



**SUPPLEMENTAL TYPE CERTIFICATE NUMBER SA11103SC
HALO 250 COMMUTER CATEGORY CONVERSION OF
BEECHCRAFT KING AIR B200GT AND B200CGT AIRPLANES
IN THE KING AIR 250 CONFIGURATION**

**FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT**

Airplane Serial No: _____

This supplement must be attached to the appropriate FAA Approved Airplane Flight Manual when the aircraft is modified in accordance with STC SA11103SC. The information contained herein supplements or supersedes the basic Airplane Flight Manual only in those areas listed herein. For limitations, procedures and performance information not contained in this supplement, consult the basic Beechcraft B200GT Airplane Flight Manual / Pilot Operating Handbook and BLR Aerospace AFMS-B250-1 AFM Supplement, as applicable.

FAA APPROVED


S. Frances Cox, Manager
Special Certification Office, ASW-190
Federal Aviation Administration
Fort Worth, Texas 76137

Dated: December 31, 2014

It is noted the number of passenger seats in the cabin is now limited to maximum of nine seats due to a single emergency exit.

The terminology used in this supplement matches the terminology used in the basic POH and BLR Aerospace AFMS-B250-1 AFM Supplement. This includes the definitions of warnings, cautions, and notes. Also, you will find the format of limitations, procedures, and checklists herein match the POH format for B200GT airplanes.

DESCRIPTIVE DATA

MAXIMUM CERTIFICATED WEIGHTS

Maximum Ramp Weight13,510 pounds
Maximum Take-off Weight13,420 pounds
Maximum Zero Fuel WeightUnchanged, see basic AFM/POH
Maximum Landing Weight (Standard landing gear)12,500 pounds

SPECIFIC LOADINGS

Wing Loading: 44.3 pounds per square foot
Power Loading: 7.9 pounds per shaft horsepower

COMPATIBLE MODIFICATIONS

The following STC-approved modifications have been found to be compatible with the Halo 250 Commuter category conversion:

1. SA02131SE, BLR Ultimate Performance Package
2. SA02130SE, BLR Hartzell HC-E4N-3A/NC9208K propellers
3. SA01615SE, BLR Winglets
4. SA3366NM, Raisbeck Engineering Ram Air Recovery System
5. SA2698NM-S Raisbeck Engineering Swept Blade Turbofan Propellers
6. SA3831NM, Raisbeck Engineering Inboard Leading Edges
7. SA3591NM, Raisbeck Engineering Aft Body Strakes
8. SA4175NM, Raisbeck Engineering MLG Doors
9. SA3857NM, Raisbeck Engineering Storage Lockers
10. SA3683NM, Raisbeck Engineering Exhaust Stack Fairings
11. SA00184LA, Commuter Air Technology Wildness Tires Conversion
12. SA890GL and SA757GL, Parker Cleveland wheels and brakes
13. SA4157SW, SA02468LA, SA00635WI, Aviation Fabricators cabin seats
14. SA10478SC, Hawker Beechcraft Services FDR & CVR
15. SA02738CH, L-3 Comm ESI-1000 (set airspeeds according to AFM 006-4)
16. SA01213CH, Spectrum Aeromed air ambulance conversion
17. SA02235LA, LifePort Patient Loading and Utility System
18. SA03209NY, MT-Propeller MTV-27-1-E-C-F-R(P)/CFR225-55f

It is up to the installer to determine whether any other STC-approved modifications are compatible with the Halo 250 Commuter category conversion. When determining compatibility regulatory requirements applicable to Commuter category airplanes must be considered. Note, other modifications affecting the display of flight attitude, airspeed, and altitude; and autopilot functionality must meet the design assurance levels required for Commuter category airplanes.

- Continued on next page -

LIST OF EFFECTIVE PAGES

The list of effective pages shown below contains all current pages with the page version date. This list should be used to verify this supplement contains all of the applicable and required pages. When inserting revised pages into this supplement the List of Effective Pages should be updated, as well, to the corresponding new list.

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8-1 thru 8-2	August 2014
9-1 thru 9-4	August 2014

LOG OF REVISIONS

Initial Release August 27, 2014
Includes pages dated August 2014

APPROVED BY: S. Frances Cox

Revision 1 December 31, 2014
Includes pages dated December 2014

APPROVED BY: S. Frances Cox

AIRSPEED INDICATOR DISPLAY

DISPLAY	KIAS VALUE OR RANGE	SIGNIFICANCE
Red Line	Unchanged	Air minimum Control Speed (V_{MCA})
Solid Red Bar (at bottom of airspeed scale)	75 <u>82</u> <u>92</u>	ISS LSC* Marker. The top of the marker changes with flap position to reflect the following stall speeds. Stalling speed (V_{S0}) at maximum weight with flaps down and zero thrust. Stalling speed (V_{S1}) at maximum weight with flaps approach and zero thrust. Stalling speed (V_{S1}) at maximum weight with flaps up and zero thrust.
◀ DN (white)	Unchanged	Maximum speed permissible with flaps extended beyond approach.
◀ APP (white)	Unchanged	Maximum speed permissible with flaps in approach position.
Blue Line	Unchanged	One-Engine-Inoperative Best Rate of Climb Speed
Solid Red Bar (at top of airspeed scale)	Unchanged	V_{MO} Marker. The bottom of the marker represents the Maximum Operating Speed. These speeds may not be deliberately exceeded in any flight regime.

POWER PLANT LIMITATIONS

Engine Model(s) PT6A-52

Engine Operating Limits:

Takeoff & Max Continuous Power	850 SHP	2230 FT-LBS	2000 RPM
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Propeller Limitation: Autofeather must be in operation during takeoff.

FUEL IMBALANCE

The maximum allowable fuel imbalance between wing fuel systems is 300 pounds, except for one engine inoperative operations. The maximum allowable fuel imbalance between wing fuel systems is 1,000 pounds when operating with one engine inoperative.

