V_R, V_2 are published. Therefore, FSTDs should be modeled for these procedures and flight characteristics. It is not acceptable to use a Normal Category Model 200 qualified FSTD and simply operate at a heavier weight to provide training, checking, or currency for BE-200 type-rated airplane specific requirements.

10.6 Equipment. Subparagraph 5-830C for flight test events identifies differences in conduct of an engine failure on takeoff for a multiengine type rating flight test when V_1, V_R, V_2 are published. Therefore, FSTDs should be modeled for these procedures and flight characteristics. It is not acceptable to use a Normal Category Model 200 qualified FSTD and simply operate at a heavier weight to provide training, checking, or currency for BE-200 type-rated airplane specific requirements.

10.7 Differences Checking Between Related Aircraft. Pilots must receive differences checking between the BE-200 and different BE-200 configurations. The level of checking is specified in Appendix 3.

11. PILOT CURRENCY

11.1 Currency Requirements. Currency requirements (14 CFR §§ 61.55, 61.56, 61.57, and 135.247) for the BE-200 require Model 200 experience in accordance with applicable 14 CFRs. Normal, Commuter, and Restricted Category Model 200 aircraft are the same category, class, and considered the same type for the purpose of currency even though the Normal Category Model 200 is not Pilot Type-Rated based on same model designation and similarity for Normal and Commuter Category. Commuter and

Restricted Category Model 200s are not part of the Textron Aviation/Beechcraft Turbopropeller Airplane Family specified in Volume 3, Chapter 19, Section 1.

11.2 Takeoff and Landing Common Credit. All Model 200 landing currency is common between the Normal, Commuter, and Restricted Category airplanes. Model 200s have the same maximum landing weight (MLW) with various takeoff weights and performance characteristics between categories. Takeoffs and landings performed in one Model 200 airplane may be granted equivalent credit to those performed in the other Model 200 airplanes. Takeoff and landing currency obtained in the Commuter or Restricted Category Model 200 may be credited toward "Beechcraft Turbopropeller Airplane Family" currency for Normal Category Model 200s. "Beechcraft Turbopropeller Airplane Family" Takeoff and landing currency does not count for the BE-200 type-rated airplanes. Only those takeoffs and landings specific to Normal Category Model 200 may be counted for common currency with Commuter or Restricted Category 200s.

11.3 Differences Currency Between Related Aircraft. Not applicable.

12. OPERATIONAL SUITABILITY

The Textron Aviation, Inc. BE-200 is operationally suitable for operations under 14 CFR parts 91 and 135. Aircraft Regulatory Checklist and the list of operating rules evaluated is on file at the General Aviation Branch, AED.

13. MISCELLANEOUS

13.1 Forward Observer Seat. Textron Aviation, Inc. BE-200 aircraft do not have a dedicated forward observer seat. The available forward passenger seats were evaluated and found suitable for conducting enroute inspection per 14 CFR § 135.75(b). The right passenger seat has been demonstrated suitable with the standard passenger seat/seatbelt, passenger oxygen, and a splitter cord for audio. Audio jacks may be installed at the forward seat to provide for enroute inspection.

13.2 Landing Minima Categories. Refer to14 CFR § 97.3. The Textron Aviation, Inc. BE-200 is considered Category B aircraft for the purposes of determining straight-in landing weather minima (flaps landing).

13.3 Cockpit Checklist. CenTex Aerospace Pilot Checklist No. 006-2-(NP, EP, and AP) respectively are acceptable for compliance with 14 CFR § 91.503(a)(2) for cockpit checklist procedures for Commuter Category airplanes with Supplemental Type Certificate (STC) No. SA11103SC. If a Commuter Category STC airplane has other specific procedures applicable not covered in the CenTex Aerospace Pilot Checklist, the operator must make those cockpit checklist procedures available in checklist form. Restricted Category airplanes require their own specific cockpit checklist to comply with 14 CFR § 91.503(a)(2).

APPENDIX 1. DIFFERENCES LEGEND

Training Differences Legend

Differences Level	Type	Training Method Examples	Conditions
A	Self-Instruction	• Operating manual revision (handout (HO)) • Flightcrew operating bulletin (HO)	• Crew has already demonstrated understanding on base aircraft (e.g., updated version of engine). • Minor or no procedural changes required. • No safety impact if information is not reviewed or is forgotten (e.g., different engine vibration damping mount). • Once called to attention of crew, the difference is self-evident.
B	Aided Instruction	• Audiovisual presentation (AV) • Tutorial computer-based instruction (TCBI) • Stand-up instruction (SU)	• Systems are functionally similar. • Crew understanding required. • Issues need emphasis. • Standard methods of presentation required.
C	Systems Devices	• Interactive (full-task) computer-based instruction (ICBI) • Cockpit Procedures Trainers (CPT) • Part task trainers (PTT) • Level 4 or 5 flight training device (FTD 4-5)	• Training can only be accomplished through systems training devices. • Training objectives focus on mastering individual systems, procedures, or tasks versus highly integrated flight operations or “real-time” operations. • Training devices are required to assure attainment or retention of crew skills to accomplish more complex tasks usually related to aircraft systems.
D	Maneuvers Devices	• Level 6 or 7 flight training device (FTD 6-7) • Level A or B full flight simulator (FFS A-B)	• Training can only be accomplished in flight maneuver devices in a real-time environment. • Training requires mastery of interrelated skills versus individual skills. • Motion, visual, control-loading, and specific environmental conditions may be required.
E	Level C/D FFS or Aircraft	• Level C or D full flight simulator (FFS C-D) • Aircraft (ACFT)	• Motion, visual, control-loading, audio, and specific environmental conditions are required. • Significant full-task differences that require a high fidelity environment. • Usually correlates with significant differences in handling qualities.

