Beechcraft

Super King Air®
350/350C
(Models B300 & B300C)

Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement

for
Airplanes Operating with
Radome and Fairing Kit 130-4015
and With or Without
EO/IR Lift Kit 130-4023 and
EO/IR Turret Shape Kit 130-4034 Installed

This Supplement is Applicable to the Following Manual(s):
130-590031-235 and 434-590169-0003

Airplane Serial Number: _____

Airplane Registration Number: _____

FAA Approved by: _____
Stephen Gielisch, ODA Lead Administrator
Textron Aviation Inc.
ODA-100129-CE

FAA Approved
Revised: September, 2018
P/N 130-590031-479

Beechcraft

LOG OF REVISIONS

Super King Air® 350/350C
(Models B300 & B300C)

Pilot's Operating Handbook
and
FAA Approved Airplane Flight Manual Supplement

for
Airplanes Operating with Radome and Fairing Kit 130-4015
and
With or Without EO/IR Lift Kit 130-4023
and EO/IR Turret Shape Kit 130-4034 Installed

REV NO.	PAGE NO(S).	DESCRIPTION	DATE OF REV
0	1 thru 90	Original Issue	December, 2012
1	1 thru 90	Reformatted entire supplement to Beechcraft standard format.	August, 2014
	1	Added 130-590031-499 to list of applicable manuals on Title page.	
	3	Added 130-590031-499 to list of basic POH/AFM manuals and moved the statement to the first paragraph in Section 1. Added "applicable" to the third paragraph in Section 1.	
	8, 9 and 11	Added 130-590031-499 to list of POH/AFM manual part numbers in Section 5.	
	14 - 46	Added Air Conditioning and Bleed Air system condition (ON/OFF) to paragraph heads in Section 5.	

Log Of Revisions (Cont'd)
P/N 130-590031-479
Revised September, 2018

REV NO.	PAGE NO(S).	DESCRIPTION	DATE OF REV
2	1 thru 94	Updated supplement format shifting some data on pages. Updated entire supplement to current date.	May, 2016
	1	Added "434-590169-0003" and "434-590170-0003" to list of applicable manuals on Title page. Changed "aircraft" to "airplanes".	
	2	Changed "aircraft" to "airplanes".	
	5	Revised Contents due to data shift. Added Section 3B to Contents. Added "434-590169-0003" and "434-590170-0003" to list of basic POH/AFM manuals. Changed "aircraft" to "airplanes".	
	6	Changed "aircraft" to "airplane".	
	10	Changed "aircraft" to "airplane" (4 places).	
	11	Added Section 3B. Added "434-590169-0003" (3 places) and "434-590170-0003" to list of basic POH/AFM manuals.	
	12	Added "POH/AFM". Added "434-590170-0003" to list of basic POH/AFM manuals.	
	13	Added "434-590169-0003" to list of basic POH/AFM manuals.	

Log Of Revisions (Cont'd)
P/N 130-590031-479
Revised September, 2018

REV NO.	PAGE NO(S).	DESCRIPTION	DATE OF REV
	14	Added "the applicable". Added "434-590169-0003" and "434-590170-0003" (2 places) to list of basic POH/AFM manuals. Revised the non-valid chart list references for 130-590031-235, 130-590031-245, 130-590031-499, 434-590169-0003, and 434-590170-0003.	
	89	Removed underline from NOTES:.	
	91	Removed underline from NOTES:.	
	93	Changed "aircraft" to "airplane".	
3	1 - 64	Updated entire supplement to current date.	September, 2018
	1	Removed "and 350ER/350CER" and added "With or Without" and kit titles to Title page. Removed "130-590031-245", "130-590031-499", and "434-590170-0003" from list of applicable manuals on Title page.	
	2	Removed "and 350ER/350CER" and added "With or Without" and kit titles to Log of Revisions page.	
	2 - 7	Updated Log of Revisions pages for Revision 3.	
	8	Deleted "130-590031-245, 130-590031-499, and 434-590170-0003" from list of applicable Flight Manuals in Section 1. Deleted all configuration information from Section 1.	

Log Of Revisions (Cont'd)
P/N 130-590031-479
Revised September, 2018

REV NO.	PAGE NO(S).	DESCRIPTION	DATE OF REV
	8	Added "with or without Kits", kit titles, "Electro-Optical/Infrared", and "PT6A-60A engines" to first paragraph of Section 1.	
		Moved "Raisbeck wing lockers" from a bullet point in the second paragraph to the last sentence in the first paragraph of Section 1.	
	9	Corrected figure to show standard nacelle and optional wing locker. Removed view of ER fuel tanks.	
	10	Changed head titles to delete "with Wing Lockers" and add "or Not Installed" and deleted 16,500-Lb MTOW configuration from Maximum Operating Speed (VMO/MMO) table in Section 2.	
	11	Added "If Installed" to paragraph title.	
	12	Changed paragraph title in Section 3A to "SENSOR TURRET UNABLE TO BE RETRACTED (IF INSTALLED)".	
		Added EO/IR TURRET LIFT MOTOR FAILURE and EO/IR TURRET LIFT MOTOR PRIMARY CIRCUIT BREAKER TRIPPED procedures.	
	13	Added LANDING WITH TURRET NOT RETRACTED paragraph head.	
	14	Deleted "and 434-590170-0003" from Section 3B.	

Log Of Revisions (Cont'd)
P/N 130-590031-479
Revised September, 2018

REV NO.	PAGE NO(S).	DESCRIPTION	DATE OF REV
	14	Moved noise data from Section 5 to Section 4 and changed paragraph title to NOISE CHARACTERISTICS. Changed "81.75 +/- 0.72 dB (A) with 90% confidence" to "81.8 dB(A)". Deleted Extended Range MPA configuration noise data. Revised second paragraph to match wording in AC 36-4, 36.1581(c). Deleted "and for the Super King Air 350ER and 350CER (Models B300 and B300C) at 16,500-lb maximum take-off weight" and "130-590031-245" from Section 5 - GENERAL paragraph. Changed "is considered to be unchanged from..." to "is unchanged from..." in Section 5 - GENERAL paragraph. Revised CLIMB PERFORMANCE paragraph. Deleted "15,000-Lb MTOW CHARTS..." head from CLIMB PERFORMANCE paragraph. Deleted references to "130-590031-245", "130-590031-499", and "434-590170-0003" from list of applicable Pilot's Operating Handbooks in Section 5. Deleted 16,500-lb MTOW CHARTS from CLIMB PERFORMANCE paragraph.	

Log Of Revisions (Cont'd)
P/N 130-590031-479
Revised September, 2018

REV NO.	PAGE NO(S).	DESCRIPTION	DATE OF REV
	16	Deleted second paragraph of CRUISE PERFORMANCE. Combined and rewrote third and fourth paragraphs. Deleted 16,500-lb data and deleted 15,000-Lb MTOW head from CRUISE PERFORMANCE.	
	64	Deleted all performance data and charts for 16,500-lb MTOW. Sections 6, 7, and 8 shifted pages. Deleted second sentence from EO/IR SYSTEM paragraph in Section 7.	

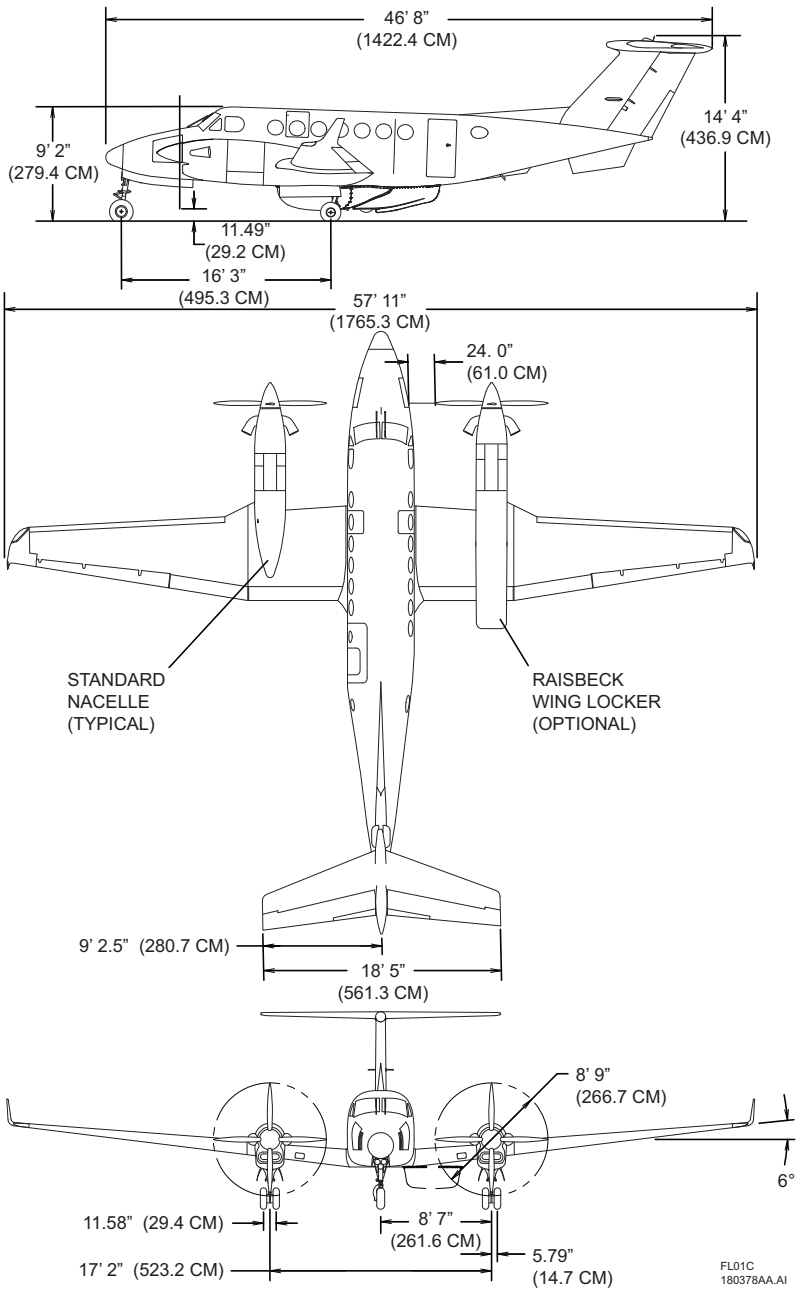
CONTENTS

SECTION 1 - GENERAL

The information in this supplement is FAA approved material and must be attached to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (P/N 130-590031-235 or 434-590169-0003) when the airplane is operated with the Radome and Fairing Installation Kit 130-4015 installed and with or without the EO/IR Lift (MPA Equipment) Installation Kit 130-4023, the Electro-Optical/Infrared (EO/IR) Turret Shape Installation Kit 130-4034, and Raisbeck wing lockers installed.

The information in this supplement supersedes or adds to the applicable basic Pilot's Operating Handbook and FAA Approved Airplane Flight Manual only as set forth within this document. Users of the manual are advised to always refer to this supplement for possibly superseding information and placarding applicable to operation of the airplane.

This supplement supersedes and replaces the Maritime Patrol Aircraft Configuration POH/AFM Supplement for 15,000-lb MTOW (P/N 130-590031-341).


46' 8"
(1422.4 CM)
14' 4"
(436.9 CM)
9' 2"
(279.4 CM)
11.49"
(29.2 CM)
16' 3"
(495.3 CM)
57' 11"
(1765.3 CM)
24. 0"
(61.0 CM)
STANDARD
NACELLE
(TYPICAL)
RAISBECK
WING LOCKER
(OPTIONAL)
9' 2.5" (280.7 CM)
18' 5"
(561.3 CM)
8' 9"
(266.7 CM)
6°
11.58" (29.4 CM)
8' 7"
(261.6 CM)
5.79"
(14.7 CM)
17' 2" (523.2 CM)
FL01C
180378AA.AI

SECTION 2 - LIMITATIONS

OPERATING LIMITATIONS

FLIGHT INTO ICING CONDITIONS

The EO/IR turret must be retracted prior to and during any flight into icing conditions.

FLIGHT OPERATIONS

The EO/IR turret must be retracted for takeoff and landing.

Steep approach procedures are not approved.

AIRSPEED LIMITATIONS

These speeds may not be deliberately exceeded in any flight regime.

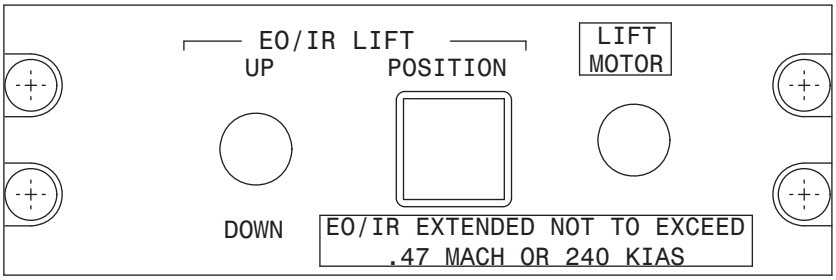
MAXIMUM OPERATING SPEED (VMO/MMO)			
CONFIGURATION	**VMO (KCAS)**	**VMO (KIAS)**	**MMO (Mach)**
15,000 lb MTOW - EO/IR Turret Retracted or Not Installed			
Sea Level to 24,000 ft	245	245	0.58
24,000 ft to 35,000 ft	245 - 192*	245 - 194*	0.58
15,000 lb MTOW - EO/IR Turret Extended			
Sea Level to 13,000 ft	240	240	0.47
13,000 ft to 35,000 ft	240 - 154**	240 - 154**	0.47

* The indicated airspeed decreases with altitude to maintain a constant Mach number of 0.58.

** The indicated airspeed decreases with altitude to maintain a constant Mach number of 0.47.

PLACARDS

ON THE EO/IR CONTROL PANEL (IF INSTALLED):



FL01C
121161AA.AI

SECTION 3 - EMERGENCY PROCEDURES

No Change.