WEIGHT LIMITS

Maximum Ramp Weight 13,510 pounds

Maximum Take-off Weight is 13,420 pounds or as limited by (see Section 5):

- Maximum Allowed Takeoff Weight tables
- Takeoff Speeds and Balanced Field Length tables

For 14 CFR Part 135 Operations:

- Service Ceiling – One Engine Inoperative

Maximum Landing Weight is 12,500 pounds, or as limited by (see Section 5)

- Maximum Allowed Landing Weight tables
- Landing Distance charts

NOTE

Prior to the landing approach, cycle the wing deice boots to shed as much residual ice as possible, regardless of the amount of ice remaining on the boots. Stall speeds can be expected to increase if ice is not shed from the deice boots.

NOTE

If crosswind landing is anticipated, determine Crosswind Component from Section 5, PERFORMANCE. Immediately prior to touchdown, lower upwind wing and align the fuselage with the runway. During rollout, hold aileron control into the wind and maintain directional control with rudder and brakes. Use propeller reverse as desired.

When Landing Is Assured:

- 15. Approach Speed..... V_{REF} – ESTABLISHED (With ice on wings, $V_{REF} + 15$)
- 16. Yaw Damp OFF
- 17. Power Levers..... IDLE
- 18. Propeller Levers FULL FORWARD

After Touchdown:

- 14. Power Levers..... LIFT AND SELECT GROUND FINE OR REVERSE (as required)
- 15. Brakes AS REQUIRED

ONE-ENGINE-INOPERATIVE APPROACH AND LANDING

WEIGHT POUNDS	Flaps DOWN V_{REF} Speeds, KNOTS
13,420	105
13,000	104
12,500	103
12,000	102
11,000	99
10,000	96
9,000	93

- 1. Approach Speed, V_{REF} CONFIRM
- 2. Fuel Balance CHECK
- 3. Pressurization CHECK
- 4. Cabin Sign NO SMOKE & FSB

When it is certain that the field can be reached:

- 5. Flaps..... APPROACH
- 6. Landing Gear DN
- 7. Propeller Lever..... FULL FORWARD
- 8. Airspeed $V_{REF} + 10$

9. Interior and Exterior LightsAS REQUIRED
10. RadarAS REQUIRED
11. Surface Deice CYCLE AS REQUIRED

If wings are free of ice:

12. Stall Warning Ice Mode Switch PRESS (to select Normal Mode)

If residual ice remains on wing boots:

13. Surface DeiceCYCLE
14. Stall Warning Ice Mode Annunciator ILLUMINATED
15. Approach Speed and Landing DistanceINCREASE V_{REF} BY 15 KNOTS AND
INCREASE LANDING DISTANCE BY 25 PERCENT

See LANDING DISTANCE chart in Section 5 of Supplement AFM 006-4.

NOTE

Prior to the landing approach, cycle the wing deice boots to shed as much residual ice as possible, regardless of the amount of ice remaining on the boots. Stall speeds can be expected to increase if ice is not shed from the deice boots.

NOTE

If crosswind landing is anticipated, determine Crosswind Component from Section 5, PERFORMANCE. Immediately prior to touchdown, lower upwind wing and align the fuselage with the runway. During rollout, hold aileron control into the wind and maintain directional control with rudder and brakes.

When It is Certain There is No Possibility of a Go-Around

16. Flaps DN
17. Airspeed V_{REF} (With ice on wings, $V_{REF} + 15$)
18. Perform normal landing.

NOTE

Single-engine reverse thrust may be used with caution after touchdown on smooth, dry, paved surfaces.

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NORMAL PROCEDURES
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All airspeeds quoted in this section are indicated airspeeds (IAS) and assume zero instrument error.

AIRSPEDS FOR SAFE OPERATION

Maximum Demonstrated Crosswind Component	25 Knots
Maximum Demonstrated Wind Components for Coupled Approaches	
Crosswind.....	16 Knots
Tailwind.....	10 Knots
Takeoff (Flaps UP)	
Decision Speed, V_1	See Section 5 Performance for Takeoff Speeds
Rotation, V_R	
Safety Speed, V_2	
Enroute Climb, V_{ENR}	
Takeoff (Flaps Approach)	
Decision Speed, V_1	See Section 5 Performance for Takeoff Speeds
Rotation, V_R	
Safety Speed, V_2	
Enroute Climb, V_{ENR}	
Two-Engine Best Angle-of-Climb (V_X).....	100 Knots
Two-Engine Best Rate-of-Climb (V_Y)	125 Knots
Cruise Climb:	
Sea level to 10,000 feet	160 Knots
10,000 feet to 20,000 feet	140 Knots
20,000 feet to 25,000 feet	130 Knots
25,000 feet to 35,000 feet	120 Knots
Maximum Airspeed for Effective Windshield Anti-icing	226 Knots
<u>Operating</u> Maneuvering Speed (V_O).....	181 Knots
Turbulent Air Penetration.....	170 Knots

CAUTION

For turbulent air penetration, use an airspeed of 170 knots. Avoid over-action on power levers. Turn off autopilot altitude hold. Keep wings level, maintain attitude and avoid use of trim. Do not chase airspeed and altitude. Penetration should be at an altitude which provides adequate maneuvering margins when severe turbulence is encountered.

Landing Approach:

Flaps Down.....	V_{REF} , see Section 5 Performance
Balked Landing Climb	V_{REF} , see Section 5 Performance
Intentional One-Engine-Inoperative Speed (V_{SSE})	104 Knots
Air Minimum Control Speed (VMCA), Flaps Up	92 Knots
Flaps Approach	87 Knots

CRUISE

Add the following after normal cruise checklist.

CRUISE IN ICING CONDITIONS

At first sign of ice accretion on aircraft.

1. Airspeed – 145 KNOTS MINIMUM
2. Surface Deice Switch – SINGLE AND RELEASE
3. Stall Warning Ice Mode Annunciator – VERIFY ILLUMINATED

OUTSIDE OF ICING CONDITIONS AND WINGS FREE OF ICE

1. Stall Warning Ice Mode Annunciator – PRESS (to select Normal Mode)
2. Stall Warning Ice Mode Annunciator – EXTINGUISHED

ICING CONDITIONS

Replace the warning statement with the following:

WARNING

Due to distortion of the wing airfoil, ice accumulation on the leading edges can cause a significant loss in rate of climb and in cruise speed, as well as increases in stall speed. Even after cycling deicing boots, the ice accumulation remaining on the boots plus ice accumulations on unprotected areas can cause large performance losses. In order to minimize ice accumulation on unprotected surfaces of the wing, maintain a minimum of 145 knots during operations in sustained icing conditions. In the event of windshield icing, reduce airspeed to 226 knots or below. Prior to a landing approach, cycle the deicing boots to shed any accumulated ice. The stall warning system will sound the aural warning at 15 to 20 knots above the normal warning speed when it is in the ice mode, which is appropriate when there is ice on the wings.

