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Beechcraft >King Air 350, B200GT and C90GTi, the >most successful line of twin turboprops in business >aviation, are outfitted with our full Pro >Line 21 avionics package. As a result, these flight >decks have taken a major leap forward with >the next generation of avionics technology, performance >and systems growth capabilities. Our >system integrates flight information into intuitive,>easy ...

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~~Smart avionics for the Beechcraft King Air 350, B200GT and ...~~

Bing [Bot] CHANGE_PASSWORD. Logout. Airliners.net; Technical/Operations ; KingAir 350 With Extended Nose? Moderators: richierich, ua900, PanAm_DC10, hOMSaR. 10 posts; 10 posts; KingAir 350 With Extended Nose? #10830703. BY atct - Fri Dec 08, 2006 10:38 am - Fri Dec 08, 2006 10:38 am #10830703. Hey, At work today I saw a KingAir 350 with an extended nose, sorta like a Cheyenne III/400LS. Anyone ...

~~KingAir 350 With Extended Nose? - Airliners.net~~

A King Air 350 is placarded as a Beech 300. The original B300 has its own set of books for both the normal and light weight versions. You cannot compare take off performance for the 200 / 350. Simply because they operate to a different safety standard as mentioned above.

~~King Air 350 Runway - PPRuNe Forums~~

So if a King Air 350 is configured with only 8 seats + 1 on the potty, does that mean that it could be operated as CAT on an EASA AOC with only a single pilot? One of those frustrating situations where you thought you have always known the answer but now can't find any regulatory/legislative entry to confirm or clarify! Any of the UK operators working SP? - Gama/Xclusive Jet/FlairJet? Reply ...

~~King Air 350 Single Pilot on AOC - PPRuNe Forums~~

King Air 350/350ER Quite simply the highest performing King Air on the planet with a 60% increased climb rate and cruise speeds in excess of 332 knots.

~~King Air Series - Blackhawk Aerospace~~

The Beechcraft King Air 350 Medium Turbo-prop is manufactured by Beechcraft Corp. between 1990 and 2009. The cabin measures 19.2 feet long by 4.5 feet wide by 4.8 feet tall giving it a total cabin volume of 416.9 cubic feet making it comfortable for up to 8 passengers. The baggage compartment can hold up to 10.0 bags assuming your average piece of luggage is less than 5 cubic feet. The ...

~~Beechcraft King Air 350 | Performance and Specifications~~

Quick Start With King Air 350/350i Free W&B App Free software includes W&B only. Takeoff and Landing Performance are available for purchase. When installing the software on your PC, make sure your firewall/anti-virus software allows your internet browser to download and install the software.

~~Guide Ka350 Free - AFM Solutions~~

The King Air 350 is based on the King Air 300 with a 3.4 ft (1.0 m) span increase and winglets, a 2.9 ft

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(0.88 m) fuselage stretch for an over 17 ft (5.2 m) main cabin, long enough for double club seating. By 1988, Beechcraft had begun work on the replacement for the 300, it was introduced in 1990 and initially marketed as the Super King Air 350.

~~Beechcraft Super King Air — Wikipedia~~

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About the King Air 350 With the 200 series proving so popular, Beechcraft began working on a successor: the Model 300, initially marketed as the "Super King Air 300". The B200 airframe was "cleaned up" and even more powerful engines (PT6A-60A), were installed into the redesigned cowlings with MTOW being increased to 14,000 lb (6,300 kg).

~~King Air 350 — KingAirNation~~

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~~The new BEEHCRAFT King Air 350i~~

The Model B300 variant was produced and marketed as the King Air 350. This variant was a stretched model that featured two extra cabin windows each side of the forward fuselage, as well as added winglets. The Model B300 variant, introduced in 2010, was produced and marketed as the King Air 350i.

~~King Air 350i Specifications, Cabin Dimensions, Performance~~

The next King Air 360ER turboprop reduces pilot workload with standard features like the IS&S ThrustSense Autothrottle, which delivers precision control for optimized power output, including Overtorque/Overtemp protection for a more efficient takeoff. Digital pressurization automatically schedules cabin pressure on both climb and descent, increasing passenger comfort and further reducing pilot ...

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