



**SUPPLEMENTAL TYPE CERTIFICATE NUMBER SA11103SC
HALO 250 COMMUTER CATEGORY CONVERSION OF
BEECHCRAFT KING AIR B200GT AND B200CGT AIRPLANES
IN THE KING AIR 250 CONFIGURATION
(PRO LINE 21 AND PRO LINE FUSION AVIONICS)**

**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

Scott A. Horn, Manager
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Fort Worth, Texas 76177

Dated: September 30, 2015

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 Weight Unchanged, 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
19. SA01769WI, Rockwell Collins, Inc. Installation of Pro Line Fusion

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.

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LIST OF EFFECTIVE PAGES

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**AIRCRAFT EQUIPPED WITH
ROCKWELL COLLINS PRO LINE 21 AVIONICS**

SYSTEM and/or COMPONENT	VFR DAY				
	VFR NIGHT				
	IFR DAY				
	IFR NIGHT				
	ICING CONDITIONS				
ELECTRICAL POWER					
1. Battery	1	1	1	1	1
2. Standby Battery (ESIS)	1	1	1	1	1
3. Battery Ammeter	1	1	1	1	1
4. DC Generator	2	2	2	2	2
5. L & R DC GEN Annunciators	2	2	2	2	2
6. DC Load Meter	2	2	2	2	2
ENGINE INDICATIONS					
1. Multifunctional Display (MFD)	1	1	1	1	1
ENGINE OIL					
1. Chip Detector System including L & R CHIP DETECT Annunciators	2	2	2	2	2
2. Oil Pressure Indicator in MFD	2	2	2	2	2
3. Oil Temperature Indicator in MFD	2	2	2	2	2
4. L & R OIL PRESS annunciator	2	2	2	2	2
ENVIRONMENTAL					
1. L & R BL AIR FAIL Annunciator	2	2	2	2	2
2. Bleed Air Shutoff Valve	2	2	2	2	2
3. ALT WARN Annunciator (Cabin)	1	1	1	1	1
4. Cabin Rate of Climb Indicator	1	1	1	1	1
5. Outflow Valve/Safety Valve	2	2	2	2	2
6. Pressurization Controller	1	1	1	1	1
7. Differential Pressure/Cabin Altitude Indicator	1	1	1	1	1
8. DUCT OVERTEMP Annunciator	1	1	1	1	1
FIRE PROTECTION					
1. Engine Fire Detector System and Annunciators	2	2	2	2	2
2. Engine Fire Extinguisher System & Annunciators	2	2	2	2	2
FLIGHT CONTROLS					
1. Flap Position Indicator	1	1	1	1	1
2. Flap System	1	1	1	1	1
3. Stall Warning System	1	1	1	1	1
4. <u>Stall Warning System Ice Mode</u>	0	0	0	0	1
5. Trim Tab Position Indicator (Rudder, Aileron, and Elevator)	3	3	3	3	3
6. Yaw Damp	1	1	1	1	1
7. <u>Elevator Trim Warning System</u>	1	1	1	1	1

**AIRCRAFT EQUIPPED WITH
ROCKWELL COLLINS PRO LINE FUSION AVIONICS**

SYSTEM and/or COMPONENT	VFR DAY				
	VFR NIGHT				
	IFR DAY				
	IFR NIGHT				
	ICING CONDITIONS				
ELECTRICAL POWER					
1. Battery	1	1	1	1	1
2. Standby Display Battery	1	1	1	1	1
3. Battery Ammeter	1	1	1	1	1
4. DC Generator	2	2	2	2	2
5. DC Load Meter	2	2	2	2	2
ENGINE INDICATIONS					
1. Engine Indication System L & R (Oil Pressure, Oil Temperature, Torque, ITT, Prop RPM, N ₁)	1	1	1	1	1
ENGINE OIL					
1. L & R Chip Detector System	2	2	2	2	2
ENVIRONMENTAL					
1. Bleed Air Shutoff Valve	2	2	2	2	2
2. Altitude Warning System (Cabin)	1	1	1	1	1
3. Outflow Valve/Safety Valve	2	2	2	2	2
4. Pressurization Controller	1	1	1	1	1
5. Differential Pressure/Cabin Altitude Indicator	1	1	1	1	1
FIRE PROTECTION					
1. Engine Fire Detector System and Annunciators	2	2	2	2	2
2. Engine Fire Extinguisher System & Annunciators	2	2	2	2	2
FLIGHT CONTROLS					
1. Flap Position Indicator	1	1	1	1	1
2. Flap System	1	1	1	1	1
3. Stall Warning System	1	1	1	1	1
4. <u>Stall Warning System Ice Mode</u>	0	0	0	0	1
5. Trim Tab Position Indicator (Rudder, Aileron, and Elevator)	3	3	3	3	3
6. Yaw Damp	1	1	1	1	1
7. <u>Elevator Trim Warning System</u>	1	1	1	1	1

**AIRCRAFT EQUIPPED WITH
ROCKWELL COLLINS PRO LINE 21 AVIONICS**

SYSTEM and/or COMPONENT	VFR DAY				
	VFR NIGHT				
	IFR DAY				
	IFR NIGHT				
	ICING CONDITIONS				
FUEL					
1. Engine Driven Boost Pump	2	2	2	2	2
2. Fuel Crossfeed System including Annunciator	1	1	1	1	1
3. Standby Electric Fuel Pump	2	2	2	2	2
4. FUEL PRESS Annunciator	2	2	2	2	2
5. Fuel Quantity Indicating System incl. Annunciators	2	2	2	2	2
6. Firewall Fuel Shutoff System incl. Annunciators	2	2	2	2	2
7. Jet Transfer Pump	2	2	2	2	2
8. Motive Flow Valve	2	2	2	2	2
ICE AND RAIN PROTECTION					
1. Alternate Static Air System	0	0	1	1	1
2. Engine Auto Ignition System and Annunciators	2	2	2	2	2
3. Engine Anti-Ice System and Annunciators	2	2	2	2	2
4. Heated Fuel Vent	0	0	0	0	2
5. Heated Windshield (Left)	0	0	0	0	1
6. Pitot Heat System Including Annunciators	0	0	2	2	2
7. Pneumatic Pressure Indicator	0	0	1	1	1
8. Propeller Deicer System	0	0	0	0	1
9. Stall Warning Heat (Lift Transducer and Mounting Plate)	0	0	0	0	1
10. Surface Deicer System	0	0	0	0	1
11. Wing Ice Light (Left)	0	0	0	0	1
LANDING GEAR					
1. Landing Gear Position Lights	3	3	3	3	3
2. Landing Gear Handle Light	1	1	1	1	1
3. Landing Gear Aural Warning	1	1	1	1	1
4. Landing Gear Hydraulic Power Pack	1	1	1	1	1
5. HYD FLUID LOW Annunciator	1	1	1	1	1
6. Alternate Landing Gear Extension System	1	1	1	1	1
LIGHTS					
1. Cockpit and Instrument Lighting system	0	1	0	1	0
2. DOOR UNLOCKED Annunciator	1	1	1	1	1
3. Landing Lights	0	2	0	2	0
4. Position Lights	0	3	0	3	0
5. Anti-collision Lights System	0	1	0	1	0
6. <u>Cabin Emergency Lighting System and Escape Path Markings</u>	Required when carrying passengers				