Add the following after Surface Deice.

At first sign of ice accretion on aircraft.

- a. Airspeed – 145 KNOTS MINIMUM
- b. Surface Deice Switch – SINGLE AND RELEASE
- c. Stall Warning Ice Mode Annunciator – VERIFY ILLUMINATED
- d. Repeat as required

If Single Position of the Surface Deice Switch Fails:

- e. Surface Deice Switch – MANUAL AND HOLD
FOR A MINIMUM OF 6 SECONDS, THEN RELEASE
- f. Stall Warning Ice Mode Annunciator – VERIFY ILLUMINATED
- g. Repeat as required.

Add the following.

OUTSIDE OF ICING CONDITIONS AND WINGS FREE OF ICE

- a. Stall Warning Ice Mode Annunciator PRESS (to select Normal Mode)
- b. Stall Warning Ice Mode Annunciator EXTINGUISHED

BEFORE LANDING

1. Landing Approach SpeedCONFIRM V_{REF}
2. AutofeatherARM
3. PressurizationCHECK
4. Cabin Sign NO SMOKE & FSB
5. Flaps..... APPROACH
6. Landing Gear DN
7. LightsAS REQUIRED

NOTE

Under low visibility conditions, landing and taxi lights should be left off due to light reflections.

8. RadarAS REQUIRED
9. Surface Deice CYCLE AS REQUIRED
- If wings are free of ice:*
10. Stall Warning Ice Mode Switch PRESS (to select Normal Mode)
- If ice remains on wing boots and/or unprotected surfaces:*
11. Surface DeiceCYCLE
12. Stall Warning Ice Mode Annunciator ILLUMINATED
13. Approach Speed and Landing DistanceINCREASE V_{REF} BY 15 KNOTS
AND INCREASE EXPECTED LANDING DISTANCE BY 25 PERCENT

In the NOTE replace last sentence with "Stall speeds can be expected to increase as much as 15 knots if ice is present on the wings and/or horizontal tail surfaces."

NORMAL LANDING

1. Flaps..... DOWN
2. Airspeed V_{REF} (With ice on wings, $V_{REF} + 15$)
3. Yaw Damper OFF
4. Power Levers IDLE
5. Prop Levers FULL FORWARD

After Touchdown:

6. Power Levers LIFT AND SELECT GROUND FINE
7. BrakesAS REQUIRED

SECTION 5
PERFORMANCE
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**INTRODUCTION TO COMMUTER CATEGORY PERFORMANCE AND
FLIGHT PLANNING****REGULATORY COMPLIANCE**

Information in this section is provided for the purpose of maintaining compliance with the applicable certification requirements of 14 CFR Part 23, which imposes specific performance based limitations. The airplane will not meet these performance limitations under all atmospheric conditions for which it is approved at the maximum takeoff weight of 13,420 pounds and at the maximum landing weight of 12,500 pounds. Therefore, the operating weight must be reduced under some atmospheric conditions. The maximum operating weights are limited by the following performance data and compliance therewith is mandatory. Please note that brake energy and tire speed are not limiting factors when the brakes and tires specified by this conversion are installed on the airplane.

For all 14 CFR Part 91 and Part 135 operations:

1. Maximum Takeoff Weight (takeoff climb requirements)
2. Takeoff Field Length
3. Maximum Landing Weight (discontinued approach and balked landing climb requirements)
4. Landing Distance

For 14 CFR Part 135 operations only:

5. Service Ceiling – One Engine Inoperative

FLIGHT TEST PERFORMANCE CONDITIONS

All performance data presented in this section is based on FAA-approved performance data taken from applicable King Air 200 series Airplane Flight Manual(s) and verified by FAA flight testing.

1. Power ratings include the installation, bleed air, and accessory losses.
2. Full temperature accountability within the operational limits for which the airplane is certified.

NOTE

Should ambient air temperature or altitude be below the lowest temperature or altitude shown on the performance charts, use the performance at the lowest value shown.

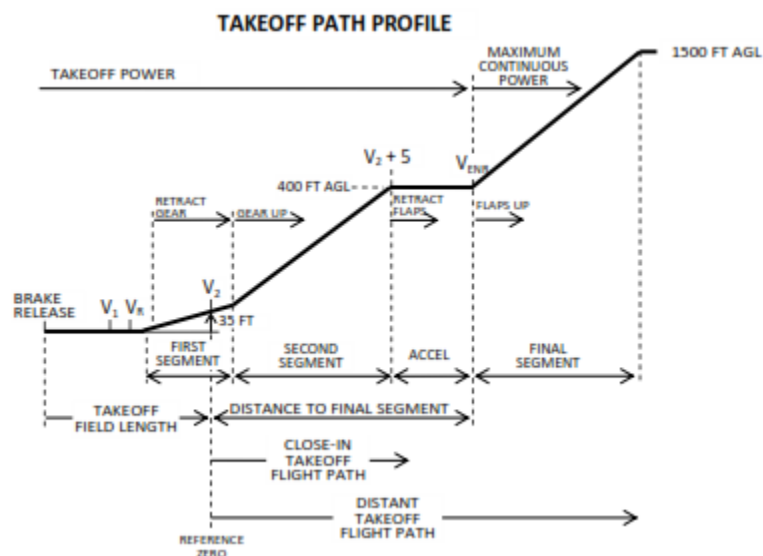
3. All takeoff and landing performance is based on paved, dry runway.
4. Runway or takeoff and landing performance was obtained using the following procedures and conditions:

The performance data in this section are presented in a familiar format, similar to the Beechcraft performance charts, tables, and graphs in the basic AFM/POH. However, the tabular presentations of takeoff field lengths and of maximum allowed takeoff and landing weight to meet minimum climb requirements are new to the operators and pilots of the King Air 200 series airplanes. These tables should prove to be straightforward and easy to use. It is noted interpolation of the tabulated data can be utilized when needed.

