

# King Air B200 Checklist

## Before Engine Start:

1. **Cabin door:** .....Locked
2. **Load and baggage:** .....Secure
3. **Weight and CG:** .....Checked
4. **Emergency exit:** .....Latched
5. **Control locks:** .....Remove
6. **Cabin seats:** .....Positioned (outboard), backs upright
7. **Seat belts and harnesses:** .....Fastened
8. **Parking brake:** .....Set
9. **Landing gear handle:** .....Down
10. **Power levers:** .....Idle
11. **Propeller levers:** .....High RPM
12. **Condition levers:** .....Cut off
13. **Cabin signs:** .....Both
14. **Cabin Temp Mode:** .....Off
15. **Vent blower:** .....Auto
16. **Aft blower:** .....Off
17. **Radiant heat:** .....Off
18. **Microphone switches:** .....Normal
19. **Oxygen supply pressure:** .....Check
20. **Oxygen supply:** .....Auto on/Manual off
21. **Quick-don masks:** .....Check, select 100%
22. **Circuit breakers (R side-panel):** .....In
23. **Pilot's static source:** .....Normal
24. **Fuel firewall valves:** .....Closed
25. **Circuit breakers (L side-panel):** .....In
26. **Standby pumps:** .....On (listen for operation)
27. **Battery switch:** .....On (FUEL PRESS on)
28. **Fuel firewall valves:** .....Open (FUEL PRESS off)
29. **Standby pumps:** .....Off (FUEL PRESS on)
30. **Crossfeed:** .....Alternately (FP off, FC on), then off
31. **Auxiliary transfer:** .....Auto

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32. **NO TRANSFER:** .....Press to test
33. **Fuel quantity:** .....Check (main and auxiliary)
34. **DC Volt/loadmeters:** .....Press to check voltage
35. **Stall warning:** .....Test
36. **Fire detectors and extinguishers:** .....Test
37. **Annunciator lights:** .....Test
38. **Landing gear handle lights:** .....Press to test
39. **Rotating beacon:** .....On

## Engine Start (Battery):

1. **R ign/start:** .....On
2. **R FUEL PRESS:** .....Check extinguished
3. **Stable N1 > 12%:** .....Wait
4. **R condition lever:** .....Low idle
5. **ITT and N1:** ...Monitor (1000°C max., rise in 10 s)
6. **R oil pressure:** .....Check
7. **R condition lever:** .....High idle
8. **Wait:** .....N1 = 50%
9. **R ign/start:** .....Off
10. **R generator:** .....Reset, then On
11. **Charge battery:** .....Load = 0,5, max. 5 min
12. **R generator:** .....Off
13. **L ign/start:** .....On
14. **L FUEL PRESS:** .....Check extinguished
15. **N1 > 12%:** .....Wait
16. **L condition lever:** .....Low idle
17. **R generator:** .....On
18. **ITT and N1:** ...Monitor (1000°C max., rise in 10 s)
19. **L oil pressure:** .....Check
20. **Wait:** .....N1 = 50%
21. **L ign/start:** .....Off
22. **L generator:** .....Reset, On
23. **R condition lever:** .....Low idle

## King Air B200 Checklist

### After start:

1. **Inverter:** .....Check both, select
2. **DC Voltage/Load:** .....Check
3. **AC Voltage/Freq:** .....Check
4. **Avionics master:** .....On
5. **Lights:** .....As required
6. **Cabin temp/mode:** ..As required (Check N1/ITT/load)
7. **Annunciators:** .....Test, clear
8. **Instruments:** .....Check
9. **Brakes:** .....Check

### Taxi:

1. **Brakes:** .....Check
2. **Gyros:** .....Check

### Before takeoff (Runup):

- Avionics and Radar:** .....Check  
**Pressurisation:** ...Check, set (alt.+500/cabin 500agl, rate)  
**Autopilot:** .....Check  
**Electric trim:** .....Check (tab control, wheel switch, disc.)  
**Trim:** .....Set  
**Engine frictions:** .....Set  
**Flaps:** .....Check, set  
**Flight controls:** .....Full, free, correct  
\* **Overspeed governors, rudder boost:** .....Test  
    **Rudder boost:** .....On  
    **Propellers:** .....Full forward  
    **Prop test switch:** .....Test  
    **L/R Power lever:** .....Up to 1830 to 1910 rpm  
    **L/R Power lever:** .....Increase to rudder movement