Checking Differences Legend

Differences Level	Checking Method Examples	Conditions
A	None	None
B	• Oral or written exam • Tutorial computer-based instruction (TCBI) self-test	Individual systems or related groups of systems.
C	• Interactive (full-task) computer-based instruction (ICBI) • Cockpit Procedures Trainers (CPT) • Part task trainers (PTT) • Level 4 or 5 flight training device (FTD 4-5)	• Checking can only be accomplished using systems devices. • Checking objectives focus on mastering individual systems, procedures, or tasks.
D	• Level 6 or 7 flight training device (FTD 6-7) • Level A or B full flight simulator (FFS A-B)	• Checking can only be accomplished in flight maneuver devices in a real-time environment. • Checking requires mastery of interrelated skills versus individual skills. • Motion, visual, control-loading, and specific environmental conditions may be required.
E	• Level C or D full flight simulator (FFS C-D) • Aircraft (ACFT)	Significant full-task differences that require a high fidelity environment.

APPENDIX 2. MASTER DIFFERENCES REQUIREMENTS (MDR) TABLE

These are the minimum levels of training and checking required, derived from the highest level in the Differences Tables in Appendix 3. Differences levels are arranged as training/checking.

To Related Aircraft ↓	From Base Aircraft →	200 Series (Normal)	* 200 Series (Commuter)	** 200 Series (Restricted)
200 Series (Normal)		B/A (1)(2)(3) (4)(5)	B/A (1)(2) (3)(4)(5)	B/C (1)(2) (3)(4)(5)
* 200 Series (Commuter)		D/D (1)(2) (3)(4)(5)	B/A (1)(2)(3) (4)(5)	D/D (1)(2)(3) (4)(5)(6)
** 200 Series (Restricted)		D/D (1)(2) (3)(4)(5)	D/D (1)(2)(3) (4)(5)(6)	Not Determined (1)(2)(3) (4)(5)(6)

NOTES:

* Pilot Type Rating BE-200.

** Pilot Type Rating BE-200 for only those Restricted Category airplanes certified above 12,500 lb per TCDS Note 10. Eligible models are limited to 200T, B200T, 200CT, A200CT, B200CT, B200C, and B200 with Restricted Category certification and documentation of maximum gross takeoff weight (MGTOW) greater than 12,500 lb because not all Restricted Category airplanes are certified above 12,500 lb requiring this pilot type rating.

(1) Primary flight instruments may include mechanical, electro-mechanical, Collins Aerospace EFIS-74A and EFIS 85 (3, 4, or 5 tube), Sperry EDZ 600/800 (3 or 5 tube), Bendix EFS-10 (3 or 4 tube). Differences in primary flight instruments from mechanical and electro-mechanical (servo) to EFIS or between EFIS installations is C/B. Differences in primary flight instruments from EFIS to mechanical and electro-mechanical (servo) or between mechanical and electro-mechanical (servo) is B/B.

(2) Installation of Pro Line 21 on aircraft equipment listed in NOTE (1) is D/C.

(3) For Collins Pro Line 21 equipped aircraft, the installation of Integrated Flight Information System (IFIS)-5000 File Server Unit (FSU) is C/B. Installation of Pro Line Fusion EDS on Pro Line 21 is C/C.

(4) Installation of Collins Integrated Display System (IDS)-3000 on EFIS 85 aircraft is D/C.

(5) Installation of Garmin G1000 is D/C.

(6) Restricted Category differences may be less than designated based on similarity of special purpose equipage. ICAO Annex 8-compliant Restricted Category differences may be less than designated for Normal Category based on similarity of special purpose equipage.

APPENDIX 3. DIFFERENCES TABLES

This Design Differences Table, from the **Model 200 Normal Category** to the **HBC Model 200 Commuter Category** lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCRAFT: HBC Model 200 Normal Category **TO RELATED AIRCRAFT: HBC Model 200 Commuter Category**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	General Airplane Configuration	Change from Normal to Commuter Category. Remain Single-Pilot operation.	No	Yes	B	A
	Weights	MGTOW 13,420 lb. Ramp Weight 13,510 lb. Landing Weight 12,500 lb, no change.	No	Yes	B	A
	Limitations	See AFMS. Limit nine or less Pax.	No	Yes	A	A
	Placards and Markings	New illuminated exit signs. New Escape Path Lighting.	No	Yes	B	A
	Servicing	Some Inspection Interval Changes. No other changes.	No	No	A	A
	Engines	Limited to PT6A-41, 42, 52, 61 Engines only.	No	No	B	A