The following example shows how to properly plan for a typical flight. The departure airport and destination airport conditions were selected for the following example so that there is similarity with the flight planning example found in the BLR AFMS-B250-1 AFM Supplement and Beechcraft King Air B200GT AFM/POH. Please note the airport, weather, and route information presented in this example are not to be considered accurate or reliable and should not be used for any actual flight plan. It is presented here only as an example of how to properly plan a flight and how to correctly utilize the performance data in this section.

TAKEOFF PATH PROFILE

For the King Air B200GT series airplanes with the Halo 250 Commuter category conversion, the takeoff path is defined as shown below. The performance data presented in this section provide the parameters that are needed to construct such a takeoff path for a given departure runway and location. The variable the pilot must consider and restrict, if necessary, is the takeoff weight. This is required to ensure the takeoff path of the airplane will not require more runway than is available and will clear all obstacles.



MAXIMUM ALLOWED TAKEOFF WEIGHT

The maximum takeoff weight limit from Section 2 Limitations is 13,420 pounds. However, the maximum allowed takeoff weight may be less than the maximum takeoff weight limit depending on the available runway length and any obstacles in the takeoff path, and on the engine inoperative climb performance of the airplane. Below is a list of the performance data tables and charts contained in the section that establish the maximum allowed takeoff weight.

- MAXIMUM ALLOWED TAKEOFF WEIGHT – FLAPS UP
TO MEET FIRST, SECOND AND FINAL SEGMENT CLIMB REQUIREMENTS
- MAXIMUM ALLOWED TAKEOFF WEIGHT – FLAPS APPROACH
TO MEET FIRST, SECOND AND FINAL SEGMENT CLIMB REQUIREMENTS
- MAXIMUM ENROUTE WEIGHT (14 CFR PART 135 OPERATIONS)
- TAKEOFF SPEEDS & FIELD LENGTHS – FLAPS UP
- TAKEOFF SPEEDS & FIELD LENGTHS – FLAPS APPROACH

MAXIMUM ALLOWED LANDING WEIGHT

The maximum landing weight limit from Section 2 Limitations is 12,500 pounds. However, the maximum allowed landing weight may be less if a reduction in weight is required so that the engine inoperative climb performance during a discontinued/missed approach meets the minimum requirement. The following chart(s) should be used to determine the maximum allowed landing weight:

- MAXIMUM ALLOWED LANDING WEIGHT - TO ACHIEVE LANDING CLIMB REQUIREMENTS
- MAXIMUM ALLOWED LANDING WEIGHT - TO ACHIEVE LANDING CLIMB REQUIREMENT WITH ICE ACCUMULATIONS PRESENT
- LANDING DISTANCE (WITHOUT/WITH) PROPELLER REVERSE
- CLIMB -BALKED LANDING (Note-requirement met at all weights)

PERFORMANCE EXAMPLE**CONDITIONS**

At Departure:

Outside Air Temperature 28°C
Field Elevation..... 5,333 feet
Altimeter Setting..... 29.82 Inches Hg
Wind 330° at 10 knots
Runway 35 length 11,500 feet
Runway 35 gradient 0.4% Down
Pressure Altitude 5,333 ft + (29.92-29.82) x 1,000 ft = 5,433 feet
Airplane is not equipped with Beechcraft High Flotation landing gear.

Note, when a takeoff is made with flaps set to approach there is a period upon reaching 400 feet AGL where the pilot momentarily levels off and accelerates to $V_2 + 5$, and then retracts the flaps before climbing again at V_{ENR} . The airplane travels approximately 3,000 feet horizontally during this period. This 3,000 feet should be subtracted from the distance to the obstacle when determining the minimum climb gradient. The reduction in the distance to the obstacle is a means to account for the distance the aircraft travels while it is accelerating and not climbing.

MAXIMUM ALLOWED LANDING WEIGHT TABLES

The maximum landing weight limitation from Section 2 Limitations is 12,500 pounds. However, the maximum allowed landing weight may be less than the maximum landing weight limit depending on the airplane's climb performance. In the event of a discontinued approach with one engine inoperative the climb gradient must not be less than 2.1%. Following the data in the maximum allowed landing weight table ensures the airplane will be at a weight allowing the climb requirements to be met.

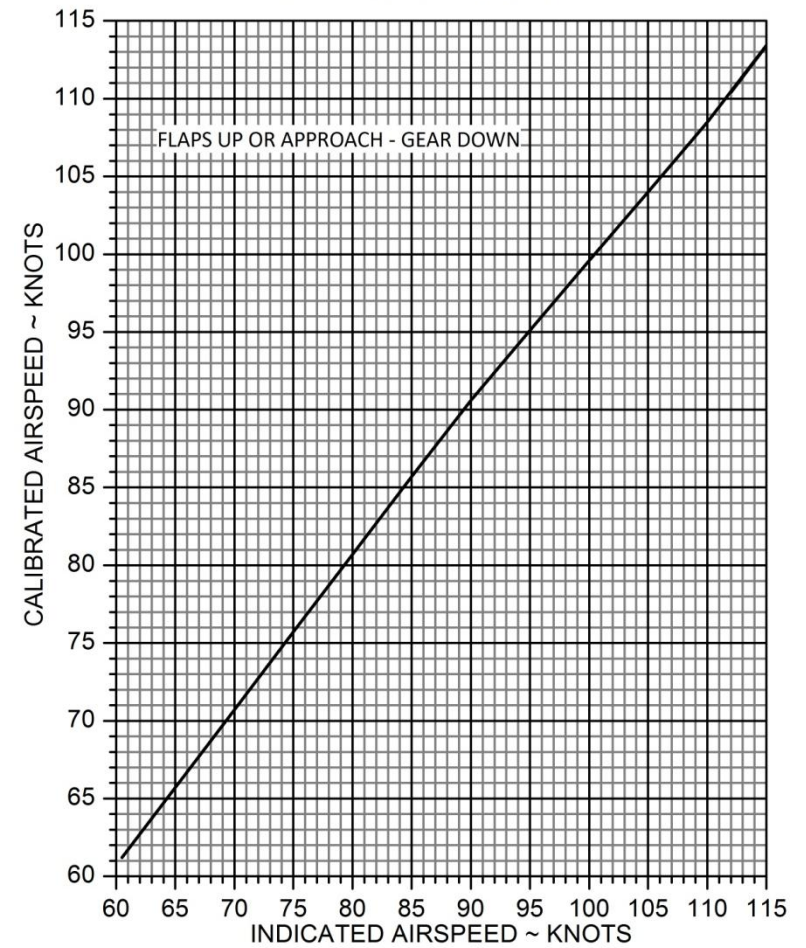
The fuel required to reach the destination should be subtracted from the takeoff weight to determine the predicted landing weight. If the predicted landing weight is greater than the maximum allowed landing weight, then the takeoff weight must be reduced so that the maximum allowed landing weight is not exceeded at the destination. A check of the example shown on the MAXIMUM ALLOWED LANDING WEIGHT table, which corresponds to the example trip, shows the maximum allowed landing weight to be 12,500 pounds. The following charts contained in this section are provided to aid in determining the fuel required to reach the destination. See the BLR AFMS-B250-1 AFM Supplement for more detailed information regarding cruise performance and the associated fuel consumption.