## King Air B200 Checklist

- L/R Power lever:** .....Idle  
**L/R Prop test:** .....Release  
\* **Primary governors:** .....Exercise at 1800 rpm  
\* **Instrument/deice pneumatics:** .....Check (1800 rpm)  
    **Bleed air valves:** .....Instr & Envir Off  
    **Pneumatic gauge:** .....0 pressure  
    **BL AIR FAIL:** .....Both illuminated  
    **Bleed air valves:** .....Enviro Off or Open  
    **Pneumatic gauge:** .....Green arc  
    **Gyro suction gauge:** .....Wide green arc  
    **BL AIR FAIL:** .....Both extinguished  
\* **Ice vanes:** .....Check (1800 rpm)  
    **Extend:** .....Torque drop  
    **Retract:** .....Torque returns  
    **Annunciators:** .....Check  
\* **Autofeather:** .....Check  
    **Power:** .....500 ft-lbs  
    **Autofeather:** .....Hold to test  
    **Power levers:** .Retard each (400: ann. 220: fthr)  
    **Power:** .....Retard (both ann. out, no feather)  
    **Autofeather:** .....Arm  
    **Prop feather:** .....Check  
    **Fuel qty, instruments:** .Check (oil temperature!)

### Before takeoff (ready to go):

- Bleed air valves:** .....Open  
**Annunciators:** .....Out/considered  
**Transponder:** .....On  
**Prop synchrophaser:** .....As required  
**Strobes:** .....On  
**Ice protection:** .....As required  
**Auto-ignition:** .....Armed

# King Air B200 Checklist

## During takeoff run:

Autofeather annunciators: .....Check illuminated  
 Ignition On annunciators: .....Check extinguished  
 Engines: .....Check ITT/Tq in limits

## After takeoff:

Landing gear: .....Up  
 Flaps: .....Up  
 Yaw damp: .....On  
 Engines: .....Climb power set, check limits  
 Props: .....Set 1900 rpm  
 Synchrophaser: .....On  
 Autofeather: .....Off  
 Auto-ignition: .....Off  
 Engine instruments: .....Monitor  
 Cabin sign: .....As required  
 Cabin pressurisation: .....Check  
 Aft blower: .....Off

## Descent:

Pressurisation: .....Set cabin altitude (table), Rate  
 Altimeter: .....Set  
 Cabin sign: .....As required  
 Windshield anti-ice: .....As required  
 Power: .....As required (N<sub>1</sub>=75% for pressurisation)

### Pressurisation Settings:

QNH	970	980	990	1000	1010	1020	1030	1040	1050
Above	1800	1500	1200	900	600	300	0	-300	-600

Interpolate or use next lower QNH. Default 500'.

# King Air B200 Checklist

## Before landing:

Pressurisation: .....Check  
 Cabin sign: .....FSB or Both  
 Prop autofeather: .....Arm  
 Prop synchrophaser: .....As desired  
 Ice protection: .....As required  
 Auto-ignition: .....Armed  
 Flaps: .....Approach  
 Landing gear: .....Down  
 Lights: .....As required  
 Radar: .....Standby or off  
 Short final:  
     Flaps: .....Down  
     Yaw damp: .....Off  
     Props: .....High rpm after touchdown  
     Power: .....Beta or reverse  
             .....Remove reverse at 40 kts

## Balked landing:

Power: .....Maximum  
 Props: .....Full forward  
 Airspeed: .....100 kts until clear of obstacles  
 Flaps: .....Up  
 Gear: .....Up

## After landing:

Landing and taxi lights: .....As required  
 Ice protection: .....Off  
 Auto-ignition: .....Off  
 Electrics: .....Observe load limits  
 Trim: .....Set  
 Flaps: .....Up  
 Transponder and radar: .....Off  
 Strobes: .....Off