SECTION 3A - ABNORMAL PROCEDURES

SENSOR TURRET UNABLE TO BE RETRACTED (IF INSTALLED)

EO/IR TURRET LIFT MOTOR FAILURE

TO RETRACT TURRET MANUALLY:

1. Pull up carpet from cabin center aisle and set aside.
2. Remove speed handle tool and screwdriver from storage pouch.
3. Using screwdriver, remove floor panel to access EO/IR turret lift motor.
4. Disconnect electrical connector.
5. Using speed handle tool, loosen wing nuts attaching motor mount bracket.
6. Remove wing nuts from motor mount bracket.
7. Remove motor from master jackscrew.
8. Using speed handle tool, turn master jackscrew clockwise until turret is fully retracted (approximately 52 turns).

NOTE

Once turret is fully retracted, reinstall motor without delay. It is acceptable for turret to drop slightly during this process.

9. Install motor on master jackscrew.
10. Install wing nuts on motor mount bracket.
11. Replace floor panel and carpet.
12. Stow speed handle tool and screwdriver.

EO/IR TURRET LIFT MOTOR PRIMARY CIRCUIT BREAKER TRIPPED

If the lift motor primary circuit breaker (located on the EO/IR sensor turret lift control panel in the pedestal) trips during operation of the lift in flight, it is permissible to reset the circuit breaker (but not more than twice) to attempt to complete the retract cycle. If the circuit breaker trips a third time, then the lift must be manually retracted per instructions above (if a sensor turret is installed).

NOTE

A secondary circuit breaker of a higher rating is installed under the floor panel. This circuit breaker provides the primary circuit protection for the lift system. The pedestal mounted circuit breaker provides protection/indication of high inrush starting current only.

LANDING WITH TURRET NOT RETRACTED

CAUTION

If the EO/IR turret cannot be retracted, then the airplane must be landed as flat as possible to provide the EO/IR ball with maximum ground clearance. Even with the following procedure, the EO/IR ball may not clear the runway on landing.

If the EO/IR turret cannot be retracted manually and the airplane is forced to land with the EO/IR turret extended, then after NORMAL BEFORE LANDING PROCEDURES conduct the following:

1. Weight . . . . . LAND AS LIGHT AS POSSIBLE
2. Approach . . . . . .FLY A SHALLOW POWER ON APPROACH
3. Flaps . . . . . DOWN
4. Yaw Damper . . . . . OFF
5. Prop Levers . . . . . .FULL FORWARD
6. Power Levers. . . . . DO NOT REDUCE POWER UNTIL IN FLARE

CAUTION

Plan on longer landing distances.

After Touchdown

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

CAUTION

If ground operations with the EO/IR turret extended are conducted, adequate ground clearance cannot be guaranteed. If possible, avoid taxiing the airplane until after the EO/IR turret has been raised. If taxiing the airplane cannot be avoided, caution must be exercised.

SECTION 3B - ADVISORY/STATUS PROCEDURES

Applicable to POH/AFM 434-590169-0003 only:

No change.

SECTION 4 - NORMAL PROCEDURES

NOISE CHARACTERISTICS

In the Model B300/B300C MPA configuration without an extended nose, the airplane complies with the noise requirements of Title 14 CFR Part 36, Appendix G, at MTOW of 15,000 lb, two engine best rate of climb (Vy) of 140 knots, zero flaps and maximum take-off power. The noise level at the reference measurement position is 81.8 dB(A).

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

SECTION 5 - PERFORMANCE

INTRODUCTION TO PERFORMANCE

GENERAL

The following charts and technical data have been provided for the Super King Air 350 and 350C (Models B300 and B300C) at 15,000-lb maximum take-off weight. Performance information not addressed in this supplement is unchanged from the performance in Section 5 of the applicable Pilot's Operating Handbook, P/N 130-590031-235 or 434-490169-0003.

CLIMB PERFORMANCE

The effects of the Maritime Patrol Aircraft (MPA) configuration on the climb performance of the airplane have been included within the revised climb performance data (charts) listed in this section. The following charts are provided in this supplement to be used for the MPA configuration in lieu of their counterparts in Section 5 of the applicable POH/AFM.

- MAXIMUM TAKEOFF WEIGHT - FLAPS UP (AC and Bleed Air - ON)
- NET TAKEOFF FLIGHT PATH - FIRST SEGMENT - FLAPS UP (AC and Bleed Air - ON)
- NET TAKEOFF FLIGHT PATH - SECOND SEGMENT - FLAPS UP (AC and Bleed Air - ON)
- HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB - FLAPS UP (AC and Bleed Air - ON)

- NET TAKEOFF FLIGHT PATH - THIRD SEGMENT - FLAPS UP (AC and Bleed Air - ON)
- MAXIMUM TAKEOFF WEIGHT - FLAPS UP (AC and Bleed Air - OFF)
- NET TAKEOFF FLIGHT PATH - FIRST SEGMENT - FLAPS UP (AC and Bleed Air - OFF)
- NET TAKEOFF FLIGHT PATH - SECOND SEGMENT - FLAPS UP (AC and Bleed Air - OFF)
- HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB - FLAPS UP (AC and Bleed Air - OFF)
- NET TAKEOFF FLIGHT PATH - THIRD SEGMENT - FLAPS UP (AC and Bleed Air - OFF)
- MAXIMUM TAKEOFF WEIGHT - FLAPS APPROACH (AC and Bleed Air - ON)
- NET TAKEOFF FLIGHT PATH - FIRST SEGMENT - FLAPS APPROACH (AC and Bleed Air - ON)
- NET TAKEOFF FLIGHT PATH - SECOND SEGMENT - FLAPS APPROACH (AC and Bleed Air - ON)
- HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB - FLAPS APPROACH (AC and Bleed Air - ON)

- MAXIMUM TAKEOFF WEIGHT - FLAPS APPROACH (AC and Bleed Air - OFF)
- NET TAKEOFF FLIGHT PATH - FIRST SEGMENT - FLAPS APPROACH (AC and Bleed Air - OFF)
- NET TAKEOFF FLIGHT PATH - SECOND SEGMENT - FLAPS APPROACH (AC and Bleed Air - OFF)
- HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB - FLAPS APPROACH (AC and Bleed Air - OFF)

- CLIMB - TWO ENGINES - FLAPS UP
- CLIMB - TWO ENGINES - FLAPS APPROACH
- CLIMB - ONE ENGINE INOPERATIVE

- MAXIMUM LANDING WEIGHT
- APPROACH CLIMB GRADIENT
- CLIMB - BALKED LANDING

CRUISE PERFORMANCE

With the MPA configuration and with the EO/IR turret retracted, the cruise speed achieved for a given weight, altitude and temperature will be decreased by 4 to 5 KIAS from the values published in the applicable POH/AFM, accompanied by an increased fuel flow of 8 to 10 lb/hr/engine when cruising at the recommended power settings for Maximum Cruise and Normal Cruise conditions. The airspeed will decrease 3 to 4 KIAS accompanied by an increased fuel flow of 6 to 8 lb/hr/engine when cruising at the recommended power settings for Maximum Range.

The following adjustments are provided for the performance of the Model B300/B300C Maritime Patrol Aircraft at 15,000-lb maximum take-off weight with the EO/IR turret extended. The adjustments are intended to show “most conservative” performance and will vary with altitude, temperature, and other ambient conditions.

PERFORMANCE DATA		ADJUSTMENT
MAXIMUM CRUISE POWER:	Reduce airspeed by:	8 KIAS
NORMAL CRUISE POWER:	Reduce airspeed by:	9 KIAS
MAXIMUM RANGE POWER:	Reduce airspeed by:	5 KIAS
ONE ENGINE INOPERATIVE - MAXIMUM CRUISE POWER:	Reduce airspeed by:	12 KIAS

The following charts in the applicable POH/AFM (130-590031-235 or 434-590169-0003) are not valid for use with this supplement:

Range Profile - Maximum Cruise Power

Range Profile - Normal Cruise Power

Range Profile - Maximum Range Power

Range Profile - Full Fuel

Endurance Profile - Full Fuel

PERFORMANCE DATA FOR 15,000-LB MTOW

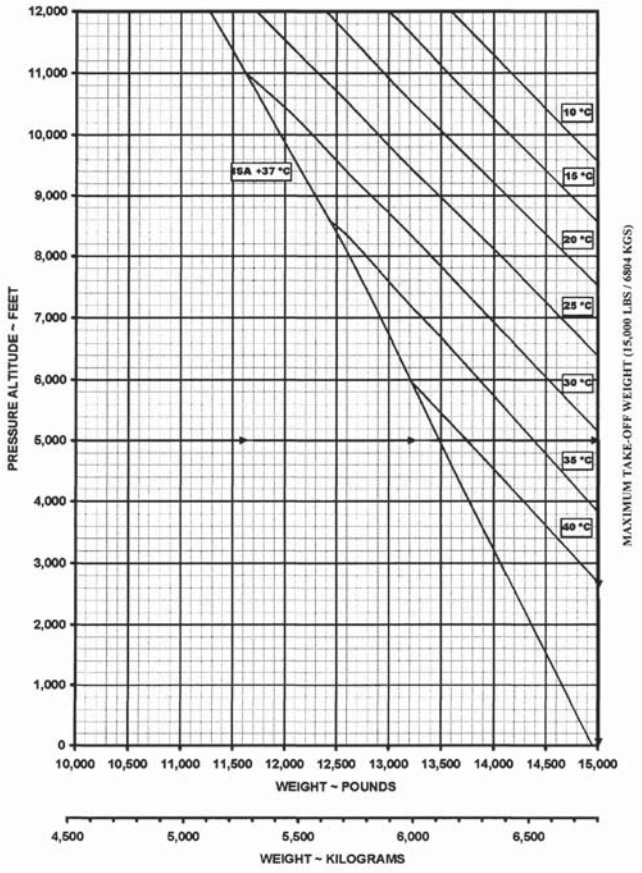
Use the following charts and technical data for the Super King Air 350 and 350C (Models B300 and B300C) at a maximum take-off weight of 15,000 lb.

MAXIMUM TAKE-OFF WEIGHT – FLAPS UP
TO ACHIEVE TAKE-OFF CLIMB REQUIREMENTS
AIR CONDITIONING AND BLEED AIR ON

NOTE: FOR OPERATION WITH ENGINE ANTI-ICE ON, INCREASE THE ALTITUDE BY 1,400 FT BEFORE ENTERING THE GRAPH.

EXAMPLE:
PRESSURE ALTITUDE ----------5,003 FT
OAT ----------28° C
TAKE-OFF WEIGHT ----------15,000 LB

This chart represents a revised version of the chart in the basic POH/AFM



FL01C
121312AA.AI

NET TAKE-OFF FLIGHT PATH - FIRST SEGMENT - FLAPS UP (AIR CONDITIONING / BLEED AIR ON)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides First Segment Net Climb Gradient data (%) for the MPA configuration with Air Conditioning and Bleed Air ON.

ASSOCIATED CONDITIONS:

POWER . . . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER

INOPERATIVE PROPELLER . . . . . .FEATHERED

LANDING GEAR. . . . . .DOWN

FLAPS . . . . . UP

AIRSPEED . . . . . V_2

NOTES:

1. For operation with engine anti-ice on, decrease the net climb gradient by 1.0 percentage point.

EXAMPLE:

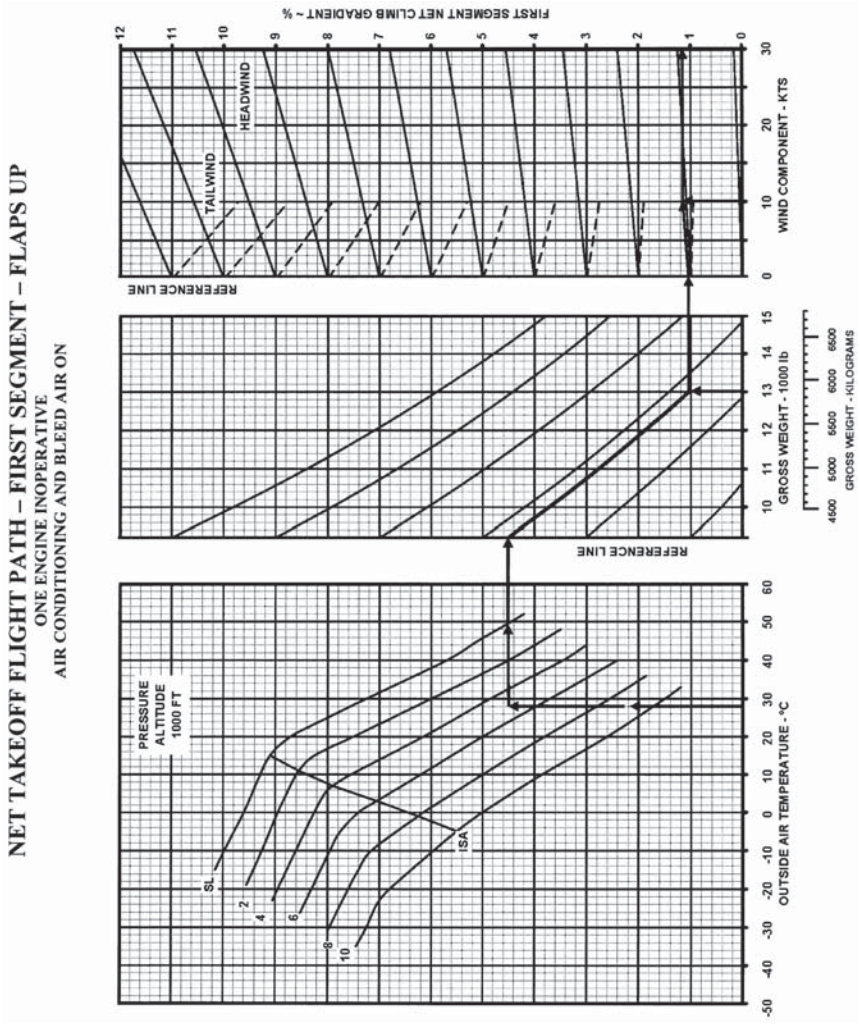
OAT . . . . . 28 °C

PRESSURE ALTITUDE . . . . . 5,003 FT

WEIGHT . . . . . 13,000 LB

HEADWIND COMPONENT . . . . . 10 KTS

NET CLIMB GRADIENT 1.15%



FL01C
121313AA.AI

NET TAKE-OFF FLIGHT PATH - SECOND SEGMENT - FLAPS UP (AIR CONDITIONING / BLEED AIR ON)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Second Segment Net Climb Gradient data (%) for the MPA configuration with Air Conditioning and Bleed Air ON.