- TIME, FUEL, AND DISTANCE TO CLIMB
- MAXIMUM CRUISE POWER 1800 RPM (ISA and ISA+20°C tables)
- MAXIMUM CRUISE POWER 1700 RPM (ISA and ISA+20°C tables)
- MAXIMUM RANGE POWER 1700 RPM (ISA and ISA+20°C tables)
- TIME, FUEL, AND DISTANCE TO DESCEND

Please note when icing is expected during the landing approach, the MAXIMUM ALLOWED LANDING WEIGHT - TO ACHIEVE LANDING CLIMB REQUIREMENTS WITH ICE ACCUMULATIONS PRESENT table must be used to determine the maximum allowed landing weight. The data presented in this table takes into account the increased drag and loss of propeller efficiency caused by ice accumulations on the airplane.

AIRSPEED CALIBRATION - NORMAL SYSTEM

TAKE-OFF GROUND ROLL



MAXIMUM ALLOWED LANDING WEIGHT TO ACHIEVE LANDING CLIMB REQUIREMENTS

NOTES:

1. Enter the table at the pressure altitude and temperature from which a go-around would be initiated at the destination.
The predicted landing weight at the destination must not exceed the corresponding Maximum Allowed Landing Weight shown in this table.

EXAMPLE:

Destination OAT...32°C Pres Altitude...4,732 feet

Maximum Allowed Landing Weight – 12,500 lbs

Pressure Altitude Feet	Outside Air Temperature Maximum Allowed Landing Weight - Pounds												
	-29°C	-24°C	-19°C	-14°C	-9°C	-4°C	1°C	6°C	11°C	16°C	21°C	26°C	28°C
12,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,125	11,500	10,750	10,125	9,833
11,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,400	11,833	11,125	10,500	10,167
10,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,125	11,500	10,750	10,500
9,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	11,833	11,125	10,875
8,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,125	11,500	11,167
7,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	11,833	11,500
6,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,125	11,833
5,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,375	12,125
4,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,375
3,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500
2,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500
1,000	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500
Sea Level	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500	12,500

MAXIMUM ALLOWED LANDING WEIGHT TO ACHIEVE LANDING CLIMB REQUIREMENTS WITH ICE ACCUMULATIONS PRESENT

NOTES

1. Use of this table is required when icing is expected during the landing approach at the destination airport.
2. Enter the table at the pressure altitude and temperature from which a go-around would be initiated at the destination. The predicted landing weight at the destination must not exceed the corresponding Maximum Allowed Landing Weight shown in this table.

Pressure Altitude Feet	Outside Air Temperature, °C																				
	Maximum Allowed Landing Weight, Pounds																				
12,000	-39°C 10,373	-37°C 10,290	-35°C 10,207	-33°C 10,124	-31°C 10,041	-29°C 9,958	-27°C 9,875	-25°C 9,792	-23°C 9,708	-21°C 9,625	-19°C 9,542	-17°C 9,455	-15°C 9,364	-13°C 9,273	-11°C 9,182	-9°C 9,091	-7°C 9,000				
11,000		-37°C 10,583	-35°C 10,500	-33°C 10,417	-31°C 10,333	-29°C 10,250	-27°C 10,167	-25°C 10,083	-23°C 10,000	-21°C 9,909	-19°C 9,818	-17°C 9,727	-15°C 9,636	-13°C 9,545	-11°C 9,455	-9°C 9,364	-7°C 9,273	-5°C 9,182	-3°C 9,091	-1°C 9,000	
10,000			-35°C 10,749	-33°C 10,666	-31°C 10,583	-29°C 10,500	-27°C 10,417	-25°C 10,333	-23°C 10,250	-21°C 10,167	-19°C 10,083	-17°C 10,000	-15°C 9,917	-13°C 9,833	-11°C 9,750	-9°C 9,667	-7°C 9,583	-5°C 9,500	-3°C 9,409	-1°C 9,318	1°C 9,227
9,000				-33°C 10,956	-31°C 10,873	-29°C 10,790	-27°C 10,707	-25°C 10,624	-23°C 10,541	-21°C 10,458	-19°C 10,375	-17°C 10,292	-15°C 10,208	-13°C 10,125	-11°C 10,042	-9°C 9,958	-7°C 9,875	-5°C 9,792	-3°C 9,708	-1°C 9,625	1°C 9,542
8,000					-31°C 11,116	-29°C 11,039	-27°C 10,962	-25°C 10,885	-23°C 10,808	-21°C 10,731	-19°C 10,654	-17°C 10,577	-15°C 10,500	-13°C 10,417	-11°C 10,333	-9°C 10,250	-7°C 10,167	-5°C 10,083	-3°C 10,000	-1°C 9,917	1°C 9,833
7,000						-29°C 11,308	-27°C 11,231	-25°C 11,154	-23°C 11,077	-21°C 11,000	-19°C 10,923	-17°C 10,846	-15°C 10,769	-13°C 10,692	-11°C 10,615	-9°C 10,538	-7°C 10,458	-5°C 10,375	-3°C 10,292	-1°C 10,208	1°C 10,125
6,000							-27°C 11,591	-25°C 11,500	-23°C 11,409	-21°C 11,318	-19°C 11,227	-17°C 11,136	-15°C 11,045	-13°C 10,962	-11°C 10,885	-9°C 10,808	-7°C 10,731	-5°C 10,654	-3°C 10,577	-1°C 10,500	1°C 10,423
5,000								-25°C 11,800	-23°C 11,700	-21°C 11,600	-19°C 11,500	-17°C 11,400	-15°C 11,300	-13°C 11,200	-11°C 11,100	-9°C 11,000	-7°C 10,929	-5°C 10,857	-3°C 10,786	-1°C 10,714	1°C 10,643
4,000									-23°C 12,000	-21°C 11,900	-19°C 11,800	-17°C 11,700	-15°C 11,600	-13°C 11,500	-11°C 11,400	-9°C 11,300	-7°C 11,200	-5°C 11,100	-3°C 11,000	-1°C 10,923	1°C 10,846
3,000										-21°C 12,137	-19°C 12,046	-17°C 11,955	-15°C 11,864	-13°C 11,773	-11°C 11,682	-9°C 11,591	-7°C 11,500	-5°C 11,409	-3°C 11,318	-1°C 11,227	1°C 11,136
2,000											-19°C 12,290	-17°C 12,207	-15°C 12,124	-13°C 12,041	-11°C 11,958	-9°C 11,875	-7°C 11,792	-5°C 11,708	-3°C 11,625	-1°C 11,542	1°C 11,455
1,000												-17°C 12,456	-15°C 12,373	-13°C 12,290	-11°C 12,207	-9°C 12,124	-7°C 12,041	-5°C 11,958	-3°C 11,875	-1°C 11,792	1°C 11,708
SeaLevel													-15°C 12,500	-13°C 12,500	-11°C 12,458	-9°C 12,375	-7°C 12,292	-5°C 12,208	-3°C 12,125	-1°C 12,042	1°C 11,958