**AIRCRAFT EQUIPPED WITH
ROCKWELL COLLINS PRO LINE FUSION AVIONICS**

SYSTEM and/or COMPONENT	VFR DAY					VFR NIGHT				
						IFR DAY				
						IFR NIGHT				
						ICING CONDITIONS				
FUEL										
1. Engine Driven Boost Pump	2	2	2	2	2					
2. Fuel Crossfeed System	1	1	1	1	1					
3. Standby Electric Fuel Pump	2	2	2	2	2					
4. Fuel Quantity Indicating System incl. Annunciators	2	2	2	2	2					
5. Firewall Fuel Shutoff System	2	2	2	2	2					
6. Jet Transfer Pump	2	2	2	2	2					
7. Motive Flow Valve	2	2	2	2	2					
ICE AND RAIN PROTECTION										
1. Alternate Static Air System	0	0	1	1	1					
2. Engine Auto Ignition System and Annunciators	2	2	2	2	2					
3. Engine Anti-Ice System	2	2	2	2	2					
4. Heated Fuel Vent	0	0	0	0	2					
5. Heated Windshield (Left)	0	0	0	0	1					
6. Pitot Heat System	0	0	2	2	2					
7. Pneumatic Pressure Indicator	0	0	1	1	1					
8. Propeller Deicer System	0	0	0	0	1					
9. Stall Warning Heat (Lift Transducer and Mounting Plate)	0	0	0	0	1					
10. Surface Deicer System	0	0	0	0	1					
11. Wing Ice Light (Left)	0	0	0	0	1					
LANDING GEAR										
1. Landing Gear Position Lights	3	3	3	3	3					
2. Landing Gear Handle Light	1	1	1	1	1					
3. Landing Gear Aural Warning	1	1	1	1	1					
4. Landing Gear Hydraulic Power Pack	1	1	1	1	1					
5. Alternate Landing Gear Extension System	1	1	1	1	1					
	1	1	1	1	1					
LIGHTS										
1. Cockpit and Instrument Lighting system	0	1	0	1	0					
2. Landing Lights	0	2	0	2	0					
3. Position Lights	0	3	0	3	0					
4. Anti-collision Lights System	0	1	0	1	0					
5. Cabin Emergency Lighting System and Escape Path Markings						Required when carrying passengers				

**AIRCRAFT EQUIPPED WITH
ROCKWELL COLLINS PRO LINE 21 AVIONICS**

SYSTEM and/or COMPONENT	VFR DAY				
	VFR NIGHT				
	IFR DAY				
	IFR NIGHT				
	ICING CONDITIONS				
FLIGHT INSTRUMENTS					
1. Primary Flight Display (PFD)	2	2	2	2	2
2. Magnetic Compass	1	1	1	1	1
3. Electronic Standby Instrument System (ESIS)	1	1	1	1	1
4. AHRS	2	2	2	2	2
5. Air Data Computer (ADC)	2	2	2	2	2
6. Outside Air Temperature	1	1	1	1	1
OXYGEN					
1. Oxygen System	1	1	1	1	1
PROPELLER					
1. Autofeather System including Annunciators	1	1	1	1	1
2. Propeller Reversing System including Annunciators	2	2	2	2	2
3. Propeller Governor Test Switch	1	1	1	1	1
4. Propeller Over-speed Governor	2	2	2	2	2
5. Propeller Low-Pitch Stop	2	2	2	2	2
VACUUM SYSTEM					
1. Vacuum Gage	1	1	1	1	1

**AIRCRAFT EQUIPPED WITH
ROCKWELL COLLINS PRO LINE FUSION AVIONICS**

SYSTEM and/or COMPONENT	VFR DAY				
	VFR NIGHT				
	IFR DAY				
	IFR NIGHT				
	ICING CONDITIONS				
FLIGHT INSTRUMENTS					
1. Crew Alerting System (CAS)	1	1	1	1	1
2. Primary Flight Display (PFD)	2	2	2	2	2
3. Multifunction Display (MFD)	1	1	1	1	1
4. Magnetic Compass	1	1	1	1	1
5. Standby Flight Display System (SFDS)	1	1	1	1	1
6. Attitude Heading System (AHS)	2	2	2	2	2
7. Air Data System (ADS)	2	2	2	2	2
8. Outside Air Temperature (Pilot's Side Console)	1	1	1	1	1
OXYGEN					
1. Oxygen System	1	1	1	1	1
PROPELLER					
1. Autofeather System including Annunciators	1	1	1	1	1
2. Propeller Reversing System	2	2	2	2	2
3. Propeller Governor Test Switch	1	1	1	1	1
4. Propeller Over-speed Governor	2	2	2	2	2
5. Propeller Low-Pitch Stop	2	2	2	2	2
VACUUM SYSTEM					
1. Vacuum Gage	1	1	1	1	1

NOTE

The above Kinds of Operations Equipment List does not include all specific flight instruments and communication/navigation equipment required by 14 CFR Part 91 and 135 Operating Requirements.

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ABNORMAL PROCEDURES
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NOTE

See BLR Aerospace AFMS-B250-1 AFM Supplement
and Beechcraft B200GT Pilot Operating Handbook
for other Abnormal Procedures.

FLAPS UP LANDING

Refer to Section 5 of Supplement AFM 006-4 for Flaps Up Landing Distance.

WEIGHT POUNDS	V_{REF} (FLAPS UP) KNOTS
13,420	124
13,000	121
12,500	119
12,000	115
11,000	111
10,000	106
9,000	101

1. Approach Speed, V_{REF} (Flaps Up)CONFIRM
2. AutofeatherARM
3. Pressurization..... CHECK
4. Cabin Sign..... NO SMOKE & FSB
5. Flaps UP

CAUTION

Do not silence the landing gear warning horn, since the flap actuated portion of the landing gear warning system will not be actuated during a flap up landing.