ASSOCIATED CONDITIONS:

POWER . . . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER
INOPERATIVE PROPELLER . . . . . .FEATHERED
LANDING GEAR . . . . . UP
FLAPS . . . . . UP
AIRSPEED . . . . . V_2

NOTES:

1. For operation with engine anti-ice on, decrease the net climb gradient by 1.0 percentage point.

EXAMPLE:

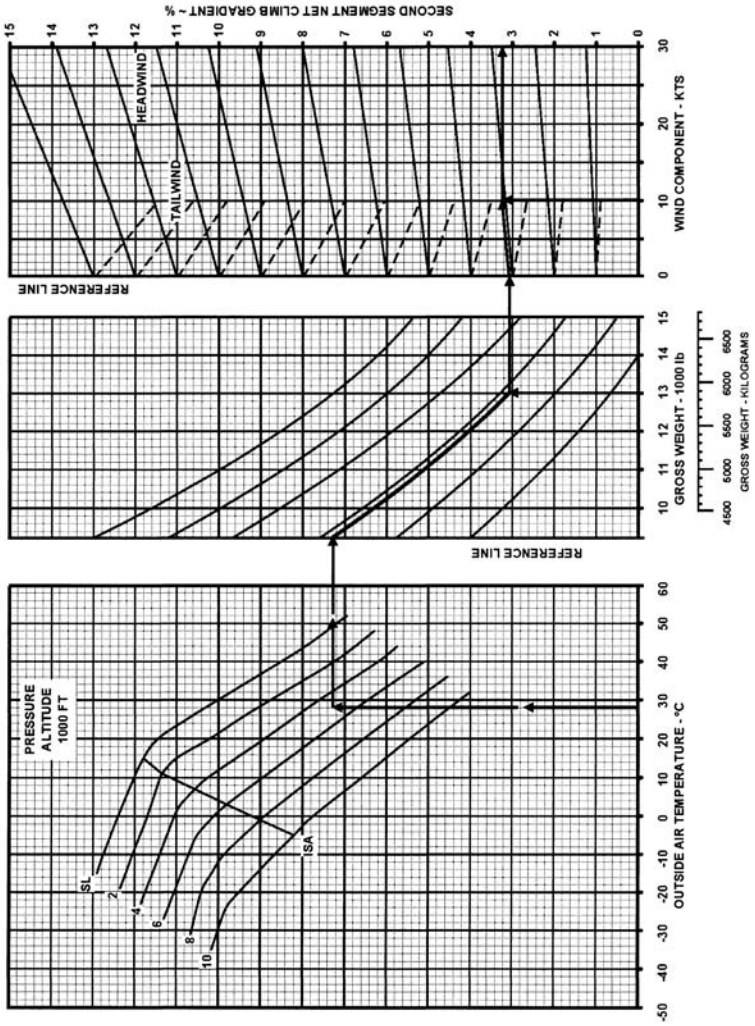
OAT . . . . . 28 °C
PRESSURE ALTITUDE . . . . . 5,003 FT
WEIGHT . . . . . 13,000 LB
HEADWIND COMPONENT . . . . . 10 KTS
NET CLIMB GRADIENT 3.22%

FAA Approved
Revised: September, 2018
P/N 130-590031-479

NET TAKEOFF PATH – SECOND SEGMENT – FLAPS UP

ONE ENGINE INOPERATIVE

AIR CONDITIONING AND BLEED AIR ON



FL01C
121314AA.AI

HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB - FLAPS UP (AIR CONDITIONING / BLEED AIR ON)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Horizontal Distance (Nautical Miles) data for the MPA configuration with Air Conditioning and Bleed Air ON.

ASSOCIATED CONDITIONS:

POWER:

TO 400 FT AGL . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER

AT 400 FT AGL . . . . . TAKEOFF POWER

AIRSPEED:

TO 400 FT AGL . . . . . V_2 FROM “TAKEOFF SPEEDS - FLAPS UP” TABLE

AT 400 FT AGL . . . . . ACCELERATE TO 125 KIAS (BLUELINE)

INOPERATIVE PROPELLER . . . . . .FEATHERED

LANDING GEAR. . . . . .IN TRANSIT OR RETRACTED

FLAPS . . . . . UP

NOTES:

1. For operation with engine anti-ice on, add 37% to the distance read from this graph.

EXAMPLE:

OAT . . . . . 28 °C

PRESSURE ALTITUDE . . . . . 5,003 FT

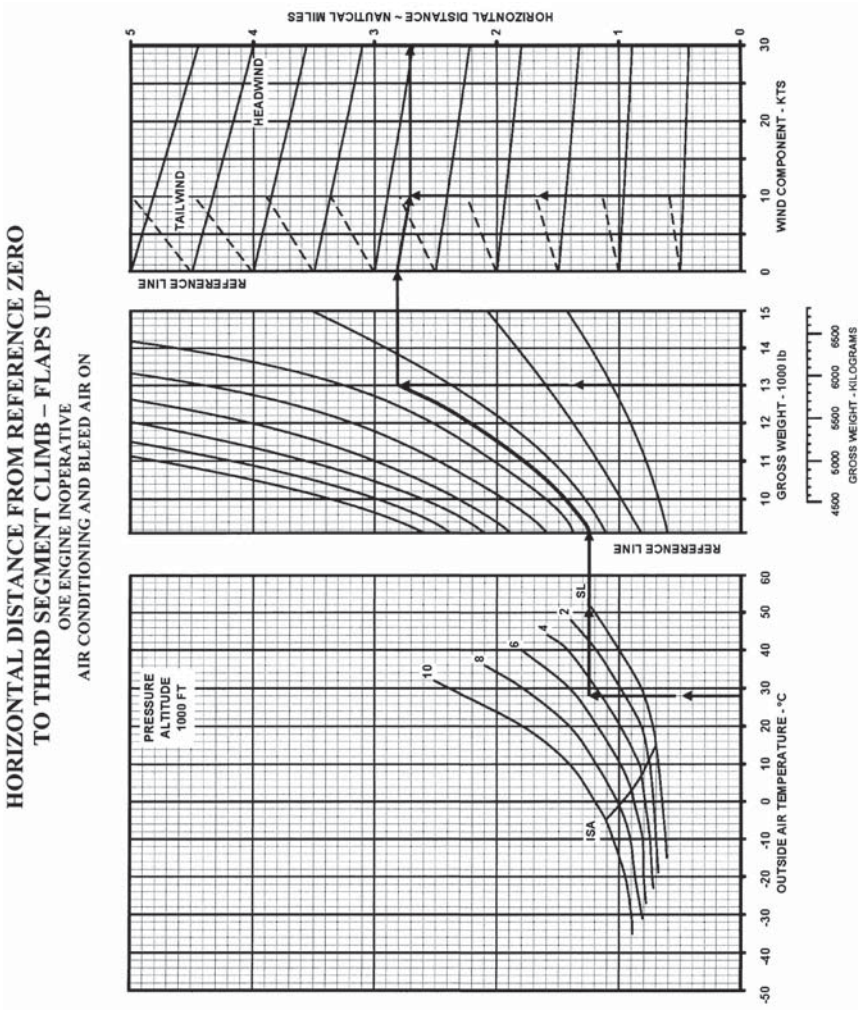
WEIGHT . . . . . 13,000 LB

HEADWIND COMPONENT . . . . . 10 KTS

DISTANCE . . . . . .2.7 NM

HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB – FLAPS UP

ONE ENGINE INOPERATIVE
AIR CONDITIONING AND BLEED AIR ON



FL01C
121315AA.AI

NET TAKE-OFF FLIGHT PATH - THIRD SEGMENT - FLAPS UP (AIR CONDITIONING / BLEED AIR ON)

This chart is a revised version of both charts in the Model B300/B300C POH/AFM that provides Third Segment Net Climb Gradient data (%) for the MPA configuration with Air Conditioning and Bleed Air ON.

ASSOCIATED CONDITIONS:

POWER . . . . . .TORQUE 100% or ITT 820 °C AT 1700 RPM
INOPERATIVE PROPELLER . . . . . .FEATHERED
LANDING GEAR . . . . . UP
FLAPS . . . . . UP
AIRSPEED . . . . . 125 KIAS (ALL WEIGHTS)

NOTES:

1. For operation with engine anti-ice on, decrease the net climb gradient by 1.4 percentage points.

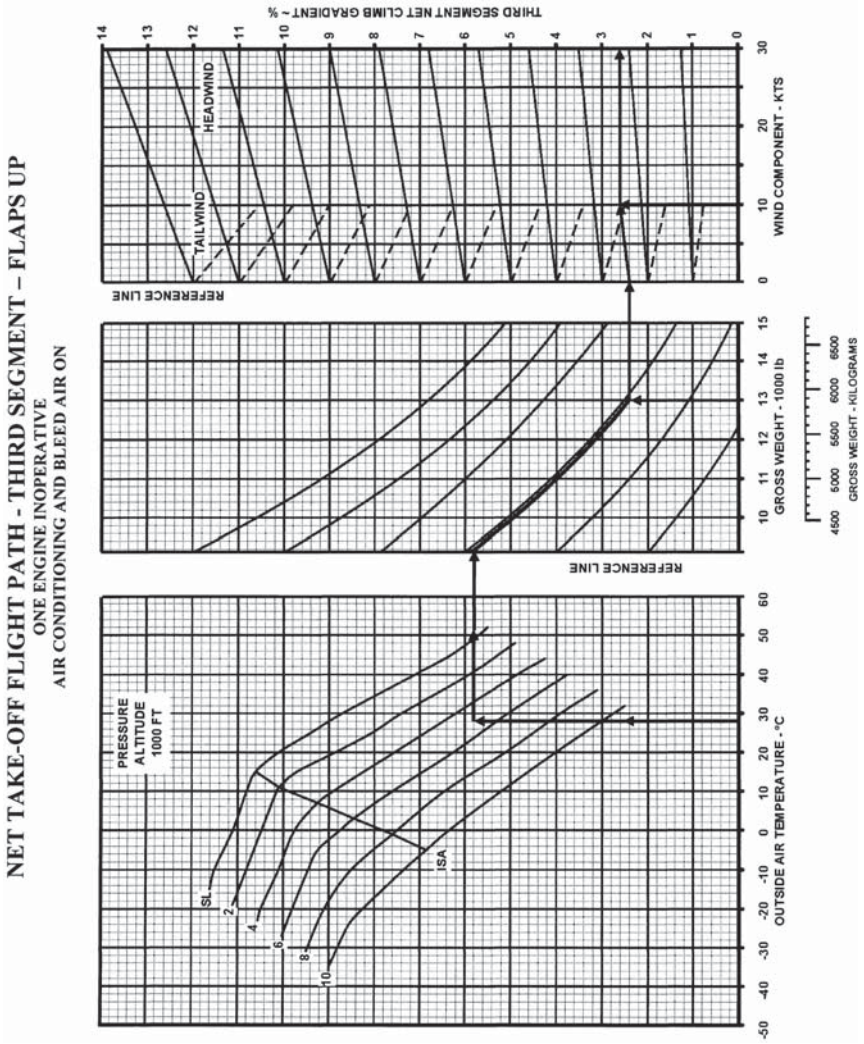
EXAMPLE:

OAT . . . . . 28 °C
PRESSURE ALTITUDE . . . . . 5,003 FT
WEIGHT . . . . . 13,000 LB
HEADWIND COMPONENT . . . . . 10 KTS
NET CLIMB GRADIENT 2.6%

FAA Approved
Revised: September, 2018
P/N 130-590031-479

NET TAKE-OFF FLIGHT PATH - THIRD SEGMENT – FLAPS UP

ONE ENGINE INOPERATIVE
AIR CONDITIONING AND BLEED AIR ON



FL01C
121316AA.AI

THIS PAGE INTENTIONALLY LEFT BLANK

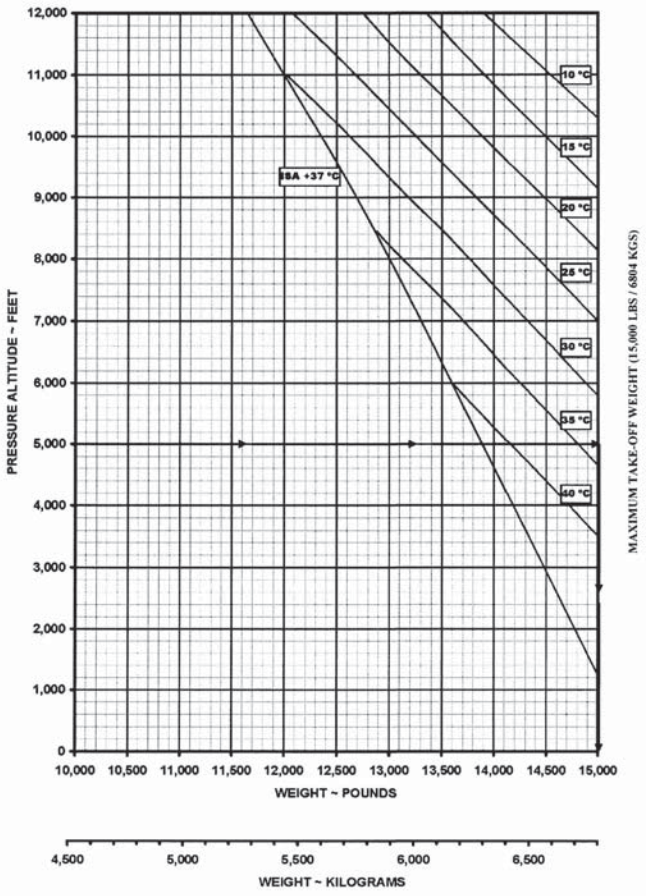
MAXIMUM TAKE-OFF WEIGHT – FLAPS UP

TO ACHIEVE TAKE-OFF CLIMB REQUIREMENTS
AIR CONDITIONING AND BLEED AIR OFF

NOTE: FOR OPERATION WITH ENGINE ANTI-ICE ON, INCREASE THE ALTITUDE BY 1,400 FT BEFORE ENTERING THE GRAPH.