FROM BASE AIRCRAFT: HBC Model 200 Normal Category TO RELATED AIRCRAFT: HBC Model 200 Commuter Category	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Flight Deck	Takeoff Trim Warning System. Overspeed Warning System. Stall Warning Ice Mode.	No	Yes	C	B
	Instrument Panel Layout	New Stall Speed Ice Mode schedule.	No	Yes	C	B
	Cabin	Emergency Lighting System installed with own battery system.	No	Yes	C	A
	24 Electrical Power	Battery for Emergency Lighting System.	No	Yes	B	A
	25 Equipment/Furnishings	Escape Path Lighting – electroluminescent. Emergency Exit Lighting – electroluminescent.	No	Yes	B	B
	26 Fire Protection	Engine Fire Extinguisher System required.	No	Yes	B	A
	30 Ice and Rain Protection	Stall Warning Ice Mode speed schedule system.	No	Yes	B	B

FROM BASE AIRCRAFT: HBC Model 200 Normal Category TO RELATED AIRCRAFT: HBC Model 200 Commuter Category	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	31 Indicating/Recording Systems	Takeoff Warning Trim system added. Stall Warning system new Ice mode.	No	Yes	B	B
	32 Landing Gear	Approved for Standard and High Flotation landing gear. All options for Brakes approved at new weight.	No	No	B	A
	33 Lights	Emergency Lighting system added.	No	Yes	B	A
	34 Navigation	Overspeed Warning system added.	No	Yes	B	A
	52 Doors	9 or less Pax for only one Emergency Exit.	No	No	A	A
	61 Propellers	Both 3 & 4 Blade Propellers approved.	No	No	A	A
	72 Engine (turbine)	Limited to 850 shp engines only.	No	No	A	A

This Maneuver Differences Table, from the **Model 200 Normal Category** to the **HBC Model 200 Commuter Category** lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCAFT: HBC Model 200 Normal Category **TO RELATED AIRCRAFT: HBC Model 200 Commuter Category**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Preflight	First Flight Check – Emergency Lighting System.	No	Yes	B	A
	Engine Start	Each Flight Check – Takeoff Trim Warning.	No	Yes	C	B
	Taxi Before Takeoff	Stall Warning Ice Mode annunciator check.	No	Yes	C	B
	Takeoff	Add V_1, V_R Procedure, Rotate 6-7° pitch initially.	Yes	Yes	C	C
	Rejected Takeoff (RTO) or V_1 Fail	V_1, V_R, V_2 speeds for Weight for Altitude and Temperature (WAT) Limit. Accel/Stop – Accel/Go required. Approach Climb Gradient for Landing required for Takeoff.	No	Yes	D	D
	Climb Cruise Decent	Deice Boot activation at first indication. Stall Warning Ice Mode speed procedures. Minimum speed in Icing not 145 kts.	No	Yes	B	B

FROM BASE AIRCAFT: HBC Model 200 Normal Category TO RELATED AIRCRAFT: HBC Model 200 Commuter Category	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Instrument Approaches	Approach Climb Gradient for landing. Balked Climb Gradient for landing.	Yes	Yes	D	D
	Landing	Reference landing speed (V_{REF}) used for landing. Approach configuration for landing.	No	Yes	D	D
	Shutdown	Emergency Cabin Lighting System switch.	No	Yes	B	B
	Normal Procedures	Changes in AFMS.	No	Yes	C	C
	Abnormal Procedures	Changes in AFMS.	No	Yes	D	D
	Emergency Procedures	Emergency Speeds change. Engine Failure Procedures. Evacuation Procedures and Lighting. Engine Fire Extinguisher Procedure. Changes in AFMS.	No	Yes	D	D
	In-Flight Maneuvers	Flight in Icing Procedures.	No	Yes	B	B

This Design Differences Table, from the **BE-200 MDR Note 1 equipped** to the **BE-200 Pro Line 21** lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCAFT: BE-200 MDR Note 1 Equipped **TO RELATED AIRCRAFT: BE-200 Pro Line 21**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	General Airplane Configuration	Change from individual flight instruments to composite PFD format.	No	Yes	B	C
	Weights	Revised basic operating weight (BOW).	No	No	A	A
	Limitations	New Limitations for new equipment.	No	No	A	B
	Placards and Markings	Changed Placards & Markings for avionics. Aircraft Flight Manual (AFM) changed to new part number (P/N).	No	Yes	A	B
	Flight Deck	Configuration and controls to accommodate Pro Line 21 system.	No	Yes	B	C
	Instrument Panel Layout	EFIS-85 electronic attitude direction indicator (EADI), electronic horizontal-situation indicator (EHSI), altitude (ALT), airspeed (AS), vertical speed indicator (VSI), TC replaced with Pro Line 21 PFD (2) & multifunction display (MFD) (1).	No	Yes	B	C

FROM BASE AIRCAFT: BE-200 MDR Note 1 Equipped TO RELATED AIRCRAFT: BE-200 Pro Line 21	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	22 Autoflight	Flight Control Panel (FCP)-65 Control, Mode Control Panel and respective annunciation panels in pedestal replaced by Flight Guidance Panel (FGP)-3000 on glare shield and mode annunciation on PFD. Autopilot (AP) Mode Annunciation now on PFD.	No	Yes	B	B
	23 Communications	CTL-22 very high frequency (VHF) Comm controls replaced with Radio Tuning Unit (RTU)-4200 on center instrument panel for primary control and Control Display Unit (CDU)-3000 as backup. Comm Ground Power uses RTU. Audio Panel control moved from upper center instrument panel to outboard instrument panel.	No	Yes	B	B
	24 Electrical Power	AC Powered use equipment reduced. Avionics Bus items changed. Electronic Standby Instrument System (ESIS) Standby Power.	No	Yes	B	B