# King Air B200 Checklist

## Shutdown:

**Parking brake:** .....Set  
**Inverter:** .....Off  
**Avionics master:** .....Off  
**Autofeather:** .....Off  
**Lights:** .....Off  
**Cabin temp mode:** .....Off  
**Vent blower:** .....Auto  
**Aft blower:** .....Off  
**Radiant heat:** .....Off  
**Battery:** .....Charged  
**ITT:** .....Stable at min. for 1 min  
**Condition levers:** .....Cut-off  
**Props:** .....Feather  
**Standby pumps, crossfeed:** .....Off  
**DC Volt/Load:** .....Check voltage  
**Overhead panel switches:** .....Off  
**Battery/Gen switches:** .....Off (using gang bar)  
**Oxygen supply control handle:** .....Push off  
**Control locks:** .....Install  
**Wheel Chocks:** .....Install  
**Park brake:** .....Off  
**Tiedowns:** .....As required  
**External covers:** .....Install

# King Air B200 Checklist

## AIRSPEEDS FOR SAFE OPERATION (12,500 lbs)

Maximum Demonstrated Crosswind Component .....25 kts  
Takeoff (flaps 0%):  
    Rotation ..... 95 kts  
    50-ft Speed..... 121 kts  
Two-engine Best-Angle-of-Climb (Vx) ..... 100 kts  
Two-engine Best-Rate-of-Climb (Vy)..... 125 kts  
Cruise Climb:  
    Sea level to 10,000 ft. .... 160 kts  
    10,000 to 20,000 ft. .... 140 kts  
    20,000 to 25,000 ft. .... 130 kts  
    25,000 to 35,000 ft. .... 120 kts  
Maximum Airspeed for Effective Windshield Anti-Icing ...226 kts  
Turbulent Air Penetration ..... 170 kts  
Landing Approach:  
    Flaps 100% ..... 103 kts  
    Flaps 0% ..... 132 kts  
Balked Landing Climb ..... 100 kts  
Intentional One-Engine-Inoperative Speed (Vsse) ..... 104 kts  
Air Minimum Control Speed (Vmca) ..... 86 kts

### **CAUTION**

Do not use abrupt control inputs above 181 knots. For turbulent air penetration, use an airspeed of 170 kts. or less. Make power changes slowly and avoid over-action on power levers. Turn off autopilot altitude hold. Maintain wings level, maintain attitude, and avoid using trim. Do not chase airspeed and altitude. Turbulent air penetration should be at an altitude that provides adequate maneuvering margins when severe turbulence is encountered.

## B200 Abnormal Checklist

### Air start (Starter):

Cabin temp: .....Off, Blower: .....Auto, Aft Blower: .....Off  
Radiant heat: .....Off  
Radar: .....Standby or Off  
Windshield heat: .....Off  
Power lever: .....Idle  
Condition lever: .....Cut-off  
Fuel firewall valve: .....Open  
Ign./engine start: .....On, check IGN annunciator  
Condition lever: .....Low idle  
N1 > 50%: .....Wait  
Ign./engine start: .....Off  
Propeller lever: .....As required  
Power lever: .....As required  
Generator: .....On  
Eng. auto ignition: .....Arm  
Electrical equipment: .....As required

### Air start (Windmilling):

Cabin temp: .....Off, Blower: .....Auto, Aft Blower: .....Off  
Radiant heat: .....Off  
Radar: .....Standby or Off  
Windshield heat: .....Off  
Power lever: .....Idle  
Propeller: .....Full forward  
Condition lever: .....Cut-off  
Fuel firewall valve: .....Open  
Generator (inop. engine): .....Off  
Airspeed: .....140 kts minimum  
Altitude: .....Below 20 000 ft  
Auto-ignition switch: .....On  
Condition lever: .....Low idle

## B200 Abnormal Checklist

Wait: .....ITT peaks  
Power: .....As required  
Generator: .....On  
Electrical equipment: .....As required