EXAMPLE:
PRESSURE ALTITUDE ----------5,003 FT
OAT ----------28° C
TAKE-OFF WEIGHT ----------15,000 LB

This chart represents a revised version of the chart in the basic POH/AFM



FL01C
121317AA.AI

NET TAKE-OFF FLIGHT PATH - FIRST SEGMENT - FLAPS UP (AIR CONDITIONING / BLEED AIR OFF)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides First Segment Net Climb Gradient data (%) for the MPA configuration with Air Conditioning and Bleed Air OFF.

ASSOCIATED CONDITIONS:

POWER . . . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER

INOPERATIVE PROPELLER . . . . . FEATHERED

LANDING GEAR . . . . . DOWN

FLAPS . . . . . UP

AIRSPEED . . . . . V_2

NOTES:

1. For operation with engine anti-ice on, decrease the net climb gradient by 0.8 percentage point.

EXAMPLE:

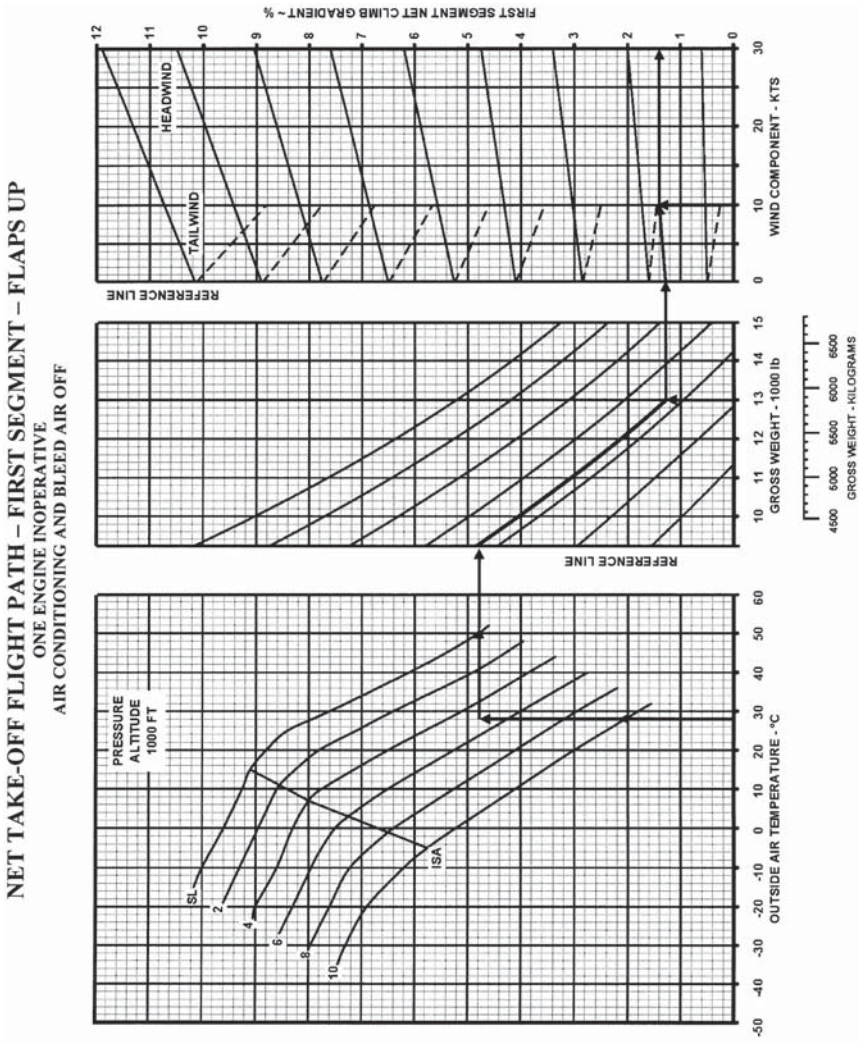
OAT . . . . . 28 °C

PRESSURE ALTITUDE . . . . . 5,003 FT

WEIGHT . . . . . 13,000 LB

HEADWIND COMPONENT . . . . . 10 KTS

NET CLIMB GRADIENT 1.4%



FL01C
121318AA.AI

NET TAKE-OFF FLIGHT PATH - SECOND SEGMENT - FLAPS UP (AIR CONDITIONING / BLEED AIR OFF)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Second Segment Net Climb Gradient data (%) for the MPA configuration with Air Conditioning and Bleed Air OFF.

ASSOCIATED CONDITIONS:

POWER . . . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER

INOPERATIVE PROPELLER . . . . . .FEATHERED

LANDING GEAR . . . . . UP

FLAPS . . . . . UP

AIRSPEED . . . . . V_2

NOTES:

1. For operation with engine anti-ice on, decrease the net climb gradient by 0.8 percentage point.

EXAMPLE:

OAT . . . . . 28 °C

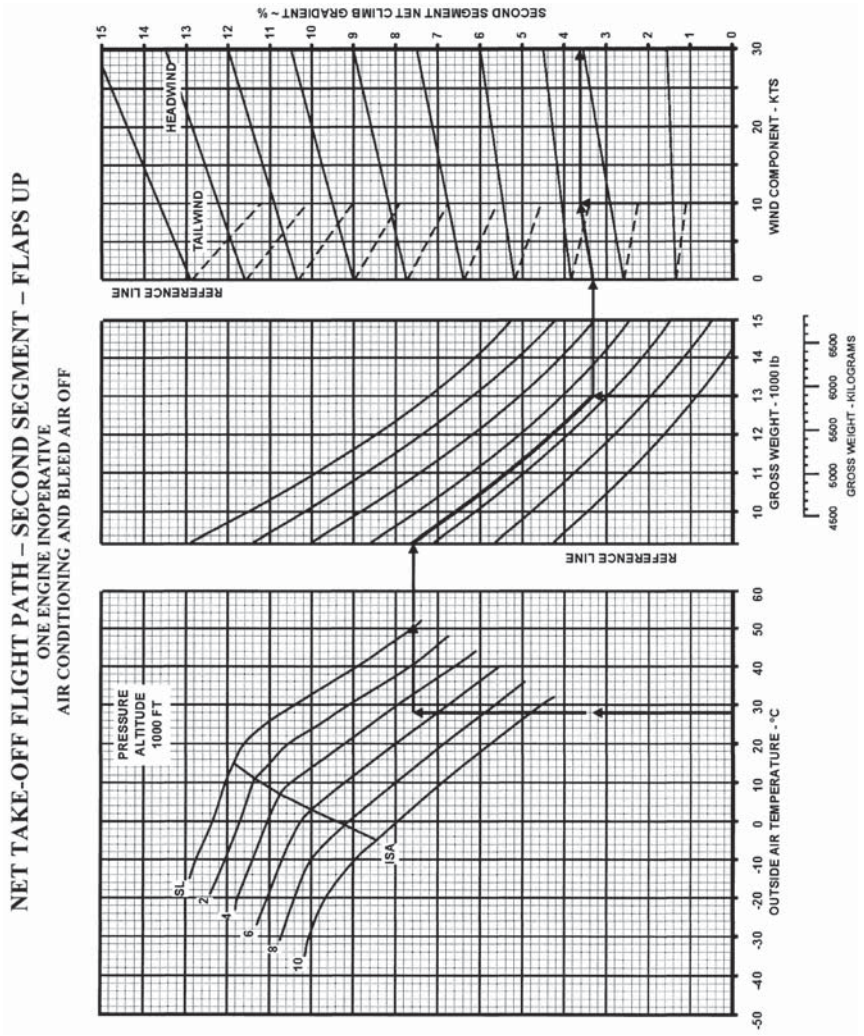
PRESSURE ALTITUDE . . . . . 5,003 FT

WEIGHT . . . . . 13,000 LB

HEADWIND COMPONENT . . . . . 10 KTS

NET CLIMB GRADIENT 3.6%

FAA Approved
Revised: September, 2018
P/N 130-590031-479



FL01C
121319AA.AI

HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB - FLAPS UP (AIR CONDITIONING / BLEED AIR OFF)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Horizontal Distance (Nautical Miles) data for the MPA configuration with Air Conditioning and Bleed Air OFF.

ASSOCIATED CONDITIONS:

POWER:

TO 400 FT AGL . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER

AT 400 FT AGL . . . . . TAKEOFF POWER

AIRSPEED:

TO 400 FT AGL . . . . . V_2 FROM “TAKEOFF SPEEDS - FLAPS UP” TABLE

AT 400 FT AGL . . . . . ACCELERATE TO 125 KIAS (BLUELINE)

INOPERATIVE PROPELLER . . . . . .FEATHERED

LANDING GEAR. . . . . .IN TRANSIT OR RETRACTED

FLAPS . . . . . UP

NOTES:

1. For operation with engine anti-ice on, add 37% to the distance read from this graph.

EXAMPLE:

OAT . . . . . 28 °C

PRESSURE ALTITUDE . . . . . 5,003 FT

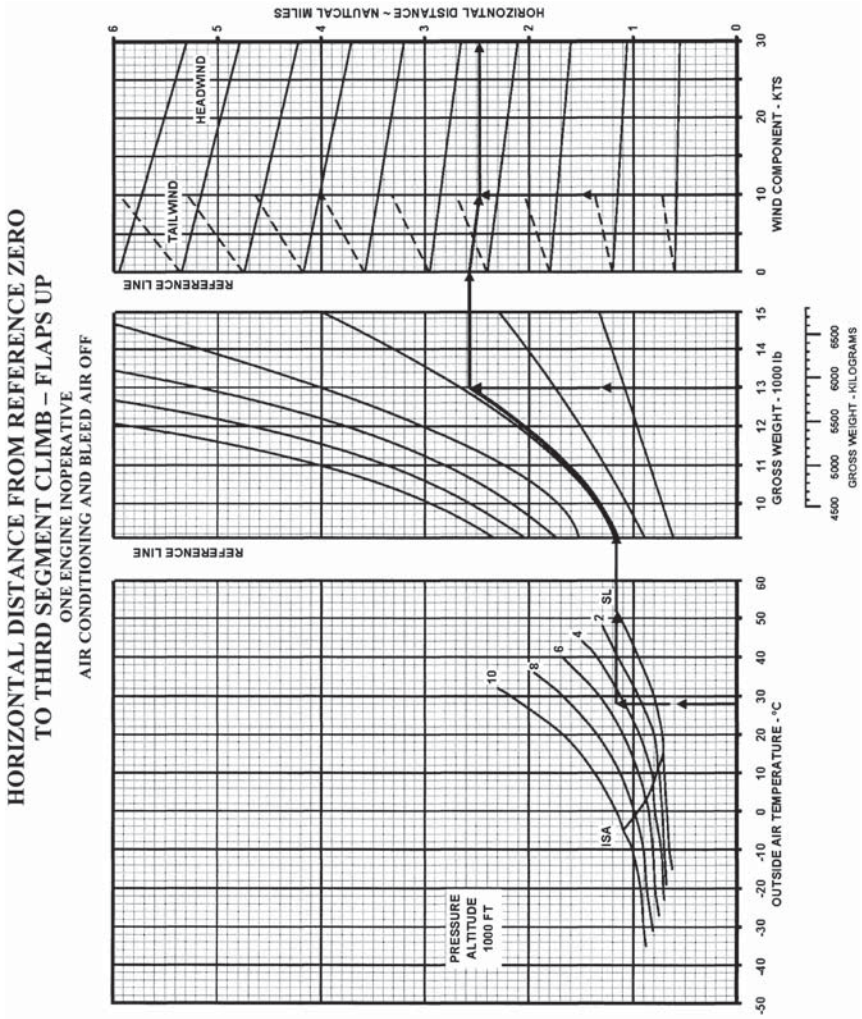
WEIGHT . . . . . 13,000 LB

HEADWIND COMPONENT . . . . . 10 KTS

DISTANCE . . . . . .2.48 NM

HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB – FLAPS UP

ONE ENGINE INOPERATIVE
AIR CONDITIONING AND BLEED AIR OFF



FL01C
121320AA.AI

NET TAKE-OFF FLIGHT PATH - THIRD SEGMENT - FLAPS UP (AIR CONDITIONING / BLEED AIR OFF)

This chart is a revised version of both charts in the Model B300/B300C POH/AFM that provides Third Segment Net Climb Gradient data (%) for the MPA configuration with Air Conditioning and Bleed Air OFF.