6. Flap Override.....SELECT
7. Landing Gear DOWN
8. LightsAS REQUIRED

NOTE

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

9. RadarAS REQUIRED
10. Surface Deice CYCLE (as required)

If wings are free of ice:

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

If residual ice remains on wing boots:

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

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

ONE-ENGINE-INOPERATIVE GO-AROUND

1. Power MAXIMUM ALLOWABLE
2. Landing Gear UP
3. Flaps UP AT $V_{REF} + 10$ KNOTS
4. Airspeed $V_{REF} + 20$ KNOTS

OVERWEIGHT LANDING

WEIGHT POUNDS	V_{REF} KNOTS
13,420	105
13,000	104
12,500	103

When Landing Is Assured:

1. Flaps DOWN
2. Airspeed V_{REF}
3. Yaw Damp OFF
4. Power Levers IDLE
5. Propeller Levers FULL FORWARD
6. Sink Rate TOUCHDOWN WITH NOMINAL OR LESS SINK RATE

After Touchdown:

7. Power Levers LIFT AND SELECT GROUND FINE
8. Brakes AS REQUIRED

NOTE

An overweight landing is defined as any landing made when the airplane gross weight is greater than 12,500 pounds, which is the maximum landing weight limitation. When the airplane is landed at a gross weight above 12,500 pounds the pilot should request that an inspection in accordance with the King Air 200 Series Maintenance Manual Section 5-50-00 Inspection After Hard Landing be performed before the next flight. Also, an overweight landing where the touchdown sink rate is nominal will not result in damage to the landing gear or airframe structure.

Only For Aircraft with Rockwell Collins Pro Line Fusion:

STALL FAIL **Stall Fail**

This CAS message indicates that the stall computer has failed.
Maintain airspeed appropriate for phase of flight.

NOTE

Halo 250 equipped aircraft have two stall computer modes, Normal Mode and Icing Mode. The Stall Fail CAS message applies to the mode in use at the time of failure.

SECTION 4
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 (V_{MCA}), Flaps Up	92 Knots
Flaps Approach	87 Knots

PROCEDURES BY FLIGHT PHASE

NOTE

Refer to all applicable Supplements for flight phase procedures for optional equipment installed in the airplane. The procedures listed below are required for airplanes modified by the installation of the CenTex Aerospace Halo 250 Commuter Category STC.

PREFLIGHT INSPECTION

CABIN/COCKPIT

Add the following steps while Battery Switch is OFF.

Emergency Lighting Cabin Switch ON
Emerg Cabin Lt Control Switch.....ARM
Emergency Cabin Flood Lamps CHECK (illuminated)

Add the following step when Battery Switch is ON

Emergency Cabin Flood Lamps CHECK (not illuminated)

Add the following step after the Battery Switch is turned OFF.

Emergency Lighting Cabin Switch OFF
Emergency Escape Path Markings MUST BE UNCOVERED & VISIBLE

LEFT WING AND NACELLE

Change the following:

Propeller CHECK PROPELLER AND DEICE BOOT CONDITION

RIGHT WING AND NACELLE

Change the following:

Propeller CHECK PROPELLER AND DEICE BOOT CONDITION

BEFORE ENGINE STARTING

Add the following step after airstair door is LOCKED.

Emergency Lighting Cabin Switch ON

Add the following steps after the Battery Switch is ON.

Left Power Lever ADVANCE TO AT LEAST 80% POSITION

Autofeather SwitchARM

Elevator Trim Warning System TEST

Elevator Trim Control..... SET FOR TAKEOFF

Autofeather Switch OFF

Left and Right Power Levers IDLE

BEFORE TAKEOFF (RUNUP)

Add the following steps after the Surface Deice System check.

- Stall Warning Ice Mode Annunciator ILLUMINATED
- Stall Warning TEST
- Stall Warning Ice Mode Annunciator PRESS (to select Normal Mode)

NOTE

The stall warning system must be in the Normal Mode during takeoff and initial climb-out. If a takeoff is conducting with the stall warning system in the Ice Mode, a misleading stall warning following lift-off will likely occur.

TAKEOFF

- 1. Brakes HOLD
- 2. Power SET (ensure minimum takeoff power is available)
- 3. Rockwell Collins Pro Line 21 Annunciators:
 - [L AFX] and [R AFX] or ILLUMINATED
 - [L AUTOFEATHER] and [R AUTOFEATHER] ILLUMINATED
- Rockwell Collins Pro Line Fusion CAS Messages:
 - Left **AFX** and Right **AFX** CONFIRM DISPLAYED ON EICAS
- 4. Brakes RELEASED

NOTE

Increasing airspeed will cause torque and ITT to increase.

- 5. V_R ROTATE TO APPROX. 8° NOSE UP ATTITUDE
- 6. Landing Gear (when positive climb established) UP
- 7. Airspeed MAINTAIN V_2 UNTIL CLEAR OF OBSTACLES
- 8. Flaps (at $V_2 + 5$ Knots) UP

CLIMB

Add the following after normal climb checklist.

CLIMB IN ICING CONDITIONS

- 1. Engine Anti-Ice ON
- Rockwell Collins Pro Line 21 Annunciators:
 - [L ENG ANTI-ICE] and [R ENG ANTI-ICE] ILLUMINATED
- Rockwell Collins Pro Line Fusion CAS Message:

L-R ENG ANTI-ICE

CAS MESSAGE DISPLAYED

- 2. Auto Ignition ARM
- 3. Prop Deice AUTO
- 4. Stall Warning Heat CONFIRM ON
- 5. Left and Right Fuel Vent Heat CONFIRM ON
- 6. Left and Right Pitot Heat CONFIRM ON
- 7. Windshield Anti-Ice CONFIRM NORMAL OR HI
- At first sign of ice accretion on aircraft.
- 8. Surface Deice Switch SINGLE AND RELEASE (repeat as required)
- 9. Stall Warning Ice Mode Annunciator ILLUMINATED
- 10. Climb Power SET MAX CONT POWER (to expedite climb)
- 11. Airspeed 145 KNOTS MINIMUM AIRSPEED

CHARGING EMERGENCY ESCAPE PATH MARKINGS

Photoluminescent markings have been installed on the cabin floor outlining the aisle and the paths to the emergency exit door and cabin door. The markings must be charged during preflight operations by illuminating the cabin with either or a combination of sunlight through the cabin windows, the cabin lights, or the emergency cabin flood lamps when any part of that flight will be conducted in darkness. The table below lists the minimum charging time to ensure the markings will perform as intended throughout the respective flight.