### Landing gear manual extension:

Airspeed: .....130 KIAS  
Ldg Gr Relay cct breaker (pilot subpanel): .....Pull  
Landing gear handle: .....Down  
Emergency engage handle: .....Lift, clockwise  
Extension lever: .....Release clip, pump until 3 greens

### Landing gear up after manual ext:

Emergency engage handle: .....CCW, push down  
Extension lever: .....Stow  
Ldg Gr circuit breaker: .....Push in  
Landing gear: .....Up

### Zero thrust:

Propeller: .....1600 rpm  
Power lever: .....Set Tq = 120 ft-lbs

## B200 Emergency Checklist

### Engine shutdown:

Condition lever: .....Cut-off  
Prop lever: .....Feather  
Fuel firewall valve: .....Closed  
Fire extinguisher: .....Actuate if required  
Clean up (inop. engine):  
    Bleed air valve: .....As required  
    Engine auto ignition: .....Off  
    Generator: .....Off  
    Autofeather: .....Off  
    Synchrophaser: .....Off  
Electrical load: .....Monitor

### Engine fire on ground:

Condition lever: .....Cut-off  
Fuel firewall valve: .....Closed  
Starter switch: .....Starter only  
Fire extinguisher: .....Actuate (if required)

### Engine failure during ground roll:

Power levers: .....Idle  
Brakes: .....As required  
Operative engine: .....Max. reverse (watch traction!)  
If insufficient runway for stopping:  
    Condition levers: .....Cut-off  
    Fuel firewall valves: .....Closed  
    Master switch: .....Off with gang bar

## B200 Emergency Checklist

### Engine failure after lift-off (can't land):

Power: .....Max. allowable  
Prop RPM: .....Full increase  
Airspeed: .....Maintain (takeoff speed or above)  
Landing gear: .....Up  
Power lever (inop. engine): .....Idle after autofeather  
Propeller (inop. engine): .....Feather  
Airspeed: .....V<sub>YSE</sub> (after obstacles cleared)  
Flaps: .....Up  
Clean-up (inop. engine):  
    Condition lever: .....Cut-off  
    Bleed air valve: .....As required  
    Fuel firewall valve: .....Closed  
    Engine auto ignition: .....Off  
    Autofeather switch: .....Off  
    Generator: .....Off  
    Synchrophaser: .....Off  
Electrical load: .....Monitor

### 2nd engine flame-out:

Power lever: .....Idle  
Propeller: .....Do not feather  
Condition lever: .....Cut-off  
Conduct air start

## B200 Emergency Checklist

### Smoke and fumes: Electrical:

Oxygen (manual): .....Handle On, Connect/don masks  
Oxygen (auto): .....Don, mic, override on, pax.  
Cabin temp mode: .....Off  
Vent blower: .....Auto  
Aft blower: .....Off  
Radiant heat: .....Off  
Avionics master: .....Off  
Nonessential electrical equipment: .....Off  
If fire or smoke ceases:  
.....Individually turn on equipment to isolate  
If fire or smoke persists:  
Emergency descent: .....31 000' or below  
Cabin pressure switch: .....Dump  
Land as soon as practical

### Smoke and fumes: Environmental:

Oxygen: .....Handle On, Connect/don masks  
Oxygen (auto): .....Don, mic, override on, pax.  
Cabin temp mode: .....Off  
Vent blower: .....High  
Left bleed valve: .....Enviro Off  
If smoke decreases: .....Continue operation  
If smoke does not decrease:  
Left bleed valve: .....Open  
Right bleed valve: .....Enviro Off  
If smoke decreases: .....Continue operation

## B200 Emergency Checklist

### Emergency descent:

Power levers: .....Idle  
Prop controls: .....Full high RPM  
Wing flaps: .....Approach  
Landing gear: .....Down  
Airspeed: .....181 KIAS (V<sub>LE</sub>)

### Glide:

Landing gear: .....Up  
Wing flaps: .....Up  
Try restart before feathering both  
Propellers: .....Feather  
Airspeed: .....135 KIAS