ASSOCIATED CONDITIONS:

POWER . . . . . .TORQUE 100% or ITT 820 °C AT 1700 RPM
INOPERATIVE PROPELLER . . . . . .FEATHERED
LANDING GEAR . . . . . UP
FLAPS . . . . . UP
AIRSPEED . . . . . 125 KIAS (ALL WEIGHTS)

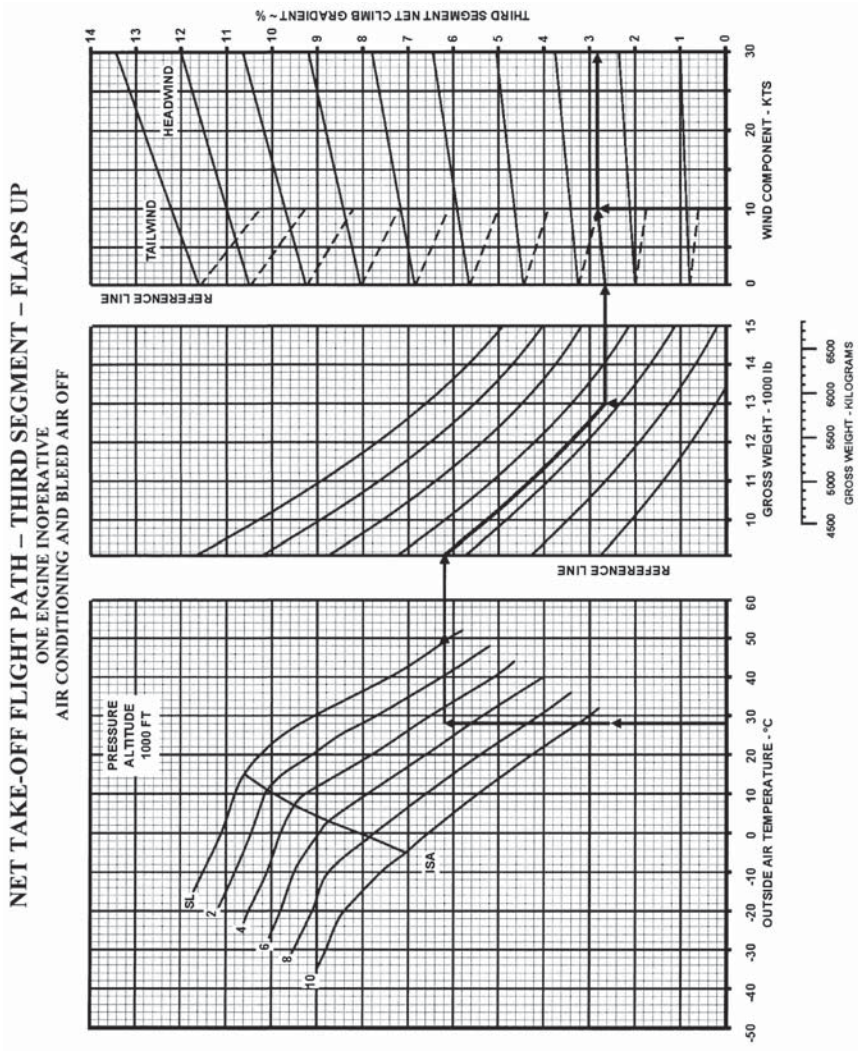
NOTES:

1. For operation with engine anti-ice on, decrease the net climb gradient by 1.0 percentage points.

EXAMPLE:

OAT . . . . . 28 °C
PRESSURE ALTITUDE . . . . . 5,003 FT
WEIGHT . . . . . 13,000 LB
HEADWIND COMPONENT . . . . . 10 KTS
NET CLIMB GRADIENT 2.83%

FAA Approved
Revised: September, 2018
P/N 130-590031-479



FL01C
121321AA.AI

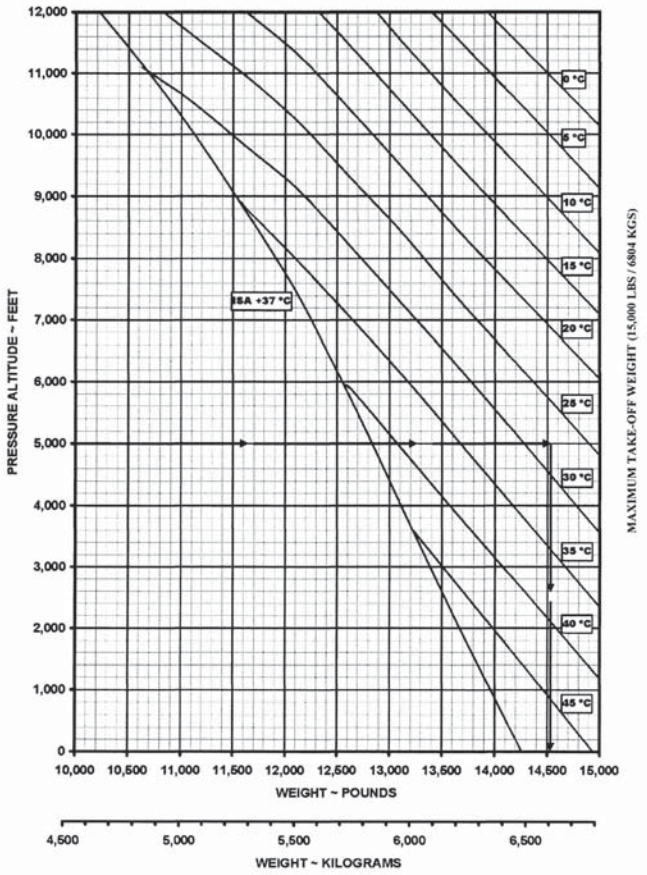
THIS PAGE INTENTIONALLY LEFT BLANK

MAXIMUM TAKE-OFF WEIGHT – FLAPS APPROACH
TO ACHIEVE TAKE-OFF CLIMB REQUIREMENTS
AIR CONDITIONING AND BLEED AIR ON

NOTE: FOR OPERATION WITH ENGINE ANTI-ICE ON, INCREASE THE ALTITUDE BY 1,300 FT BEFORE ENTERING THE GRAPH.

EXAMPLE:
PRESSURE ALTITUDE ----------5,003 FT
OAT ----------28° C
TAKE-OFF WEIGHT ----------14,530 LB

This chart represents a revised version of the chart in the basic POH/AFM



FL01C
121322AA.AI

NET TAKE-OFF FLIGHT PATH - FIRST SEGMENT - FLAPS APPROACH (AIR CONDITIONING / BLEED AIR ON)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides First Segment Net Climb Gradient data (%) for the MPA configuration with Air Conditioning and Bleed Air ON.

ASSOCIATED CONDITIONS:

POWER . . . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER

INOPERATIVE PROPELLER . . . . . .FEATHERED

LANDING GEAR. . . . . .DOWN

FLAPS . . . . . APPROACH

AIRSPEED . . . . . V_2

NOTES:

1. For operation with engine anti-ice on, decrease the net climb gradient by 1.2 percentage points.

EXAMPLE:

OAT . . . . . 28 °C

PRESSURE ALTITUDE . . . . . 5,003 FT

WEIGHT . . . . . 13,000 LB

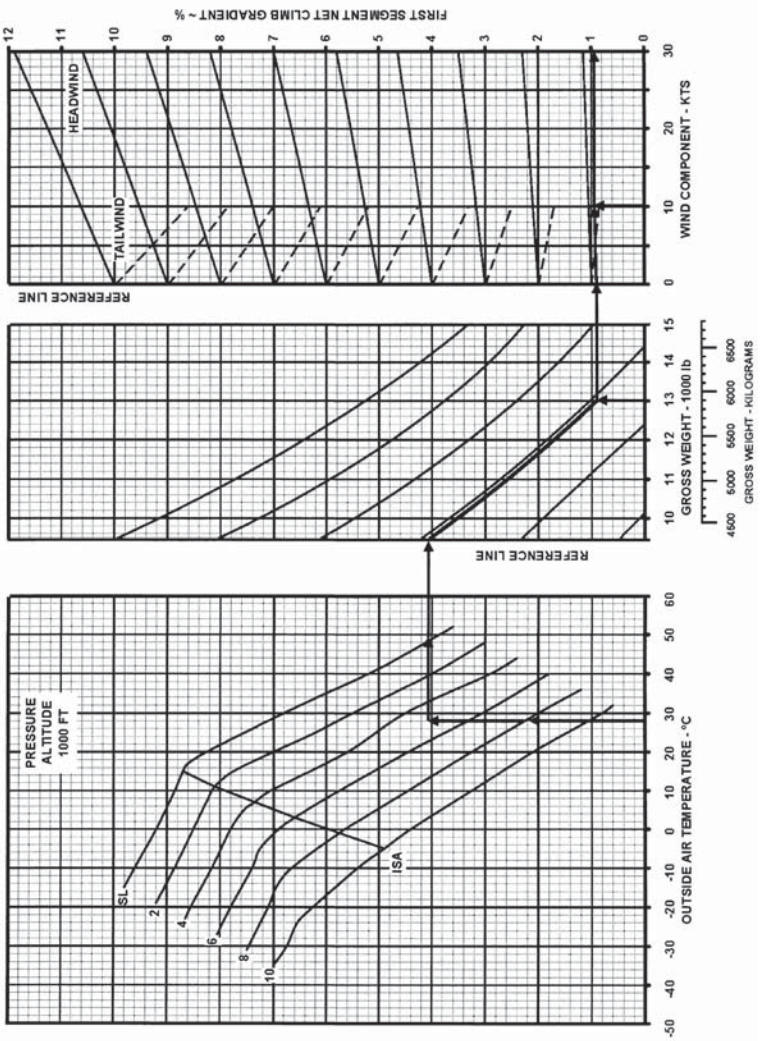
HEADWIND COMPONENT . . . . . 10 KTS

NET CLIMB GRADIENT 0.95%

NET TAKE-OFF FLIGHT PATH - FIRST SEGMENT – FLAPS APPROACH

ONE ENGINE INOPERATIVE

AIR CONDITIONING AND BLEED AIR ON



FL01C
121323AA.AI

NET TAKE-OFF FLIGHT PATH - SECOND SEGMENT - FLAPS APPROACH (AIR CONDITIONING / BLEED AIR ON)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Second Segment Net Climb Gradient data (%) for the MPA configuration with Air Conditioning and Bleed Air ON.

ASSOCIATED CONDITIONS:

POWER . . . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER

INOPERATIVE PROPELLER . . . . . .FEATHERED

LANDING GEAR. . . . . UP

FLAPS . . . . . APPROACH

AIRSPEED . . . . . V_2

NOTES:

1. For operation with engine anti-ice on, decrease the net climb gradient by 1.0 percentage point.

EXAMPLE:

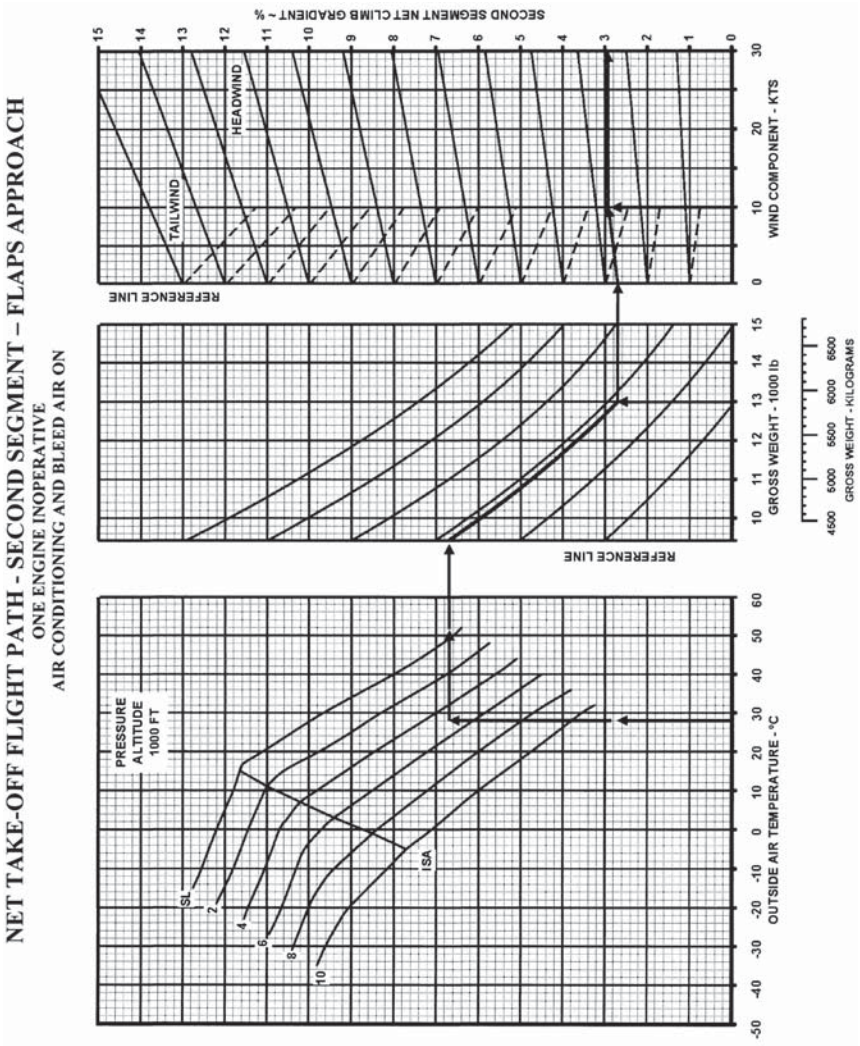
OAT . . . . . 28 °C

PRESSURE ALTITUDE . . . . . 5,003 FT

WEIGHT . . . . . 13,000 LB

HEADWIND COMPONENT . . . . . 10 KTS

NET CLIMB GRADIENT 2.93%



FL01C
121324AA.AI

HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB - FLAPS APPROACH (AIR CONDITIONING / BLEED AIR ON)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Horizontal Distance (Nautical Miles) for the MPA configuration with Air Conditioning and Bleed Air ON.