FROM BASE AIRCAFT: BE-200 MDR Note 1 Equipped TO RELATED AIRCRAFT: BE-200 Pro Line 21	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	31 Indicating/Recording Systems	Install Integrated Avionics Processor System. Several Annunciations now on PFD.	No	No	A	A
	33 Lights	Display-dimming controls changed.	No	No	A	A

FROM BASE AIRCAFT: BE-200 MDR Note 1 Equipped TO RELATED AIRCRAFT: BE-200 Pro Line 21	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	34 Navigation	Flight Instruments: Attitude Direction Indicator (ADI), Horizontal Situation Indicator (HSI), ALT, AS, VSI, TC "Basic T" replaced with Pro Line 21 PFD format. Distance measuring equipment (DME), radio magnetic indicator (RMI), & Radio Altimeter integrated into PFD. (2) Attitude Heading Computers (AHC)-3000, (2) Flux Detector Units (FDU)-3000 and (2) External Concentrator Units (ECU) provide Attitude and Heading information to PFD. (2) Air Data Computers (ADC)-85A provide PFD data for AS, ALT, & VS. Airspeed data includes Overspeed Alerts and Low Speed Warnings on PFD. Overspeed Test Switch added. Altitude Selector and Alerter control by FGP. Altimeter Baro Selection on Display Control Panel (DCP) and configurable for Ft/M & In/hPa. Standby Instruments: Add GH-3100 ESIS provides ATT, ALT, AS, TS, HDG, Baro-set, NAV 1.	No	Yes	C	C

FROM BASE AIRCAFT: BE-200 MDR Note 1 Equipped TO RELATED AIRCRAFT: BE-200 Pro Line 21	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	34 Navigation	EFIS Controls Added (2) DCP-3000 on instrument panel (1) FGP-3000 on glare shield (1) CDU-3000 on center pedestal Flight Display (FD) Bezel Buttons control display configuration. Reversion controls on lower center Inst. Panel. Course Heading Panel (CHP)-86B replaced by FGP-3000. FGP-3000 includes Flight Director Mode Selection.	No	Yes	C	C
	34 Navigation	Install FMS-3000 controlled by CDU-3000. CTL-32 Nav Radio tuning replaced with RTU-4200 and CDU-3000 backup tuning.	No	Yes	C	C

FROM BASE AIRCAFT: BE-200 MDR Note 1 Equipped TO RELATED AIRCRAFT: BE-200 Pro Line 21	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	34 Navigation	Adaptive Flight Display (AFD)-3010 MFD replaces MFD-85. Weather Radar overlay selectable on MFD. Radar control on FD Bezel and DCP.	No	Yes	B	B
	34 Navigation	TAWS/ground proximity warning system (GPWS) display on PFD and MFD with control on FD Bezel and DCP. Remote switch/annunciators on Inst. Panel for FLAP/OVRD, G/S INHIB, TERR INHIB.	No	Yes	B	B
	34 Navigation	TCAS I with Traffic Display selectable on PFD and MFD with Nav Display overlay. TCAS control on FD Bezel and DCP. TCAS Mode Selections On/Stby & Test/Alt on lower center Inst. Panel. Transponder control on RTU & CDU.	No	Yes	C	B

FROM BASE AIRCAFT: BE-200 MDR Note 1 Equipped TO RELATED AIRCRAFT: BE-200 Pro Line 21	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	45 Central Maintenance System	Maintenance Diagnostic Computer (MDC)-3100 series added.	No	No	A	A
	46 Information Systems	IFIS-5000 FSU option FSU provides Charts, Geo-Political and WX Data functions on MFD.	No	Yes	C	B
	53 Fuselage	New Exterior Antenna for WX Data options.	No	No	A	A
	61 Propellers	Propeller Syncro-Scope moved to MFD Engine Indication System (EIS). AFX green annunciation on EIS near TRQ/ITT instrument.	No	No	A	A

FROM BASE AIRCAFT: BE-200 MDR Note 1 Equipped TO RELATED AIRCRAFT: BE-200 Pro Line 21	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	77 Engine Indicating	Separate Analog Engine Instruments replaced Engine Display (Normal on MFD, Reversion on PFD). Exceedences are annunciated in Red. Abnormal indications are annunciated in Amber. Primary for power Torque and ITT combined round dial gauge & digital display, Propeller rpm is round dial gauge & digital display: N_1 is round dial gauge & digital display. Fuel Flow, Oil Pressure, & Oil Temp are digital only. Engine Fire Indication added to Engine Display inside TRQ/ITT indicator. EIS Reversion to PFD if MFD fails.	No	Yes	C	C
	80 Engine Starting	Engine Instruments on MFD EIS for start.	No	No	C	C

This Maneuver Differences Table, from the **BE-200 MDR Note 1** equipped to the **BE-200 Pro Line 21** lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCAFT: BE-200 MDR Note 1 Equipped **TO RELATED AIRCRAFT: BE-200 Pro Line 21**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Preflight	PFD/MFD power distribution. Overspeed Test Switch.	No	Yes	C	B
	Engine Start	Use of MFD Engine Display and PFD/MFD power distribution.	No	Yes	C	B
	Taxi	Flight Instrument checks.	No	Yes	C	B
	Takeoff	V-speed and Altitude Selection. Airspeed Indication on tape format.	No	Yes	C	B
	RTO or V_1 Fail	Airspeed Indication on tape format. Attitude indications on PFD format. Low Speed Awareness cues.	No	Yes	D	B
	Climb Cruise Decent	PFD format for all flight instruments. Low Speed Awareness cues. Selection and use of Nav Sources Instrument scan skill in PFD format.	No	Yes	C	B