Required Charging of Emergency Escape Path Markings

Charging Time	Duration of Acceptable Luminance
5 minutes	1.5 hours
10 minutes	2.5 hours
20 minutes	4 hours
30 minutes	5 hours

OVERWEIGHT LANDING

An overweight landing is defined as any landing made when the airplane gross weight is greater than 12,500 pounds, which is the maximum landing weight limitation. If it becomes necessary to land the airplane at a gross weight above 12,500 pounds the pilot should request that an inspection in accordance with the King Air 200 Series Maintenance Manual Section 5-50-00 Inspection After Hard Landing be performed before the next flight. Note that components in the standard landing gear have less overall strength margin than the corresponding components in the high flotation landing gear. Also, an overweight landing where the touchdown sink rate is nominal will not result in damage to the landing gear or airframe structure.

NOISE CHARACTERISTICS

The takeoff noise level of King Air 200 series airplanes modified in accordance with the CenTex Aerospace Halo 250 Commuter Category STC established in compliance with 14 CFR Part 36, Appendix G and ICOA Annex 16, Chapter 10 is 85.3 dB(A). The limit is 88.0 dB(A).

No determination has been made by the Federal Aviation Administration that the noise level of this airplane is, or should be, acceptable or unacceptable for operation at, into, or out of any airport.

OPERATIONS AT AIRPORTS ABOVE 10,000 FEET PRESSURE ALTITUDE

BEFORE ENGINE STARTING

Prior to turning battery on:

Oxygen Controls..... DO NOT PULL ON

WARNING

With the Oxygen Controls not pulled on, crew oxygen and automatic deployment of the passenger oxygen masks is not available.

After turning battery on:

Rockwell Collins Pro Line 21 Annunciator: [ALT WARN] ILLUMINATED
(above approximately 12,000 feet)

Rockwell Collins Pro Line Fusion CAS Message:

Cabin Alt High

CAS MESSAGE DISPLAYED

BEFORE TAKEOFF (FINAL ITEMS)

Envir Bleed Air.....LOW

CLIMB

1. Envir Bleed Air AUTO
2. Cabin Controller SET AT PLANNED CRUISE
ALTITUDE PLUS 500 FEET (if desired)
3. Pressurization..... CHECK
4. Oxygen Controls (after cabin altitude descends
through 11,000 feet) PULL ON SYSTEM READY

DESCENT

When landing at field elevations above 11,000 feet pressure altitude:

1. Oxygen Controls (prior to cabin altitude climbing
through 11,000 feet) PUSH OFF
2. Envir Bleed Air LOW
3. Rockwell Collins Pro Line 21 Annunciator: [ALT WARN] ILLUMINATED
(above approximately 12,000 feet)

Rockwell Collins Pro Line Fusion CAS Message:

Cabin Alt High

CAS MESSAGE DISPLAYED
(above approximately 12,000 feet)

WARNING

With the Oxygen Controls not pulled on, crew oxygen and automatic deployment of the passenger oxygen masks is not available.

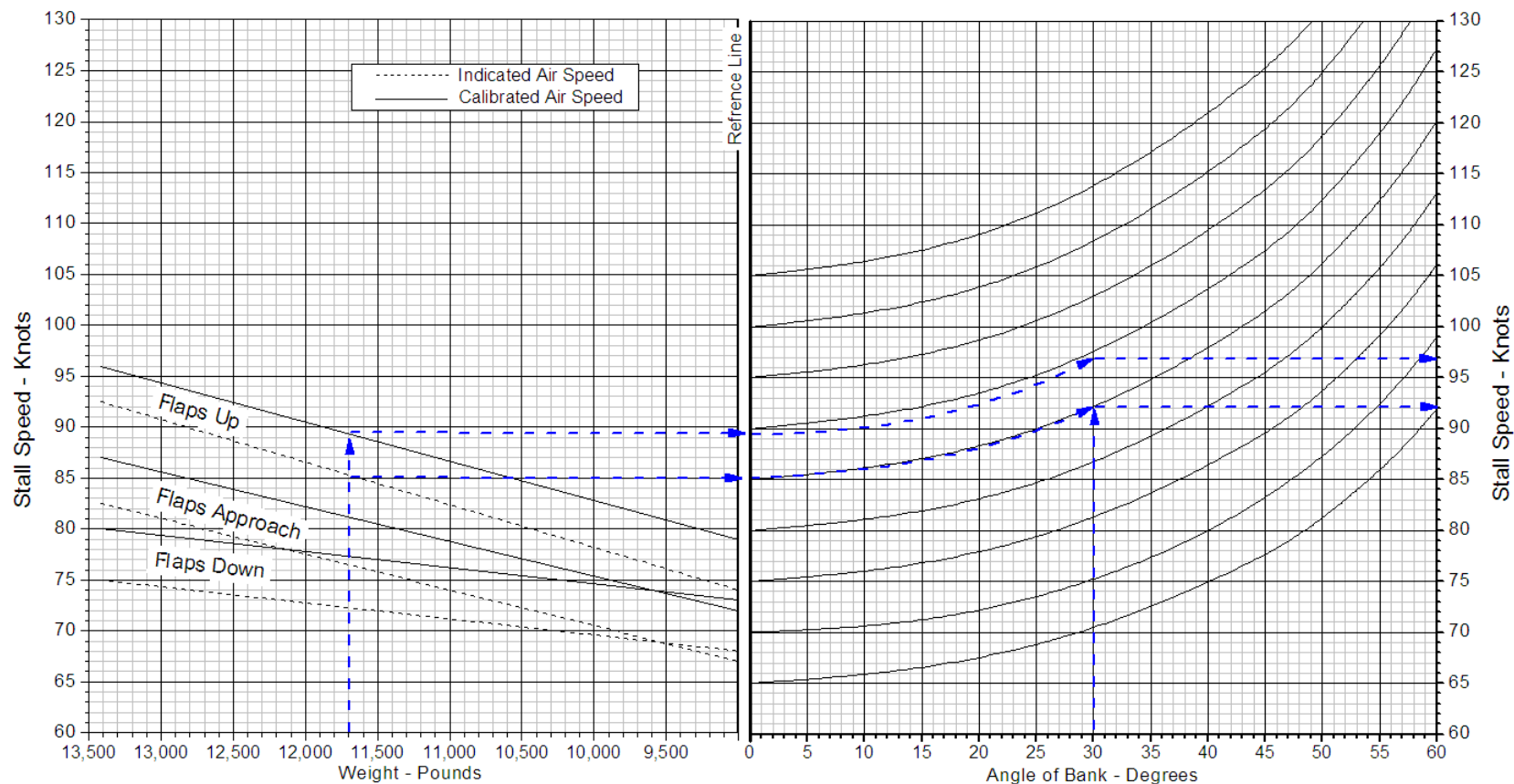
Stall Speeds - Zero Thrust

Notes:

1. Maximum altitude loss during normal stall recovery is approximately 800 feet.
2. Maximum nose down pitch attitude and altitude loss during recovery from one engine inoperative stalls per FAR 23.205 are approximately 8 degrees and 300 feet respectively.
3. The pilot should respond to a stall warning by pitching the aircraft nose down until the stall warning ceases, leveling the wings to orient lift vector for recovery, and adding power to assist in the recovery. Level the airplane after the stall warning has ceased and airspeed has increased at least 25 knots.
4. For operations with ice accumulations present, stall speeds may increase 15 knots.
5. Power setting to achieve Zero Thrust is 250 FT-LB of Torque and propeller speed of 1600 RPM.

Example

Weight..... 11,700 pounds
Flaps Up
Angle of Bank..... 30 degrees
Stall Speed 97 Knots CAS
92 Knots IAS



MAXIMUM ALLOWED TAKEOFF WEIGHT – FLAPS UP

TO MEET FIRST, SECOND, AND FINAL SEGMENT CLIMB REQUIREMENTS

NOTES:

1. The gross weight of the airplane at takeoff must not exceed the Maximum Allowed Takeoff Weight at the corresponding pressure altitude and temperature shown in this table. This ensures compliance to the regulatory requirement for a minimum climb gradient in the event of an engine failure. For temperatures below 0°C and pressure altitudes up to 14,000 feet, the Maximum Allowed Takeoff Weight is 13,420 pounds.
2. For operations with ice vanes extended, add 6°C to the actual Outside Air Temperature and use this adjusted temperature in the table.
3. Blue background indicates under the respective conditions the Maximum Allowed Takeoff Weight is less than 13,420 pounds.

Pressure Altitude -Feet-	Outside Air Temperature Maximum Allowed Takeoff Weight - Pounds											
	0°C	5°C	10°C	15°C	20°C	24°C						
14,000	13,420	13,217	12,594	11,937	11,239	10,679						
13,000	13,420	13,420	13,202	12,569	11,903	11,187	26°C 11,037					
12,000	13,420	13,420	13,420	13,177	12,536	11,852	28°C 11,430					
11,000	13,420	13,420	13,420	13,420	13,058	12,425	30°C 11,753					
10,000	13,420	13,420	13,420	13,420	13,420	25°C 12,956	32°C 12,327	12,059				
9,000	13,420	13,420	13,420	13,420	13,420	25°C 13,420	30°C 12,847	34°C 12,331				
8,000	13,420	13,420	13,420	13,420	13,420	25°C 13,420	30°C 13,368	35°C 12,719	36°C 12,589			
7,000	13,420	13,420	13,420	13,420	13,420	25°C 13,420	30°C 13,420	35°C 13,275	38°C 12,878			
6,000	13,420	13,420	13,420	13,420	13,420	25°C 13,420	30°C 13,420	35°C 13,420	40°C 13,172			
5,000	13,420	13,420	13,420	13,420	13,420	25°C 13,420	30°C 13,420	35°C 13,420	40°C 13,420	42°C 13,370		
4,000	13,420	13,420	13,420	13,420	13,420	25°C 13,420	30°C 13,420	35°C 13,420	40°C 13,420	44°C 13,420		
3,000	13,420	13,420	13,420	13,420	13,420	25°C 13,420	30°C 13,420	35°C 13,420	40°C 13,420	45°C 13,420	46°C 13,420	
2,000	13,420	13,420	13,420	13,420	13,420	25°C 13,420	30°C 13,420	35°C 13,420	40°C 13,420	45°C 13,420	48°C 13,420	
1,000	13,420	13,420	13,420	13,420	13,420	25°C 13,420	30°C 13,420	35°C 13,420	40°C 13,420	45°C 13,420	50°C 13,420	
Sea Level	13,420	13,420	13,420	13,420	13,420	25°C 13,420	30°C 13,420	35°C 13,420	40°C 13,420	45°C 13,420	50°C 13,420	52°C 13,420

SECTION 7
SYSTEMS DESCRIPTION
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INTRODUCTION

New safety systems are installed under the Halo 250 conversion. These systems provide safety functions that are required for airplanes certificated in the Commuter category. Also, the stall warning system has been modified and will now provide accurate and reliable warning when the airplane is operated in icing conditions. The result is a King Air 200 series airplane that operates at a higher level of safety.

Below is a list of the added functions:

- Takeoff Trim Warning
- (Omitted)
- Engine Fire Extinguisher
- Stall Warning Ice Mode
- Emergency Cabin Lighting
- Escape Path Markings

This section describes the functionality of these systems and the pertinent design details. It is imperative that the pilot be knowledgeable of this information so he/she can fully utilize these new features and thereby realize the added safety they provide. For information on systems other than those described in this section see the BLR Aerospace AFMS-B250-1 AFM Supplement and the basic Pilot Operating Handbook.

TAKEOFF TRIM WARNING

The Halo 250 conversion adds a takeoff trim warning system. The system detects if the elevator trim tab has not been properly set before takeoff and sounds a warning when the pilot initiates a takeoff. The pilot should respond to the warning by immediately aborting the takeoff run.

The trim warning system utilizes the existing elevator tab position indicator to determine tab position. A micro switch actuated by the tab position indicator activates the warning horn when the tab position is outside of the approved range for takeoff. The horn emits a constant, mid-frequency tone. It is located beneath the lower edge of the pilot's instrument panel next to the console. The micro switch is mounted to the console beneath the elevator trim wheel.

The Autofeather/takeoff trim warning system is powered from Dual Fed Bus No. 2 (See FIGURE 7-6 and FIGURE 7-8). Power to the elevator trim warning system comes through the Autofeather system switch when it is in the ARMED position. Power must also pass through the weight-on-wheels switch and the 90% N_1 switch associated with the left engine power lever. The system becomes fully operational once the Autofeather system is ARMED and the left power lever is advance to the 90% N_1 , or higher, position. The takeoff trim warning system is deactivated through the weight-on-wheels switch after liftoff so no misleading warnings occur during flight. Note the Halo 250 STC conversion requires the Autofeather system to be operative for takeoff.