DISCONTINUED APPROACH CLIMB GRADIENT

ONE ENGINE INOPERATIVE

Associated Conditions

Power..... Max Cont.
Flaps..... Approach
Landing Gear..... Up
Inoperative Propeller... Feathered

Weight - LBS	V _{REF} +10 (Knots)
13,420	115
13,000	114
12,000	112
11,000	109
10,000	106
9,000	103

Example

OAT..... 32°C

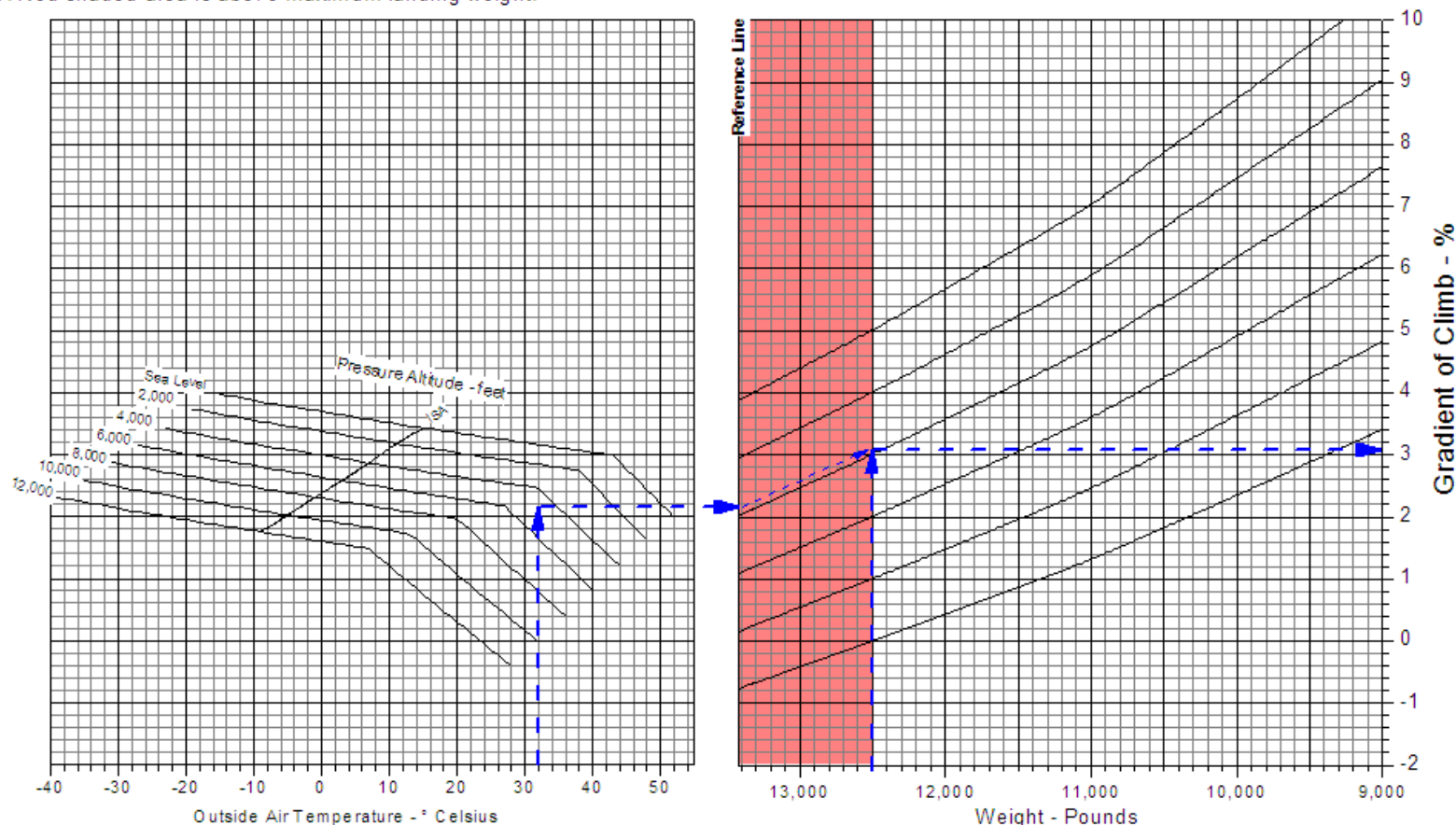
Pressure Altitude..... 4,730 feet

Weight - LBS	Gradient - %
12,500	3.07

Climb Speed at 12,500 pounds..... 113 knots

Notes:

1. Decrease the percent gradient from this chart by 0.9 points when engine ice vanes are extended.
2. Decrease the percent gradient from this chart by 5.0 points when icing conditions are present.
Note- climb airspeed is 145 KIAS in icing conditions.
3. When the discontinued approach climb path requires turns, do not exceed 15° of bank and reduce Gradient of Climb from this chart by 1 percentage point.
4. Red shaded area is above maximum landing weight.