FROM BASE AIRCAFT: BE-200 MDR Note 1 Equipped TO RELATED AIRCRAFT: BE-200 Pro Line 21	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	Instrument Approaches	Nav Source Selection & display format. Instrument scan skill in PFD format.	No	Yes	D	C
	Landing	V-speed and Altitude Selection. Airspeed Indication on tape format.	No	Yes	C	B
	Normal Procedures	Nav Source selection, Nav Display format, Autopilot & FD control. IFIS-5000 use procedures. TCAS option I or II & TAWS use procedures.	No	Yes	D	C
	Abnormal Procedures	Abnormal procedures for Avionics/Flight Instruments of Pro Line 21 system.	No	Yes	C	B
	Emergency Procedures	Emergency procedures for Dual Generator Failure, AC Inverter Failures eliminated except for Cabin AC, Emergency Power Management, and Standby Flight Instruments.	No	Yes	C	C

FROM BASE AIRCAFT: BE-200 MDR Note 1 Equipped TO RELATED AIRCRAFT: BE-200 Pro Line 21	MANEUVER	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	In-Flight Maneuvers	Tape format & Low Speed Awareness for Steep Turns and Stalls. Instrument scan skill in PFD format.	No	Yes	D	C
	All System Chapters	Chapters not listed on this table are unchanged by this modification.	No	No		

This Design Differences Table, from the **BE-200 (Pro Line 21)** to the **BE-200 (Pro Line Fusion)** lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCAFT: BE-200 (Pro Line 21) **TO RELATED AIRCRAFT: BE-200 (Pro Line Fusion)**	**DESIGN**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Weights	BOW reduced by Pro Line Fusion	No	No	A	A
	Flight Deck	Remove CDU replace with Cursor Control Panel (CCP) & Multifunction Keyboard Panel (MKP).	No	Yes	C	C
	Instrument Panel Layout	Pro Line 21 AFD-3010 PFD/MFDs replaced with Fusion AFD-3700 Touch Screen with Flight Display System Application (FDSA)-6500. Minor PFD changes in presentation of EADI, EHSI, AS, Alt. Changes to MFD format to full, half, quarter display. Warning and Caution Annunciator Panels replaced with CAS Messaging.	No	Yes	C	C
	23 Communications	RTU replaced by Fusion MKP Quick Tune Tool Bar, CCP Radio Tuning Knobs, Radio Tuning Window or Graphical Tuning. Ground Comm/Ops.	No	No	B	A

FROM BASE AIRCAFT: BE-200 (Pro Line 21) TO RELATED AIRCRAFT: BE-200 (Pro Line Fusion)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	24 Electrical Power	Battery 3 positions switch for Ground Ops.	No	No	B	A
	31 Indicating/Recording Systems	Warning & Caution Annunciator Panels replace by 16 Emergency, 51 Abnormal, 50 Advisory, 7 Status CAS Messages, plus 4 EIS Indications, CAS Message Inhibits.	No	Yes	B	B
	33 Lights	Display back lighting & control.	No	No	A	A
	34 Navigation	FMS CDUs removed, Navigation Tuning & Setup by 1 MKP. 2 CCP-3500 and Multifunction Windows on AFD-3700.	No	Yes	C	C

FROM BASE AIRCAFT: BE-200 (Pro Line 21) TO RELATED AIRCRAFT: BE-200 (Pro Line Fusion)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	34 Navigation	Alternate Static Selection moved to Reversionary Panel. Altimeter Baro Setting by Baro 2-Single Knob Panel (SKP) WX Radar Control on PFD Menu & Radar Tilt by 2 SKP-3500. TCAS II Control on Radio Tuning Window or TCAS I on Reversion Panel Switches, Air Traffic Control (ATC) Transponder on Radio Tune Window DBU-4100/5000 remove, Data entry on Bezel of AFD-3700s.	No	No	B	B
	34 Navigation	ESIS GH-3100 replaced by DU-42 atop Glareshield.	No	No	B	B
	45 Central Maintenance System	Each AFD-3700 has own maintenance function available only on ground.	No	No	A	A

FROM BASE AIRCAFT: BE-200 (Pro Line 21) TO RELATED AIRCRAFT: BE-200 (Pro Line Fusion)	DESIGN	REMARKS	FLT CHAR	PROC CHNG	TRAINING	CHECKING
	46 Information Systems	File Server Application (FSA)-6000 must be active on all 3 AFD-3700. PFD viewing distance of ~ 24 in. and MFD viewing distance of ~ 28 in. necessitate zooming and panning to meet minimum readable font size at that distance. XM and Universal WX are simultaneously available but not simultaneous display.	No	Yes	C	C

No other system changes associated with Pro Line Fusion EDS installation.

This Maneuver Differences Table, from the **BE-200 (Pro Line 21)** to the **BE-200 (Pro Line Fusion)** lists the minimum differences levels operators must use to conduct differences training and checking of flightcrew members.