ASSOCIATED CONDITIONS:

POWER:

TO 400 FT AGL . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER

AT 400 FT AGL . . . . . TAKEOFF POWER

AIRSPEED:

TO 400 FT AGL . . . . V_2 FROM “TAKEOFF SPEEDS - FLAPS APPROACH” TABLE

AT 400 FT AGL . . . . . ACCELERATE TO 125 KNOTS (BLUELINE)

INOPERATIVE PROPELLER . . . . . FEATHERED

LANDING GEAR. . . . . IN TRANSIT OR RETRACTED

FLAPS . . . . . RETRACTED AT V_2 +9 KIAS

NOTES:

1. For operation with engine anti-ice on, add 24% to the distance read from this graph.

EXAMPLE:

OAT . . . . . 28 °C

PRESSURE ALTITUDE . . . . . 5,003 FT

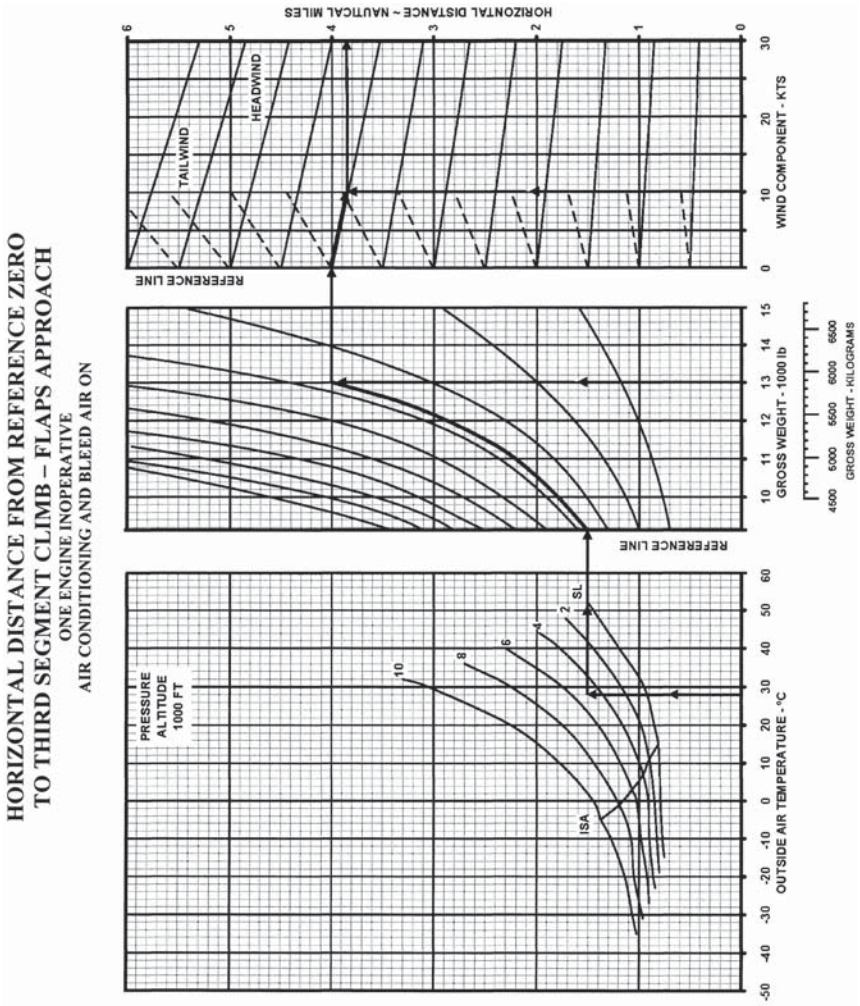
WEIGHT . . . . . 13,000 LB

HEADWIND COMPONENT . . . . . 10 KTS

DISTANCE . . . . . 3.85 NM (approx)

HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB – FLAPS APPROACH

ONE ENGINE INOPERATIVE
AIR CONDITIONING AND BLEED AIR ON



FL01C
121325AA.AI

THIS PAGE INTENTIONALLY LEFT BLANK

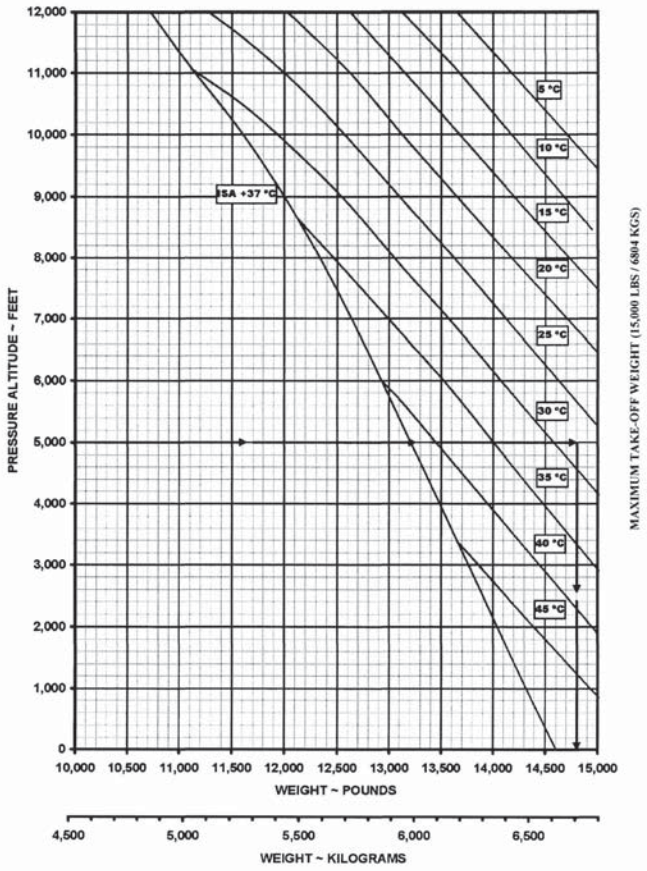
MAXIMUM TAKE-OFF WEIGHT – FLAPS APPROACH

TO ACHIEVE TAKE-OFF CLIMB REQUIREMENTS
AIR CONDITIONING AND BLEED AIR OFF

NOTE: FOR OPERATION WITH ENGINE ANTI-ICE ON, INCREASE THE ALTITUDE BY 1,300 FT BEFORE ENTERING THE GRAPH.

EXAMPLE:
PRESSURE ALTITUDE ----------5,003 FT
OAT ----------28° C
TAKE-OFF WEIGHT ----------14,800 LB

This chart represents a revised version of the chart in the basic POH/AFM



FL01C
121326AA.AI

NET TAKE-OFF FLIGHT PATH - FIRST SEGMENT - FLAPS APPROACH (AIR CONDITIONING / BLEED AIR OFF)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides First Segment Net Climb Gradient data (%) for the MPA configuration with Air Conditioning and Bleed Air OFF.

ASSOCIATED CONDITIONS:

POWER . . . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER

INOPERATIVE PROPELLER . . . . . FEATHERED

LANDING GEAR . . . . . DOWN

FLAPS . . . . . APPROACH

AIRSPEED . . . . . V_2

NOTES:

1. For operation with engine anti-ice on, decrease the net climb gradient by 0.8 percentage point.

EXAMPLE:

OAT . . . . . 28 °C

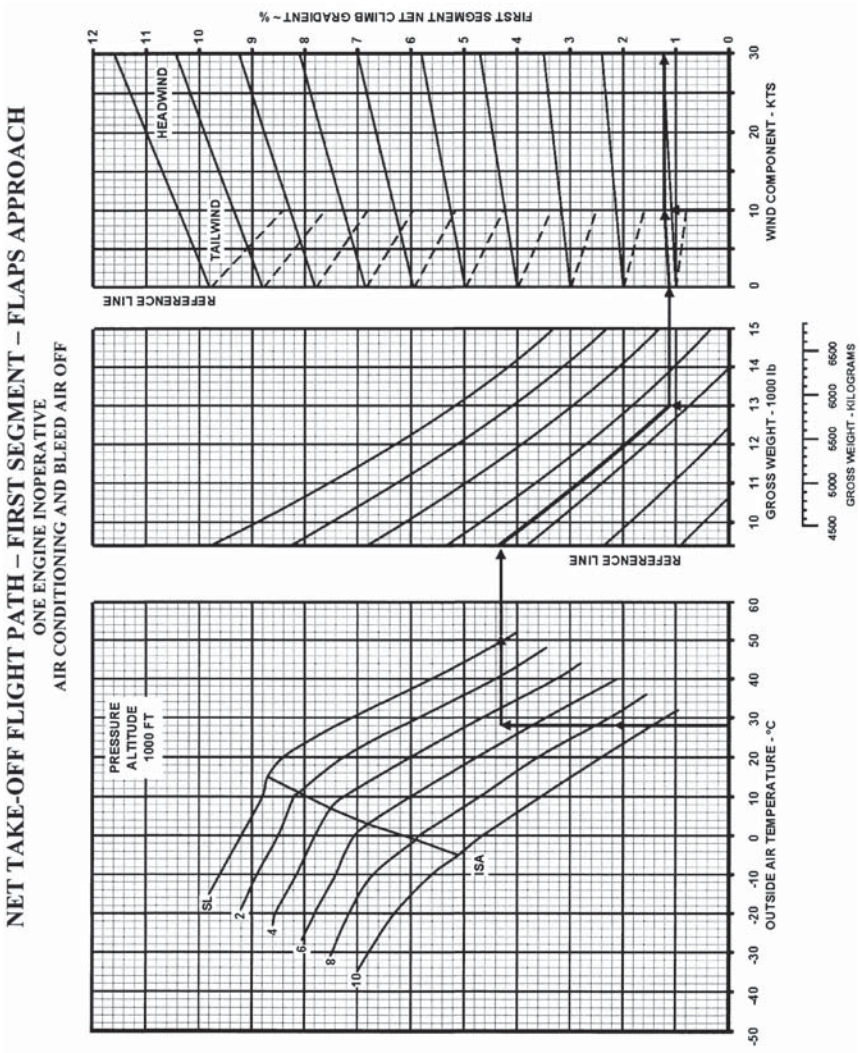
PRESSURE ALTITUDE . . . . . 5,003 FT

WEIGHT . . . . . 13,000 LB

HEADWIND COMPONENT . . . . . 10 KTS

NET CLIMB GRADIENT 1.2%

FAA Approved
Revised: September, 2018
P/N 130-590031-479



FL01C
121327AA.AI

NET TAKE-OFF FLIGHT PATH - SECOND SEGMENT - FLAPS APPROACH (AIR CONDITIONING / BLEED AIR OFF)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Second Segment Net Climb Gradient data (%) for the MPA configuration with Air Conditioning and Bleed Air OFF.

ASSOCIATED CONDITIONS:

POWER . . . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER

INOPERATIVE PROPELLER . . . . . .FEATHERED

LANDING GEAR. . . . . UP

FLAPS . . . . . APPROACH

AIRSPEED . . . . . V_2

NOTES:

1. For operation with engine anti-ice on, decrease the net climb gradient by 0.8 percentage point.

EXAMPLE:

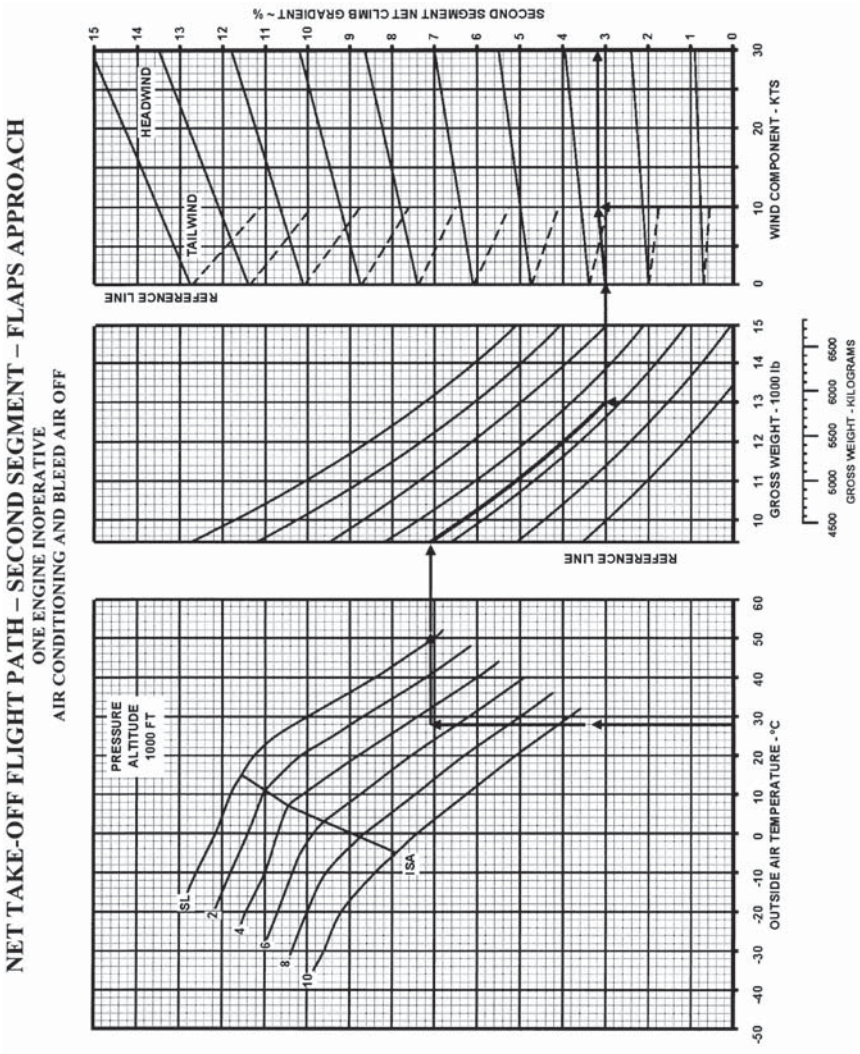
OAT . . . . . 28 °C

PRESSURE ALTITUDE . . . . . 5,003 FT

WEIGHT . . . . . 13,000 LB

HEADWIND COMPONENT . . . . . 10 KTS

NET CLIMB GRADIENT 3.2%



FL01C
121328AA.AI

HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB - FLAPS APPROACH (AIR CONDITIONING / BLEED AIR OFF)

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Horizontal Distance (Nautical Miles) for the MPA configuration with Air Conditioning and Bleed Air OFF.