CLIMB - BALKED LANDING

Associated conditions

Power..... Take-Off
Flaps..... Down
Landing Gear..... Down

Weight - Pounds	Climb Speed (V_{REF})-Knots
13,420	105
13,000	104
12,000	101
11,000	99
10,000	96
9,000	94

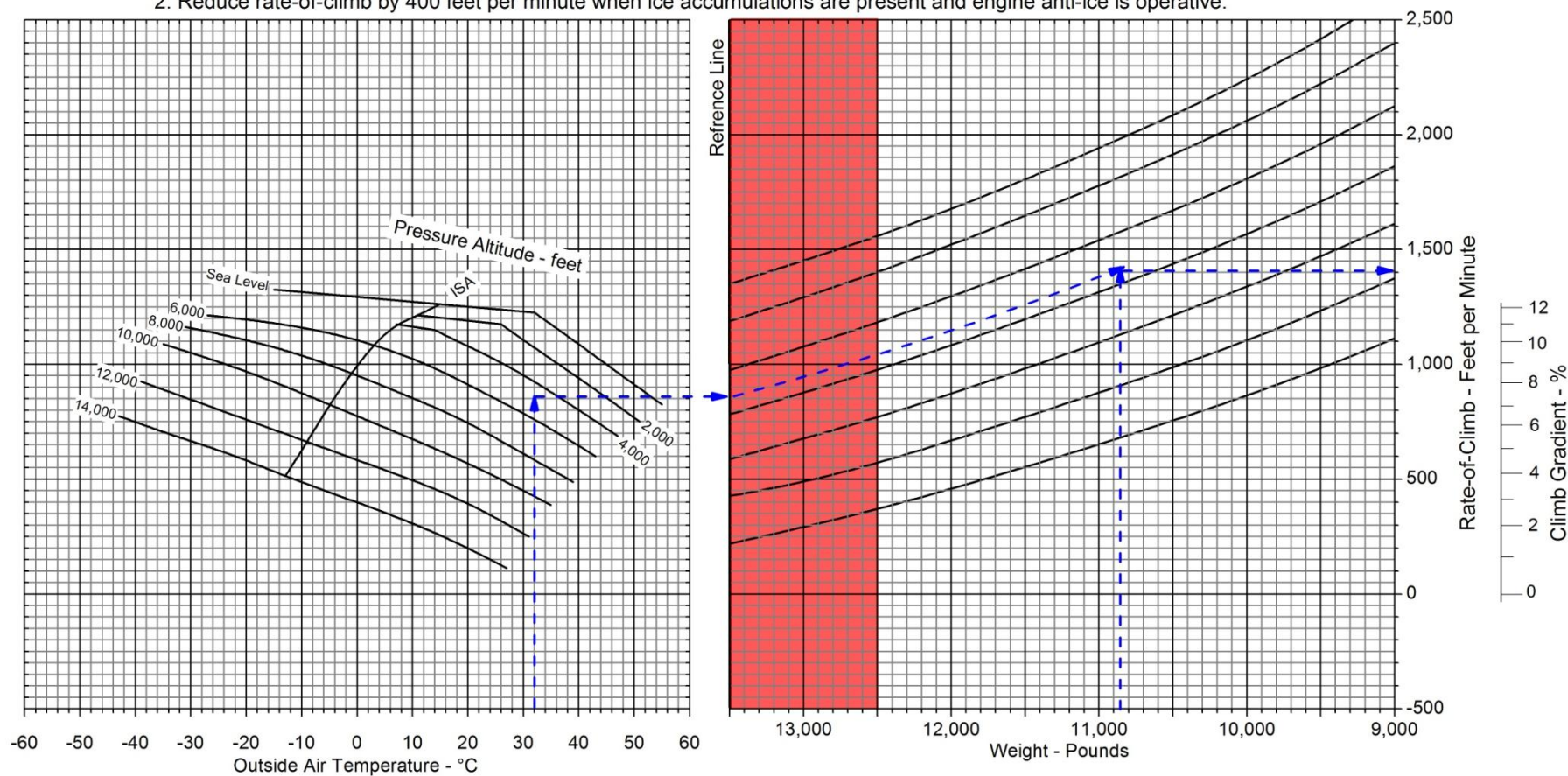
Example

OAT..... 32 °C
Pressure Altitude..... 4,732 feet
Weight..... 10,854 pounds

Rate-of-Climb..... 1,410 fpm
Climb Gradient..... > 12 %

Notes: 1. The red area is above the maximum landing weight except for an airplane equipped with Beechcraft High Flotation landing gear.

2. Reduce rate-of-climb by 400 feet per minute when ice accumulations are present and engine anti-ice is operative.



LANDING DISTANCE WITHOUT PROPELLER REVERSING

Associated conditions

Power - Retard for 500 to 680 fpm on final approach.