FROM BASE AIRCAFT: BE-200 (Pro Line 21) **TO RELATED AIRCRAFT: BE-200 (Pro Line Fusion)**	**MANEUVER**	**REMARKS**	**FLT CHAR**	**PROC CHNG**	**TRAINING**	**CHECKING**
	Preflight	Reversionary Switches, Alternate Static, AFD-3700 Display Setup, ESIS, Radio Tuning, Ground Com/Ops, Flight Planning, Speed Bugs, Advanced Panel Meters (APM) Configuration software.	No	No	C	C
	Instrument Approaches	Instrument Approach Selection, Display Setup.	No	No	C	B
	Normal Procedures	CAS Messages.	No	No	B	A
	Abnormal Procedures	CAS Messages, Automatic Reversions, Miscompare, Display Tuning Fail, EIS Fail.	No	Yes	C	B
	Emergency Procedures	CAS Messages, Automatic Reversions.	No	No	B	A

APPENDIX 4. ELECTRONIC CHECKLISTS AND CHARTS

Electronic Checklists:

(Pro Line 21 Only)
Printed Pilot Checklist remains required for compliance with §§ 91.503 and 135.83. The Electronic Pilot Checklist does not contain all required procedures due to inability to function in all non-normal flight operation situations. The Electronic Pilot Checklist is acceptable for use for those Normal Procedures it contains provided the aircraft operator ensures the Electronic Pilot Checklist procedures remain current for the aircraft.

(Pro Line Fusion)
Printed Pilot Checklist remains required for compliance with §§ 91.503 and 135.83 (refer to AFMS Limitation). The Electronic Checklist feature meets functional requirements and redundancy for Electronic Checklists, but no Electronic Checklist content has been determined operationally suitable. Option for FSA-6000 on all three AFD-3700 Displays is required for electronic dual redundancy. Viewing distance for PFD and MFD charts is ~24 and ~28 inches respectively. Use for chart zooming and touchscreen panning is necessary to meet view ability per FAA Document No. DTFAWA-10-A-80031, Task 8 for chart legibility.

Electronic Charts:

(Pro Line 21 Only)
Electronic Approach Charts (Standard Instrument Departures (SID), Standard Terminal Arrival Routes (STAR), Approach Charts, and Airport Diagrams) are available through the IFIS-5000 FSU. Dual redundancy is not met due to single MFD, FSU, and CCP. Memory button selection on the CCP is required to allow single-pilot action to change between Navigation Display, Electronic Checklist Display, and Electronic Charts Display to mitigate single-pilot workload using these functions. The enhanced map overlays do not meet requirements for enroute charts. Therefore, another suitable source of enroute chart information must be available at the pilot station.

(Pro Line Fusion)
Electronic Approach Charts (SIDs, STARs, Approach Charts, and Airport Diagrams) are available through the FSA-6000. Low Visibility Taxi Charts are also selectable but not approved for airport moving map display (AMMD) per AC 20-159, Obtaining Design and Production Approval of Airport Moving Map Display Applications Intended for Electronic Flight Bag Systems. The option for FSA-6000 on all three AFD-3700 displays is required for electronic dual redundancy.

(G1000 Only)
Electronic Approach Charts (SIDs, STARs, Approach Charts, and Airport Diagrams) are available through the Garmin Display Unit (GDU)-1500 MFD SD Card. Dual redundancy is not met due to single MFD and SD Card. Display does not meet criteria for full chart displayed equally viewable to paper being replaced. However, the zoom and pan feature allows a single-pilot action to view the remainder of a chart when set to a readable size. In addition, the chart display function has soft keys for Briefing, Plan, Profile, and Minimums chart sections to be selected with single-pilot action.

APPENDIX 5. MILITARY EQUIVALENT MODEL DESIGNATIONS

The following Military Model Designations have Restricted Category certification over 12,500 lb by original type design and are therefore eligible for the BE-200 pilot type rating by qualified military crewmembers.

> **NOTE:** Any Factory Model not identified as Restricted must be verified for eligibility by AFM-approved maximum takeoff weight (MTOW) of greater than 12,500 lb (refer to Order 8900.1, Volume 5, Chapter 2, Section 19, Figure 5-92).

Military Model Designation	**Factory Model & Serial Numbers**
C-12D	A200CT (Army & USAF) BP-1, BP-19, BP-22, BP-24 thru BP-51
RC-12D	A200CT Restricted (Army) GR-1 thru GR-13 (Army Tail #'s; 78-23141 thru 78-23145, 80-23371, 80-23373 thru 80-23378, 80-23542)
FWC-12D	A200CT Restricted BP-7 thru BP-11
C-12F	A200CT (Army) BP-52 thru BP-63
C-12F	B200C (USAF) Approximately 40 BL-sn's (BL-99 thru BL-104 are Restricted)
UC-12F	B200C (Navy) BU-1 thru BU-10
RC-12F	B200C(T) Restricted, (Navy) BU-11 & BU-12 with Supplement NAVAIR-RC12FFF-1