ASSOCIATED CONDITIONS:

POWER:

TO 400 FT AGL . . NO ADJUSTMENT SINCE SETTING STATIC TAKEOFF POWER

AT 400 FT AGL . . . . . TAKEOFF POWER

AIRSPEED:

TO 400 FT AGL . . . . V_2 FROM “TAKEOFF SPEEDS - FLAPS APPROACH” TABLE

AT 400 FT AGL . . . . . ACCELERATE TO 125 KNOTS (BLUELINE)

INOPERATIVE PROPELLER . . . . . .FEATHERED

LANDING GEAR. . . . . .IN TRANSIT OR RETRACTED

FLAPS . . . . . RETRACTED AT V_2 +9 KIAS

NOTES:

1. For operation with engine anti-ice on, add 30% to the distance read from this graph.

EXAMPLE:

OAT . . . . . 28 °C

PRESSURE ALTITUDE . . . . . 5,003 FT

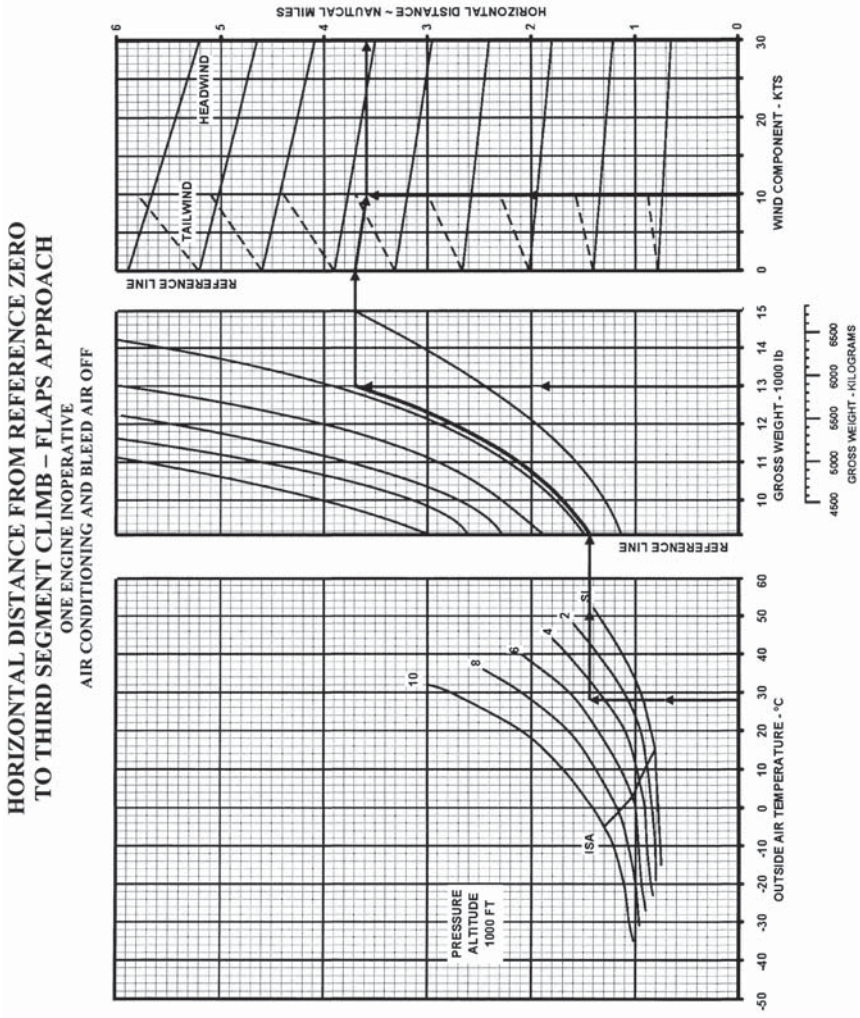
WEIGHT . . . . . 13,000 LB

HEADWIND COMPONENT . . . . . 10 KTS

DISTANCE . . . . . .3.6 NM

HORIZONTAL DISTANCE FROM REFERENCE ZERO TO THIRD SEGMENT CLIMB – FLAPS APPROACH

ONE ENGINE INOPERATIVE
AIR CONDITIONING AND BLEED AIR OFF



FL01C
121329AA.AI

CLIMB - TWO ENGINES - FLAPS UP

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Rate of Climb (Ft/Min) and Climb Gradient data (%) for the MPA configuration.

ASSOCIATED CONDITIONS:

POWER . . . . . TORQUE 100% OR ITT 820 °C AT 1700 RPM
LANDING GEAR. . . . . UP
FLAPS . . . . . UP
CLIMB SPEED . . . . . 140 KIAS (ALL WEIGHTS)

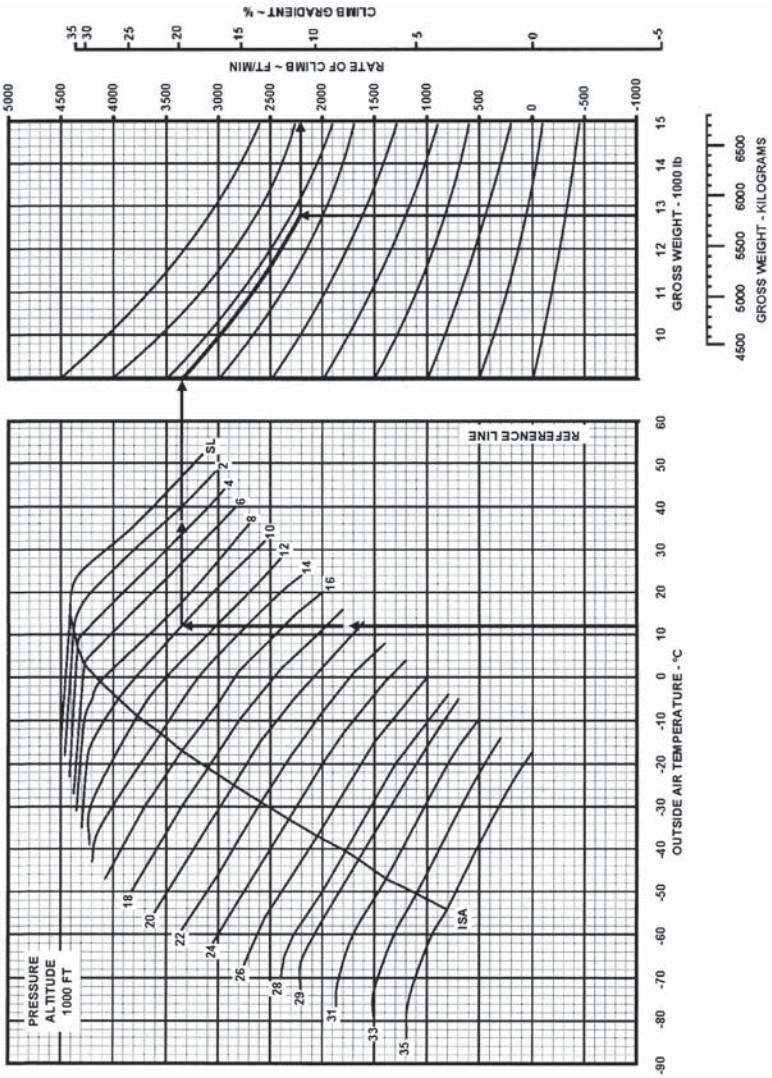
NOTES:

1. For operation with engine anti-ice on, decrease the rate of climb obtained from this chart by 350 feet per minute.

EXAMPLE:

OAT . . . . . 12 °C
PRESSURE ALTITUDE . . . . . 10,000 FT
WEIGHT . . . . . 12,800 LB
RATE OF CLIMB . . . . . 2,200 FT/MIN
CLIMB GRADIENT 11.5%

CLIMB – TWO ENGINES – FLAPS UP



FL01C
121330AA.AI

CLIMB - TWO ENGINES - FLAPS APPROACH

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Rate of Climb (Ft/Min) and Climb Gradient data (%) for the MPA configuration.

ASSOCIATED CONDITIONS:

POWER . . . . . TORQUE 100% OR ITT 820 °C AT 1700 RPM
LANDING GEAR. . . . . UP
FLAPS . . . . . APPROACH
CLIMB SPEED . . . . . 130 KIAS (ALL WEIGHTS)

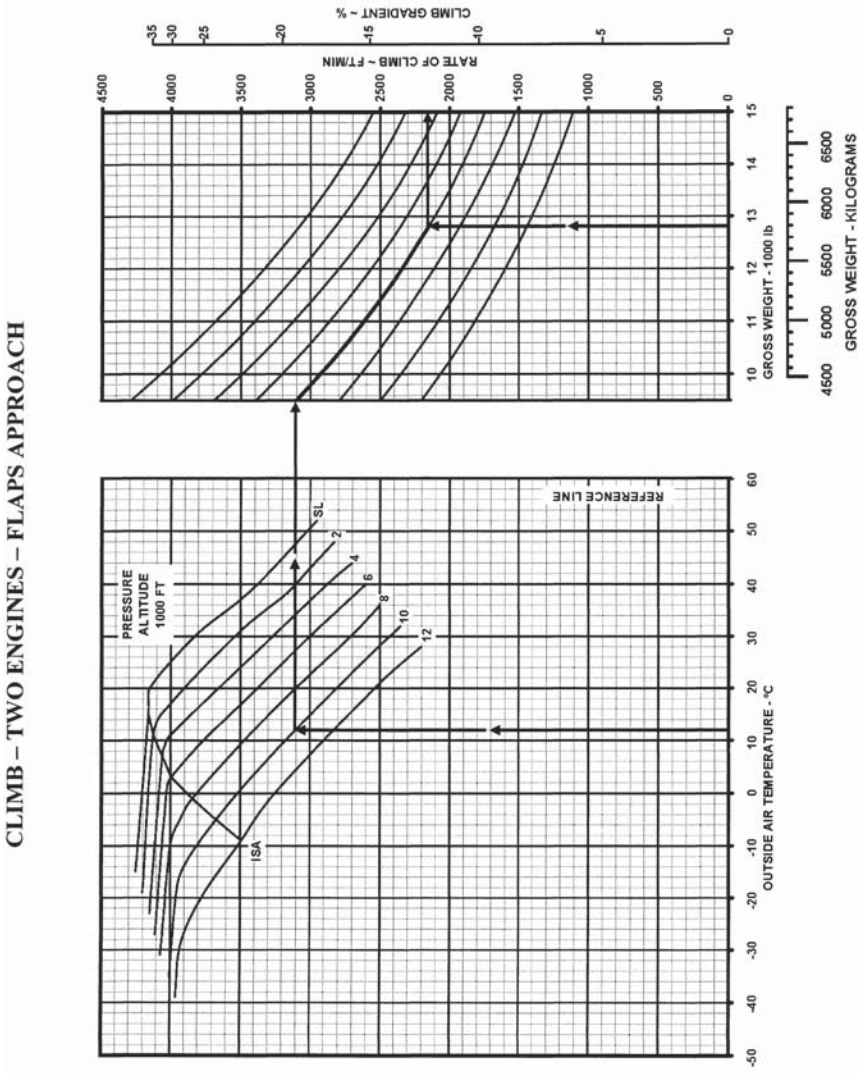
NOTES:

1. For operation with engine anti-ice on, decrease the rate of climb obtained from this chart by 350 feet per minute.

EXAMPLE:

OAT . . . . . 12 °C
PRESSURE ALTITUDE . . . . . 10,000 FT
WEIGHT . . . . . 12,800 LB
RATE OF CLIMB . . . . . 2,140 FT/MIN (approx)
CLIMB GRADIENT . . . . . 13% (approx)

CLIMB – TWO ENGINES – FLAPS APPROACH



FL01C
121331AA.AI

CLIMB - ONE ENGINE INOPERATIVE

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Rate of Climb (Ft/Min) and Climb Gradient data (%) for the MPA configuration.