The warning system should be tested before the first flight of each day, as specified in Section 4 Normal Procedures.

OVER-SPEED WARNING

The Rockwell Collins Pro Line 21 or Rockwell Collins Pro Line Fusion integrated avionics provides an aural over-speed warning, which is required for commuter category airplanes. The aural warning automatically alerts the pilot whenever airspeed is greater than V_{MO} or Mach number is greater than M_{MO} . This system provides a backup to the function provided by the airspeed tape on the Primary Flight Displays. The pilot should respond to a warning by immediately taking the necessary action to reduce airspeed.

SEATING ARRANGEMENTS

Various configurations of passenger chairs and one-place couch installations may be installed on the continuous tracks mounted to the cabin floor. Seating for up to nine (9) persons, excluding crew, may be installed. This is a new limitation imposed by the Commuter category requirements.

EMERGENCY ESCAPE PATH MARKINGS

The Halo 250 conversion adds photoluminescent markings that highlight the escape path along the floor to the emergency exit door and cabin door. The photoluminescent markings must be visible (not covered by floor mats or any other coverings) and adequately charged before conducting any part of a flight in darkness. Charging can be accomplished with sunlight or with the interior lights or with the emergency flood lamps. See Section 4 Normal Procedures for the required charging time

ENGINE FIRE EXTINGUISHER

The Halo 250 conversion requires installation of the optional engine fire extinguisher system. Information regarding this system is contained in the basic Airplane Flight Manual or Pilot Operating Handbook.

STALL WARNING ICE MODE

The King Air 200 series stall warning system does not have the capability to adjust for the effect that icing has on stall speed. Ice accretion causes the wing to stall at a lower angle-of-attack and can result in a 15% to 20% increase in stall speed. The Halo 250 conversion adds additional capability so a reliable and accurate stall warning is available in icing conditions. This new stall warning functionality is called the "ice mode".

The stall warning system will activate the warning horn when the output of the lift transducer reaches a preset voltage. The system has three different voltage settings, one for each flap position; which enables it to provide accurate warning at each flap setting. The Halo 250 conversion adds components to the stall warning system that allow three different preset voltages to become active when it is in the ice mode. These voltage settings are uniquely selected so that the effect of ice on the wings is considered. With wing flaps up, the stall warning activates at approximately 20 knots higher airspeed in the ice mode.

The pilot should respond to the warning by pitching the aircraft nose down until the warning ceases, leveling the wings to orient lift vector for recovery, and adding power to assist in the recovery. The pilot's failure to respond to a stall warning can result in a stall and subsequent loss of control of the airplane.

Switching to the ice mode occurs automatically when the pilot selects either SINGLE or MANUAL on the Surface Deice switch. The STALL WARNING ICE MODE annunciator, which is located in the glareshield in front of the pilot, will illuminate whenever the ice mode is active (See FIGURE 7-2). The ice mode will stay active until it is manually deactivated by the pilot pressing the illuminated annunciator. This should be done when the airplane is outside of icing conditions and is free of ice. Pressing the annunciator when it is extinguished has no effect. Note the stall warning heat must be operating when flying in icing conditions to keep the lift transducer free of ice.

When testing the stall warning system, the mode in operation when the test is performed is the mode that is tested. A constant tone will be heard if the system is functioning properly. The new system components are located inside the aft end of the console.

FIGURE 7-2
STALL WARNING ICE MODE ANNUNCIATOR**CABIN EMERGENCY LIGHTING**

The Halo 250 conversion adds a cabin emergency lighting system. It provides supplemental lighting in the cabin around the emergency exit door and cabin door. The system has two LED flood lamps located in the cabin ceiling that are powered by a dedicated battery pack, which contains two 12-volt, sealed lead-acid batteries connected in series, installed under the cabin floor.

The system automatically turns on the flood lamps in the event of a 2-g, or greater, deceleration or a loss of power on the main electrical bus. This keeps the cabin from becoming unlighted during such critical events. Additionally, the lamps can be used for lighting the cabin when boarding or to charge the photoluminescent escape path markings.

Two switches operate the system and provide required functionality. A cabin switch located next to the aft flood lamp connects the battery pack to the system (See FIGURE 7-3). A control switch located in the pilot's sub-panel arms automatic operation or provides manual operation of the flood lamps from the cockpit (See FIGURE 7-4). Power to charge the battery pack is fed from the main electrical bus through a five (5) amp circuit breaker labeled EMERG LIGHT in the copilot circuit breaker panel (See FIGURE 7-5 thru FIGURE 7-8).

Two amber indicator lights located adjacent to the control switch (See FIGURE 7-4) warn the pilot when the system switches are not set as required for taxi and takeoff operations. The amber indicator lights will be extinguished when the cockpit control switch is ARMED and the cabin switch is ON. Note these are the required positions for taxi and flight operations.

When exiting the airplane both the control switch and the cabin switch should be placed in the OFF position. If left on, a timer prevents the battery from becoming totally discharged by disconnecting the battery pack from the system after 10 minutes. Selecting OFF on the cabin switch reconnects the battery pack and resets the timer. Note recharging of the battery pack occurs automatically whenever the airplane battery switch is ON and the main electrical bus is powered by either the generators or an external power source.

The level of charge of the emergency lighting system battery pack should be checked before the first flight of each day as described in Section 4 NORMAL PROCEDURES. The system must be operational when carrying passengers. If the lamps do not illuminate, the emergency lighting system batteries have been discharged or there is a malfunction in the system. A discharged battery pack must be removed and the batteries recharged or replaced. The Halo 250 Instructions for Continued Airworthiness, Manual no. 006-30 describes the proper procedures for removing and recharging or replacing the cabin emergency lighting system battery pack.

The battery pack and relays are located beneath the cabin floor at either Fuselage Station 207 or Fuselage Station 270. Also, the battery pack should be inspected at each maintenance Phase Inspection interval for general condition and the time-in-service for the batteries. The batteries must be replaced after 36 calendar months from the time they were installed.