Military Model Designation	**Factory Model & Serial Numbers**
RC-12G	A200CT Restricted (Army) FC-1, FC-2, FC-3, BP-21 (Army Tail #'s: 80-23372, 80-23379, 80-23380)
RC-12H	A200CT Restricted (Army) GR-14 thru GR-19 (Army Tail 3's: 83-24313 thru 83-24318)
UC-12M	B200C (Navy) BV-1 thru BV-10
RC-12M	B200C(T) Restricted (Navy) BV-11 & BV-12
C-12R (ARMSS)	B200C (Army) BW-1 & Up (BW-1, BW-4, BW-5, BW-7, BW-8, BW-17, BW-18, BW-27, BW-28) (some BW's subsequently upgraded to C-12V)
C-12T	A200CT (Army)(upgrade C-12F) (subsequently converted to C-12U)
C-12U	A200CT (Army)(upgrade C-12T) BP-46 thru BP-51, BP-53 thru BP-59, BP-61, BP-71 B200C (Army) BL-73 thru BL-76, BL-79 thru BL-98, BL-101, BL-102, BL-104 thru BL-106, BL-108 thru BL-110, BL-112, BL-118 thru BL-123
C-12V	B200C (Army) BL-159, BL-160, BL-163 thru BL-165, BL-169 BW-2, BW-6, BW-9, BW-10 thru BW-16, BW-19, BW-21 thru BW-24, BW-26, BW-29
Highlighter	A200CT (Army) GR-10 only (need AFM proof of Tip Tanks or document Registration #N321P) One Highlighter is A200 BC-28(N42S)and not eligible for BE-200 type rating

Military Model Designation	**Factory Model & Serial Numbers**
CEASAR	A200CT (Army) BP-30, (N40Y) B200C, (Army) BL-67
FWC-II	B200CT FG-1 & FG-2
RC-12K	A200CT Restricted (Army) FE-1 thru FE-9 (Army Tail #'s: 85-0147 thru 85-0155) Subsequently converted to C-12Ns
RC-12N	A200CT Restricted (Army) FE-10 thru FE-24 (Army Tail #'s: 88-0325 thru 88-0327, 89-0267 thru 89-0276, 91-0516, 91-0517)
RC-12P	A200CT Restricted (Army) FE-25 thru FE-31, FE-33, FE-35 (Army Tail #'s: 91-0518, 92-13120 thru 92-13125, 93-0698, 93-0700)
RC-12Q	A200CT Restricted (Army) FE-32, FE-34, FE-36 (Army Tail #'s: 93-0697, 93-0699, 93-0701)
RC-12X	A200CT Restricted (Army) (RC-12K, RC-12N, RC-12P, RC-12Q (FE s/n) upgraded to 890R EFIS)

The following Military Model Designations **do not** have a Restricted Category certification over 12,500 lb by original type design and are therefore **ineligible** for the BE-200 pilot type rating.

Military Model Designation	**Factory Model & Serial Numbers**
C-12A	A200, BC-1 thru BC-61 (Army) A200, BD-1 thru BD-30 (USAF)
C-12C	A200, BC-62 thru BC-75 (Army) A200, BC-1 thru BC-61 (Army with Mod C-12-0076) A200, BD-1 thru BD-30 (USAF with Mod C-12-0076)
C-12E	A200, BD sn's (USAF with PT6A-42 engines)
UC-12B, TC-12B, NC-12B	A200C, BJ-1 & Up
U-21J	A100-1, (Army) BB-3, BB-4 & BB-5
C-12L	A200, (Army)(Former RU-21J, 3 Only)
YOGI A200	A200, (Army) BC-7, BC-56

APPENDIX 6. RESTRICTED CATEGORY TYPE-RATED MODELS

The following Restricted Category Model Designations have certification over 12,500 lb by original type design and are therefore require the BE-200 pilot type rating by qualified crewmembers (Refer to TCDS Note 10).

Restricted Category Model Designation		**Factory Serial Numbers**
200T	Patrol Photo Flight Inspection	BT-1 thru BT-22 & BT-28
B200T	Patrol Survey Flight Inspection	BB-1314, BT-23 thru BT-27, BT-29 thru BT-38
200CT	Flight Inspection	BN-1
B200CT	Patrol Survey	BN-2, BN-3, BN-4
A200CT	Survey	BP-?
B200	Flight Inspection	BB-1114, BB-1204, BB-1205, BB-1206, BB-1315
	Survey	BB-1434, BB-1436, BB-1441, BB-1443, BB-1733, BB-1744
B200C	Survey	BL-65, BL-128, BL-130

APPENDIX 7. ADDITIONAL BACKGROUND OF BE-200

1. **Pilot Type Rating Background Summary.** This report assigns the "BE-200" pilot type rating for those airplanes certified to operate greater than 12,500 lb MGTOW. For the purpose of design and operating characteristics, the BE-200 type rating designation is a Restricted Category above 12,500 lb or Commuter Category, multiengine, turbopropeller, land aircraft certificated for a one-pilot flightcrew member.

   1.1 Model 200 Restricted Category. The BE-200 FSB convened to evaluate the Beechcraft Model 200 Restricted Category airplane on December 11 and 12, 1985 in Wichita, KS. The Model 200 Restricted Category airplanes over 12,500 lb were evaluated to determine if they could be included as a Common Pilot Type Rating with the Beechcraft Model 300 pilot type rating or if a new separate pilot type rating would be required. Training and operation objectives for these two model airplanes were considered.