Flaps - Down

Runway - Paved, Dry, Level Surface

Approach Speed - See V_{REF} Speeds Table

Braking - Maximum

Weight Pounds	V_{REF} Speeds - Knots	
	Flaps Down	Flaps Up
13,420	105	124
13,000	104	121
12,000	102	115
11,000	99	111
10,000	96	106
9,000	93	101

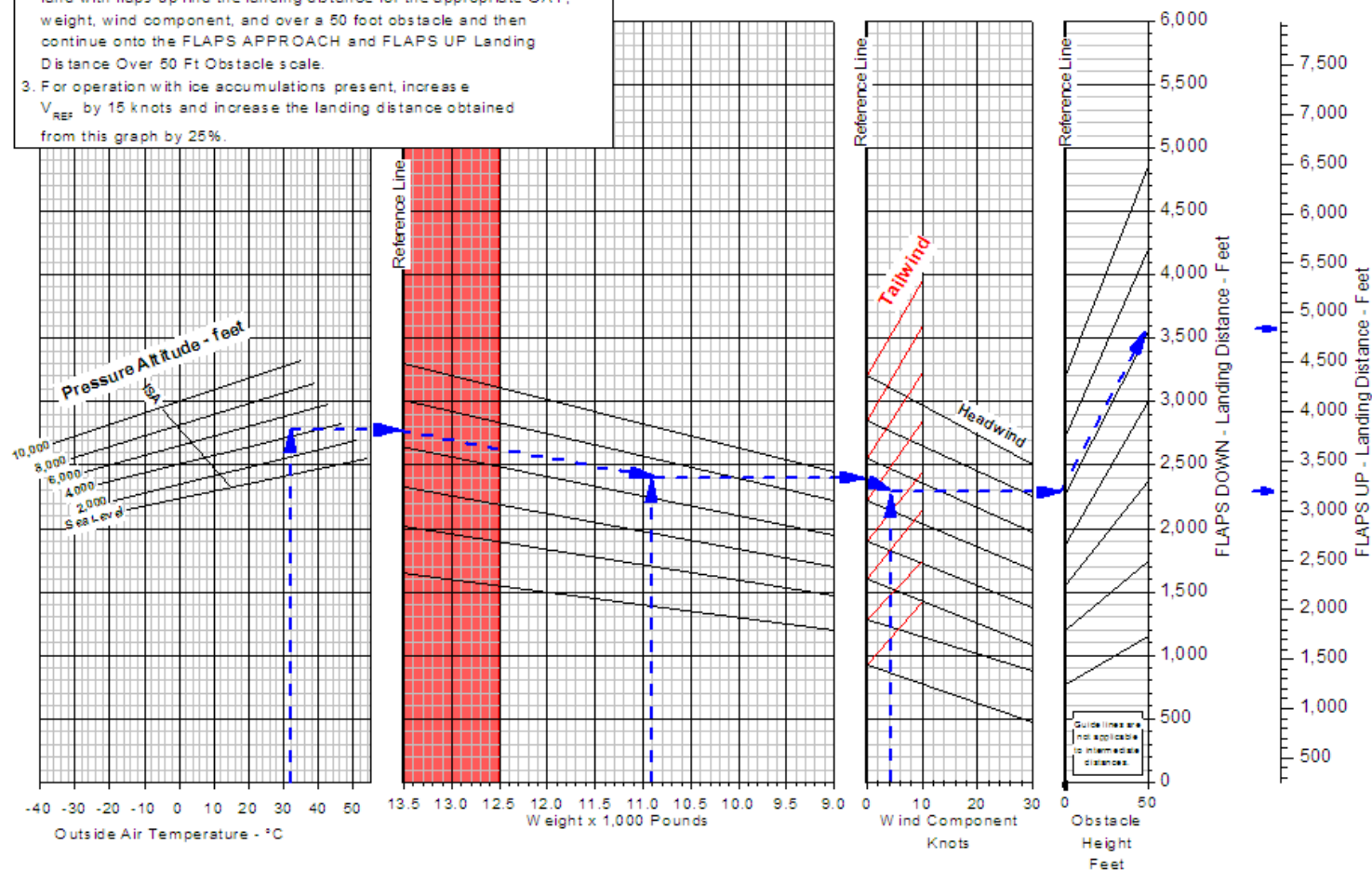
NOTES:

1. The red area is above the maximum landing weight except for an airplane equipped with Beechcraft High Flotation landing gear.
2. Landing with flaps down is the normal procedure. If it is necessary to land with flaps up find the landing distance for the appropriate OAT, weight, wind component, and over a 50 foot obstacle and then continue onto the FLAPS APPROACH and FLAPS UP Landing Distance Over 50 Ft Obstacle scale.
3. For operation with ice accumulations present, increase V_{REF} by 15 knots and increase the landing distance obtained from this graph by 25%.

Example

OAT..... 32 °C
Pressure Altitude..... 4,732 feet
Weight..... 10,854 pounds
Headwind Component..... 4.7 knots
Flaps Down Ground Roll 2,300 feet
Flaps Down Distance over 50 ft Obstacle... 3,575 feet
Flaps Down Approach Speed 99 knots

Flaps Up Ground Roll..... 3,204 feet
Flaps Up Distance over 50 ft Obstacle..... 4,838 feet
Flaps Up Approach Speed 110 knots



LANDING DISTANCE WITH PROPELLER REVERSING

Associated conditions

Power..... Retard for 500 to 680 fpm on final approach.
Flaps..... Down
Runway..... Paved, Dry, Level Surface
Braking..... Maximum
Condition Levers..... High Idle
Propeller Controls..... Full Forward
Power Levers..... Maximum reverse after touchdown.

Weight Pounds	V _{REF} Speeds - Knots	
	Flaps Down	Flaps Up
13,420	105	124
13,000	104	121
12,000	102	115
11,000	99	111
10,000	96	106
9,000	93	101

Example

OAT..... 32 °C
Pressure Altitude..... 4,732 feet
Weight..... 10,854 pounds
Headwind Component..... 4.7 knots
Ground Roll..... 1,895 feet
Distance over 50 ft Obstacle Flaps Down... 3,150 feet
Approach Speed Flaps Down..... 99 knots

Ground Roll (Flaps Up)..... 2,211 feet
Distance over 50 ft Obstacle Flaps Up..... 3,886 feet
Approach Speed Flaps Up..... 110 knots

NOTES:

1. The red area is above the maximum landing weight except for an airplane with Beechcraft High Rotation landing gear.
2. Landing with flaps full down is normal procedure, if it is necessary to land with flaps up find the landing distance for the appropriate OAT, weight, wind component, and over a 50 foot obstacle and then continue onto the FLAPS UP Landing Distance Over 50 Ft Obstacle scale.
3. For operation with ice accumulations present, increase V_{REF} by 15 knots and increase the landing distance obtained from this graph by 25%.