ASSOCIATED CONDITIONS:

POWER . . . . . TORQUE 100% OR ITT 820 °C AT 1700 RPM
LANDING GEAR . . . . . UP
FLAPS . . . . . UP
INOPERATIVE PROPELLER . . . . . FEATHERED
CLIMB SPEED . . . . . 125 KIAS (ALL WEIGHTS)

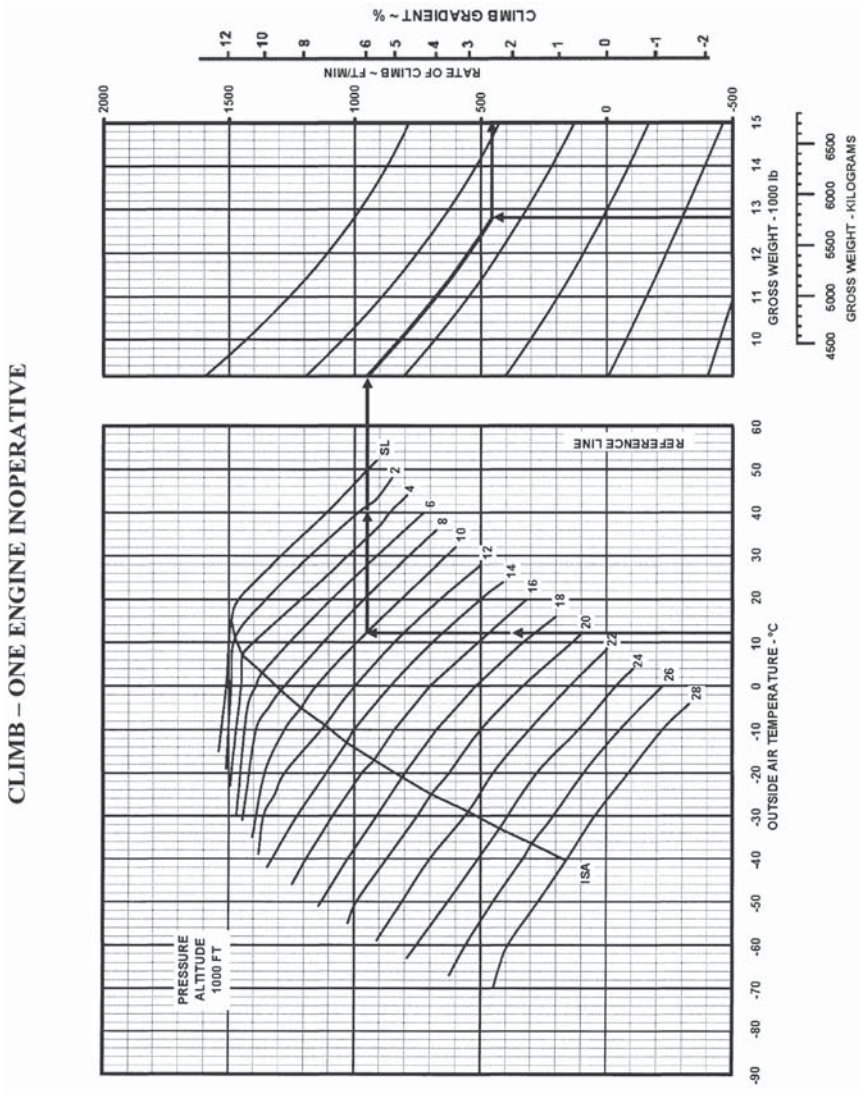
NOTES:

1. For operation with engine anti-ice on, decrease the rate of climb obtained from this chart by 160 feet per minute.

EXAMPLE:

OAT . . . . . 12 °C
PRESSURE ALTITUDE . . . . . 10,000 FT
WEIGHT . . . . . 12,800 LB
RATE OF CLIMB . . . . . 460 FT/MIN
CLIMB GRADIENT . . . . . 2.5% (approx)

CLIMB – ONE ENGINE INOPERATIVE



FL01C
121332AA.AI

THIS PAGE INTENTIONALLY LEFT BLANK

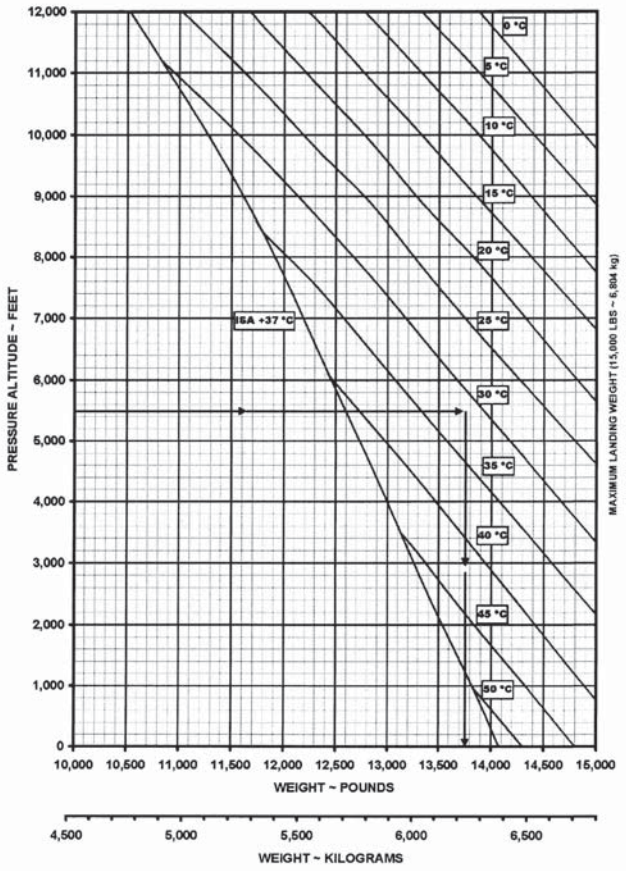
MAXIMUM LANDING WEIGHT
TO ACHIEVE CLIMB REQUIREMENTS

NOTE:
1. ENTER GRAPH AT PRESSURE ALTITUDE FROM WHICH A GO-AROUND WOULD BE INITIATED.
2. FOR OPERATION WITH ENGINE ANTI-ICE ON, INCREASE THE ALTITUDE BY 1,350 FT. BEFORE ENTERING THE GRAPH.
3. FOR OPERATION WITH ENGINE ANTI-ICE ON AND ICE ACCUMULATIONS PRESENT, INCREASE THE ALTITUDE BY 2,100 FT. BEFORE ENTERING THE GRAPH.

EXAMPLE:

PRESSURE ALTITUDE	5,500 FT.
OAT	32° C
MAXIMUM LANDING WEIGHT	13,750 LBS.

This chart represents a revised version of the chart in the basic POH/AFM



FL01C
121333AA.AI

APPROACH CLIMB GRADIENT

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Approach Climb Gradient data (%) for the MPA configuration.

ASSOCIATED CONDITIONS:

POWER . . . . . TORQUE 100% OR ITT 820 °C AT 1700 RPM
LANDING GEAR. . . . . UP
FLAPS . . . . . APPROACH
INOPERATIVE PROPELLER. . . . . .FEATHERED
CLIMB SPEED . . . . . KIAS AS TABULATED

NOTES:

1. Enter graph at the pressure altitude from which a go-around would be initiated.

2. For operation with engine anti-ice on, decrease the climb gradient obtained from this chart by 0.9 percentage point.

3. For operation with engine ice on and ice accumulations present, decrease the climb gradient obtained from this chart by 5.0 percentage points.

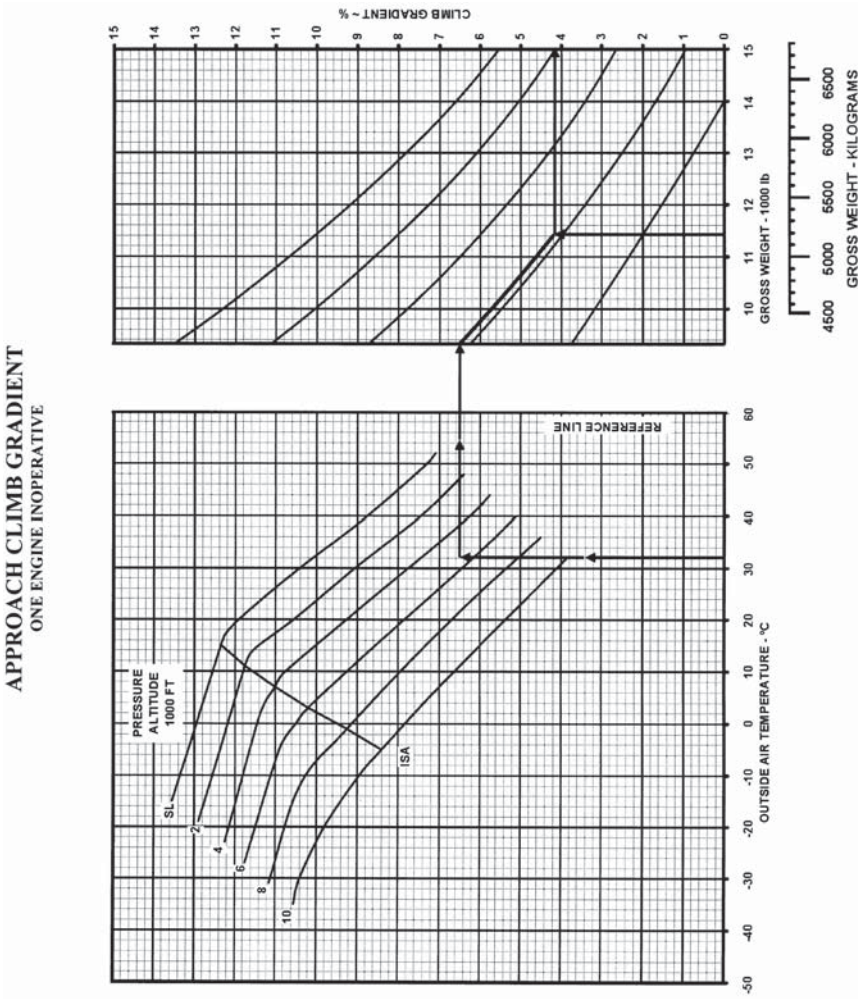
WEIGHT (POUNDS)	V_{REF} + 10 (KIAS)
15,000	119
14,000	115
13,000	112
12,000	110
11,000	110
10,000	110

EXAMPLE:

OAT . . . . . 32 °C
PRESSURE ALTITUDE . . . . . 5,500 FT
WEIGHT . . . . . 11,415 LB
CLIMB GRADIENT 4.2%
V_{ref} + 10 . . . . . 110 KIAS

FAA Approved
Revised: September, 2018
P/N 130-590031-479

APPROACH CLIMB GRADIENT
ONE ENGINE INOPERATIVE



FL01C
121334AA.AI

CLIMB - BALKED LANDING

This chart is a revised version of the chart in the Model B300/B300C POH/AFM that provides Balked Landing Rate of Climb (Ft/Min) and Climb Gradient data (%) for the MPA configuration.

ASSOCIATED CONDITIONS:

POWER . . . . . TORQUE 100% OR ITT 820 °C AT 1700 RPM

LANDING GEAR. . . . . DOWN

FLAPS . . . . . DOWN

AIRSPEED . . . . . KIAS AS TABULATED

NOTES:

1. Enter graph at the pressure altitude at which landing gear would be extended.

2. For operation with engine anti-ice on, decrease the rate of climb obtained from this chart by 200 feet per minute.

3. For operation with engine ice on and ice accumulations present, decrease the rate of climb obtained from this chart by 400 feet per minute.

WEIGHT (POUNDS)	V_{REF} (KIAS)
15,000	109
14,000	105
13,000	102
12,000	100
11,000	100
10,000	100

EXAMPLE:

OAT . . . . . 32 °C

PRESSURE ALTITUDE . . . . . 5,500 FT

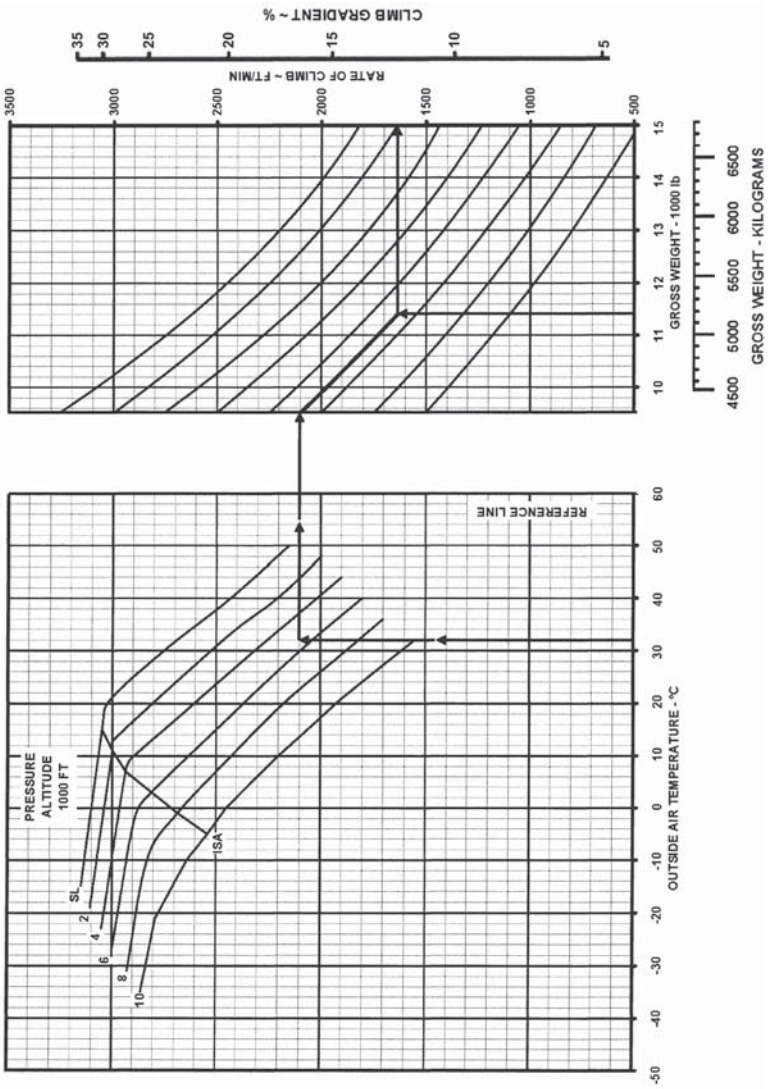
WEIGHT . . . . . 11,415 LB

RATE OF CLIMB . . . . . 1,630 FT/MIN

CLIMB GRADIENT 12.1%

V_{ref} . . . . . 100 KIAS

CLIMB – BALKED LANDING



FL01C
121335AA.AI

SECTION 6 - WEIGHT AND BALANCE/EQUIPMENT LIST

No Change.

SECTION 7 - SYSTEMS DESCRIPTION

EO/IR SYSTEM (IF INSTALLED)

The EO/IR (Electro-Optical/Infrared) system is housed in the belly radome and EO/IR fairing for protection from the environment.

SECTION 8 - HANDLING, SERVICING & MAINTENANCE

No Change.