      1.1.1 The Model 200T, S/N BB1223, was evaluated against Model 300, S/N FA54. Both airplanes were loaded with ballast to a gross takeoff weight (GTOW) of 14,000 lb. Title 14 CFR part 61 appendix A maneuvers were performed. Aircraft Flight Manual Supplement (AFMS) Limitations vary for each Restricted Category airplane due to the special purpose for which it is certificated as well as varying weights. Restricted Category weights vary from 14,000 lb up to 16,000 lb. Special purpose attachments placed on the fuselage can affect flight controls and flight characteristics.

      1.1.2 Each Restricted Category airplane has different performance capabilities and limitations. These different configurations can have significant effect on performance. Model 200T and 200CT represents an example of significant performance detriment in Restricted Category Model 200s. Restricted Category Model 200 configurations can be very sluggish and sensitive to airspeed deterioration when flaps and gear are down with substantial power application necessary to maintain or correct airspeed. Restricted Category airplanes have significantly reduced performance on takeoff with an engine failure at increased gross weights. Some Restricted Category AFMS Limitations restrict sink rate for landing touchdown because of increased gross weight. Restricted Category Model 200 limitation and performance characteristics are significantly different for some configurations when compared to the Model 300. Designation as a common pilot type rating with the BE-300 is not recommended.

      1.1.3 The BE-200 FSB recommends a separate Pilot Type Rating Designation for the Restricted Category Model 200s designated as the "BE-200." The "BE-200" pilot type rating designation is established for all Restricted Category Model 200s certificated with an MTOW greater than 12,500 lb.

      1.1.4 No specific general training or differences are recommended for Restricted Category Model 200s. Training must encompass the specific special purpose configurations designated by the applicable AFMS with no defined credit between Restricted Category Model 200s.

1.2 Model 200 Commuter Category STC. The Commuter Category STC Model 200 is based on Hawker Beechcraft Model 200 airplanes designated as any Model 200 on TCDS No. A24CE. The Commuter Category STC Model 200 aircraft is a complex, high performance, turboprop aircraft powered by two Pratt & Whitney (P&W) PT6A-41, -42, -52, -61 engines with 850 shaft horsepower (shp).

1.2.1 The BE-200 FSB convened in Waco, TX. The aircraft used for FSB evaluation was a Model B200, s/n BB-1278. The ATP and Aircraft Type Rating Practical Test Standards (PTS) for Airplane were utilized for evaluation. Commuter Category STC Model 200s differ from Normal Category Model 200s by MTOW of 13,420 lb but limited to nine or less passengers, commuter category performance and requisite design changes to meet commuter category certification standards. MLW is unchanged at 12,500 lb, which establishes the MTOW due to 25 percent of total fuel capacity for certification purposes. System changes include Takeoff Trim Warning, Overspeed Warning, Engine Fire Extinguisher, Stall Warning Ice Mode, Emergency Cabin Lighting and Escape Path Markings to meet commuter category requirements. Various Flight Instrument Systems remain the same as certificated in the Normal Category Model 200s but with Flight Hazard Assessment (FHA) to a more stringent design assurance level for Commuter Category. Majority of the Certification Basis for the Commuter Category STC Model 200 is Amendment 23-57 with a few determinations to original certification basis where approved. The primary differences for the Commuter Category STC Model 200 from the Normal Category Model 200 are dictated by handling procedure changes resulting from commuter category performance requirements. This new commuter category performance and procedures along with additional safety related equipment substantially improve the operating safety margins for the Commuter Category STC Model 200 airplanes.

1.2.2 The BE-200 FSB recommends the Commuter Category STC Model 200s be designated the same “BE-200” pilot type rating as the Restricted Category Model 200s. No differences credit for training, checking, and currency is recommended between the Restricted Category Model 200s and the Commuter Category STC Model 200s. Training, checking, and currency for Restricted Category airplanes must encompass the specific special purpose configurations designated by the applicable AFMS therefore no credit is available for Commuter Category intended mission profile. The Model 200 FSB maintains the recommendation for the same pilot type rating between Restricted Category and Commuter Category because although Restricted Category airplanes vary widely in performance capabilities and limitations, in cases where Restricted Category airplanes are certified to ICAO Annex 8 the performance and handling will be nearly identical. The Commuter Category STC Model 200s were not evaluated in comparison to the Model 300 Series airplanes. No training, checking or currency credit for Model 300 Series is recommended for Restricted Category Model 200s or Commuter Category STC Model 200s training credit.

2. **Pilot Type Rating Determination.** In accordance with 14 CFR parts 1 and 61, the pilot type rating for Restricted Category Model 200s is designated as "BE-200." The "BE-200" pilot type rating is applicable only to Restricted Category airplanes certified above 12,500 lb per page 20 of TCDS No. A24CE for the BE-200, Note 10. Eligible models are limited to 200T, B200T, 200CT, A200CT, B200CT, B200C, B200 with Restricted Category certification and documentation of certified MGTOW greater than 12,500 lb because not all Restricted Category Mode 200s are certified greater than 12,500 lb requiring this pilot type rating.

   NOTE: The pilot type rating for Commuter Category STC Model 200s was designated as "BE-200" on October 15, 2012. All maneuvers required by the ATP and Type Rating for Airplane ACS are applicable. Airmen who successfully complete an ACS in a Restricted Category Model 200 or a Commuter Category Model 200 receive a "BE-200" pilot type rating on their pilot certificate. The BE-200 type-rated aircraft have minimum crew determinations for single-pilot operation.