FIGURE 7-3
EMERGENCY CABIN LIGHTING SYSTEM
CABIN SWITCH & FLOOD LAMP



FIGURE 7-4
EMERGENCY CABIN LIGHTING SYSTEM
COCKPIT CONTROL SWITCH and WARNING LIGHTS



CREW ALERTING SYSTEM (CAS)

Only For Aircraft with Rockwell Collins Pro Line Fusion:

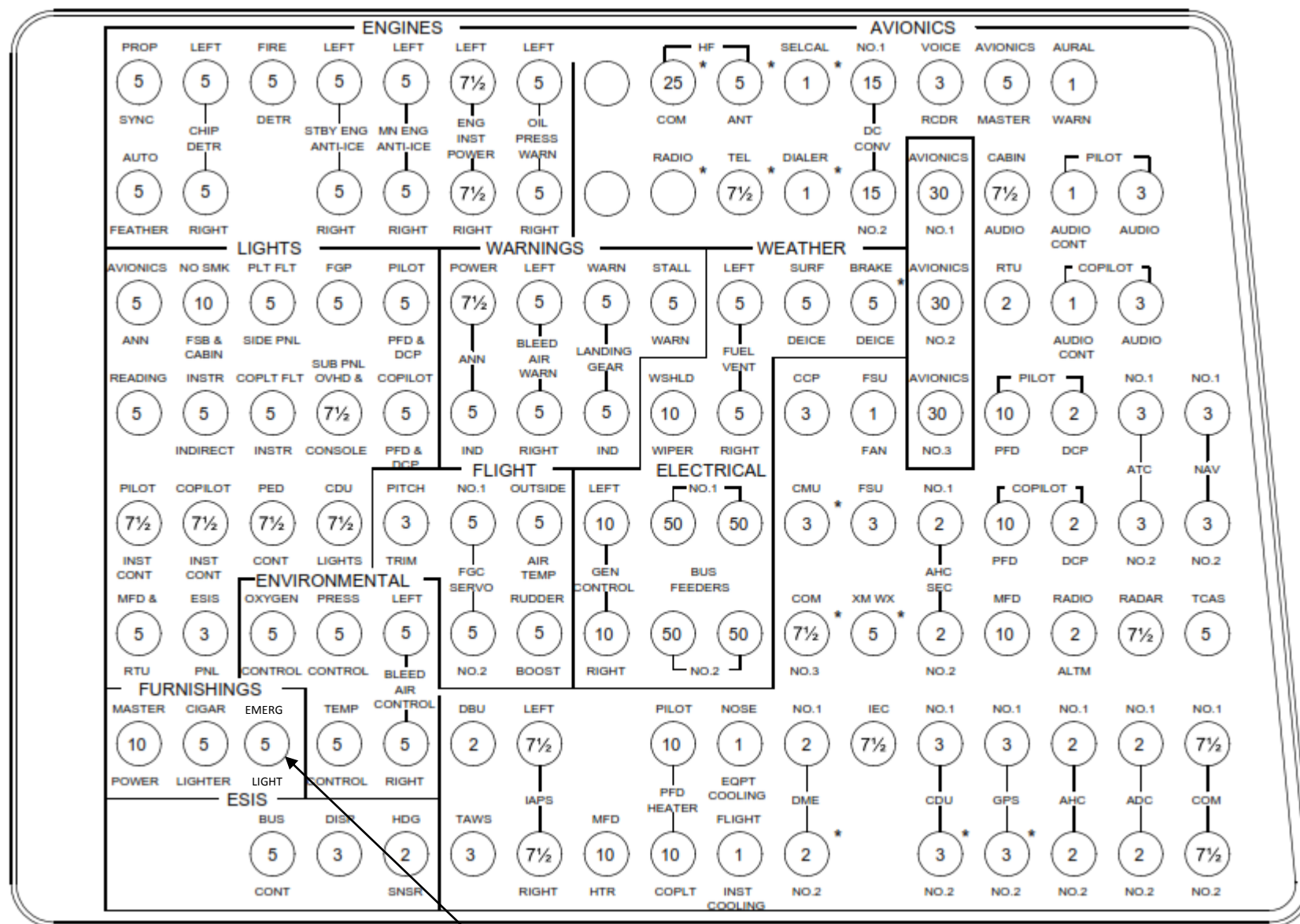
CAUTION (AMBER) CAS MESSAGES

CAS Message	Description
Stall Fail	The stall computer has failed.

NOTE

Halo 250 equipped aircraft have two stall computer modes, Normal Mode and Icing Mode. The Stall Fail CAS message applies to the mode in use at the time of failure.

FIGURE 7-5
RIGHT CIRCUIT BREAKER PANEL (PRO LINE 21)



EMERGENCY LIGHTING SYSTEM CIRCUIT BREAKER

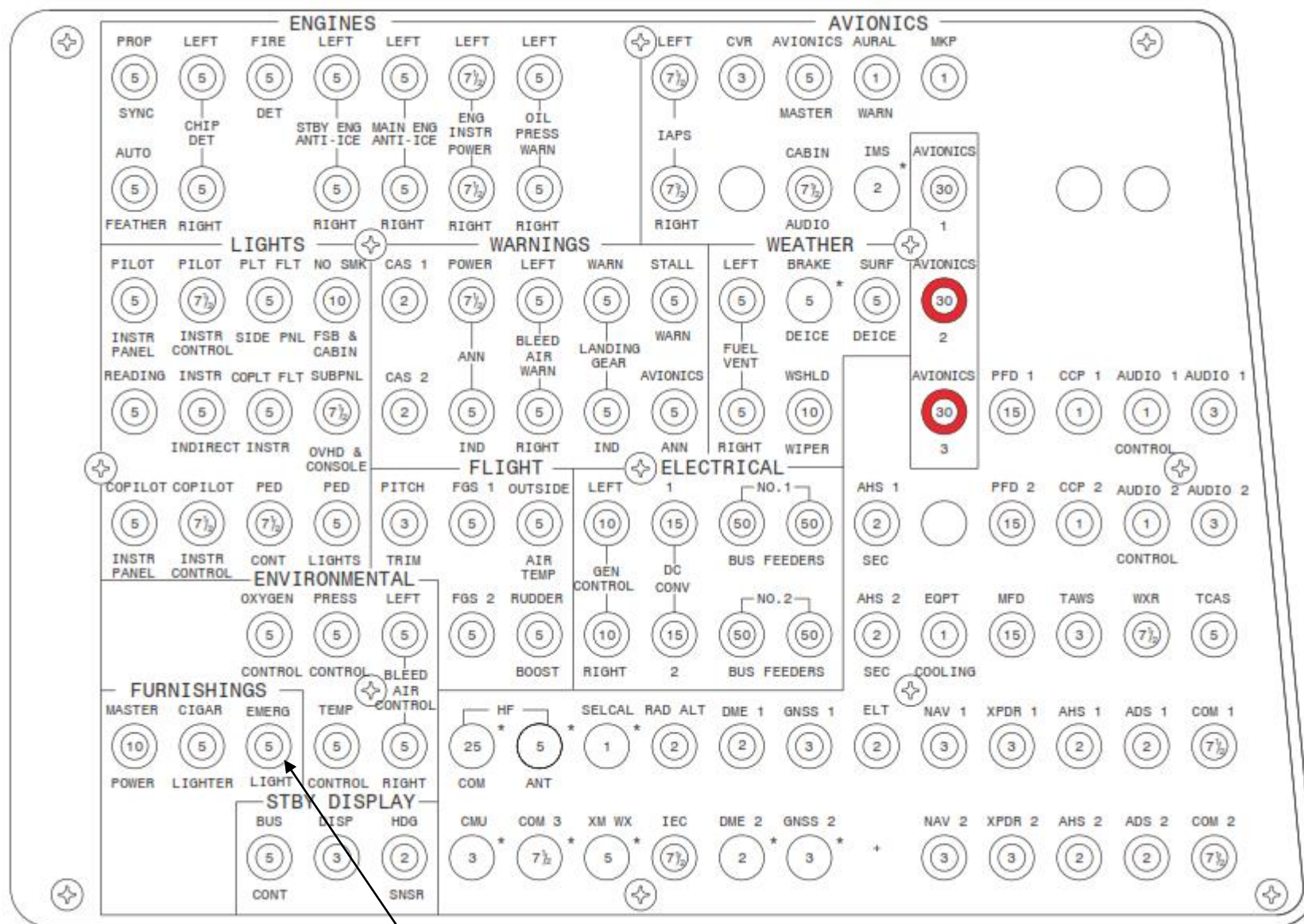
FIGURE 7-6
AVIONICS/ELECTRICAL EQUIPMENT BUS CONNECTION (PRO LINE 21)

System	No. 1 Dual-Fed Bus	No. 2 Dual-Fed Bus	No. 3 Dual-Fed Bus	No. 4 Dual-Fed Bus	Avionics Bus No. 1 (L Gen Bus)	Avionics Bus No. 2 (R Gen Bus)	Avionics Bus No. 3 (L Gen Bus)	No. 1 Subpanel Bus (L Gen Bus)	No. 2 Subpanel Bus (R Gen Bus)	ESIS Battery Bus (No. 3 Dual-Fed Bus)	Hot Bat Bus (Battery) (RW)
ESIS											
										ESIS BUS CONT	
										ESIS HDG SNSR	
										ESIS DISP	
Electrical	GEN CONTROL, L	GEN CONTROL, R	R CB PANEL NO. 3 (FP) (2)	R CB PANEL NO. 4 (FP) (2)							BATTERY RELAY
	BUS FEEDERS NO. 1 (2 ea.)	BUS FEEDERS NO. 2 (2 ea.)	BUS FEEDERS NO. 3 (2 ea.) (FP)	BUS FEEDERS NO. 4 (2 ea.) (FP)							
Engines (including Engine Instruments and Propellers)	CHIP DTR, L	CHIP DTR, R	START CONTROL, L (FP)	START CONTROL, R (FP)							ENG FIRE EXTINGUISH ER, L (opt)
	DCU SEC, NO. 1 (FP)	DCU SEC, NO. 2 (FP)	EDC NO. 1 (FP)	EDC NO. 2 (FP)							ENG FIRE EXTINGUISH ER, R (opt)
	ENG INST POWER, L	ENG INST POWER, R	DCU NO. 1 (FP)	DCU NO. 2 (FP)							
	FIRE DETR		IGNITER POWER, L (FP)	IGNITER POWER, R (FP)							
	MN ENG ANTI ICE, L	MN ENG ANTI ICE, R									
	OIL PRESS, L (FP)	OIL PRESS, R (FP)									
	OIL PRESS WARN, L	OIL PRESS WARN, R									
	PROP SYNC	AUTOFEATHER & TRIM WARN		PROP GOV (FP)							
	STBY ENG ANTI ICE, L	STBY ENG ANTI ICE, R									
	TORQUE, L (FP)	TORQUE, R (FP)									
Furnishings		CIGAR LIGHTER									
		MASTER POWER									
		EMERG LIGHT									

EMERG LIGHTING SYSTEM

TRIM WARN SYSTEM

FIGURE 7-7
RIGHT CIRCUIT BREAKER PANEL (PRO LINE FUSION)



* OPTIONAL/IF INSTALLED

NOTE: SOLID RED COLOR BAND AROUND CB IS FOR LOAD SHEDDING.

EMERGENCY LIGHTING SYSTEM CIRCUIT BREAKER

FIGURE 7-8
AVIONICS/ELECTRICAL EQUIPMENT BUS CONNECTION (PRO LINE FUSION)

System	Dual Fed Bus No. 1	Dual Fed Bus No. 2	Dual Fed Bus No. 3	Dual Fed Bus No. 4	Avionics Bus No. 1 (L Gen Bus)	Avionics Bus No. 2 (R Gen Bus)	Avionics Bus No. 3 (L Gen Bus)	Subpanel Feeder No. 1 (L Gen Bus)	Subpanel Feeder No. 2 (R Gen Bus)	Hot Bat Bus (Battery) (RW)
Engines (including Engine Instruments and Propellers)	L-Chip Detector	R-Chip Detector	L-Start Control (FP)	R-Start Control (FP)						L-Engine Fire Extinguisher (Optional)
	L-Engine Instrument	R-Engine Instrument	EDC 1 (FP)	EDC 2 (FP)						R-Engine Fire Extinguisher (Optional)
	Fire Detector		DCU 1 (FP)	DCU 2 (FP)						
	L-Main Engine Anti Ice	R-Main Engine Anti Ice	L-Ignitor Power (FP)	R-Ignitor Power (FP)						
	L-Oil Press Warn	R-Oil Press Warn								
	Prop Sync	Auto Feather and Trim Warn		Propeller Governor (FP)						
	L-Standby Engine Anti Ice	R-Standby Engine Anti Ice								
Environmental	L-Bleed Air Control	R-Bleed Air Control								Ground Heat
	Auto Oxygen Control	Cabin Temp Control								
	Cabin Pressure Control									
Flight	Pitch Trim	Rudder Boost Control	Flap Motor (FP)							
	OAT		Flap Control and Indicator (FP)							
	FGS 1	FGS 2								
Furnishings		Cigar Lighter								Window Shades
		Furnishings Master Power								
		Emerg Light								

EMERG LIGHTING SYSTEM

TRIM WARN SYSTEM

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