DOORS - DESCRIPTION AND OPERATION

PASSENGER/CREW DOOR

A swing-down door, hinged at the bottom, provides positive cabin security for flight and a convenient stairway for entry and exit. Two of the three steps are movable and automatically fold flat against the door in the closed position. A plastic encased cable provides support for the door in the open position, a handhold for passengers, and a convenience for closing the door from the inside. An inflatable rubber door seal around the cabin door expands to positively seal the pressure vessel while the aircraft is in flight. Engine bleed air provides the source of pressure to inflate the seal. A hydraulic dampener permits the door to lower gradually during opening.

The door locking mechanism is operated by the handle in the center of the door. The inside and outside handles are mechanically interconnected. When the handle is rotated per placard instructions, two latches hook into the door frame at the top, and two lock bolts on each side of the door lock into the frame on the sides. There are four sight openings on the inner facing of the door; one opening over each locking bolt. A green stripe, painted on the locking bolt, aligns with a black pointer in the sight opening when the door is in a locked condition.

A button adjacent to the door handle, both inside and outside the cabin, must be depressed before the handle can be rotated to open the door. This acts as additional safety to aid in preventing accidental opening.

Another safety device is a small round window just above the second step which permits observation of the pressurization safety lock bellows. A placard adjacent to the window instructs the operator to make certain the *safety lock arm is in position around the bellows shaft. Pushing the red button switch adjacent to the window* illuminates the mechanism inside the door. For security of the aircraft on the ground, the door can be locked with a key.

EMERGENCY EXIT DOOR

The emergency exit door, placarded EXIT PULL, is located on the right cabin side wall just aft of the copilot's seat. From the inside, the door is released with a pull-down handle, and on the outside the door may be released with a flush mounted pull-out handle. The door is of the non-hinged, plug-type which removes completely from the frame when the latches are released. For airplanes BB-310, BB-343, BB-383, BB-415, BB-416, BB-418 thru BB-448, BB-450 and After; BT-5 and After the door can be locked with the EXIT LOCK lever from the inside to prevent opening from the outside. The inside EXIT-PULL handle will unlatch the door whether or not it is locked, by overriding the locking mechanism. The lock lever should be unlocked prior to flight to allow removal of the door from the outside in the event of an emergency. For airplanes BB-2 thru BB-309, BB-311 thru BB-342, BB-344 thru BB-382, BB-384 thru BB-414, BB-417, BB-449; BL-1 and After; BT-1 thru BT-4; BN-1 and After the door can be locked with a key from the inside to prevent opening from the outside. The inside handle will unlatch the door whether or not it is locked, by overriding the locking mechanism. The key lock should be unlocked prior to flight to allow removal of the door from the outside in the event of an emergency. The key remains in the lock when the door is locked and can be removed only when the door is unlocked. The key slot is in the vertical position when the door is unlocked. Removal of the key from the lock before flight assures the pilot that the door can be removed from the outside if necessary.

A wiper type disconnect for the air duct that supplies the air to the eyeball outlet in the emergency exit door is located on the upper aft edge of the door. As the door is removed, the duct is disconnected since it is an integral part of the door.

An electrical disconnect, located on the lower forward edge of the door, will unplug as the door is being removed. When installing the door, the electrical disconnect should be reconnected before moving the door into the closed position.

CABIN DOOR WARNING SYSTEM

The cabin DOOR UNLOCKED light in the annunciator panel remains illuminated until the cabin door is closed, LATCHED and LOCKED. When the door is closed and latched, the lower forward latch bolt compresses the spring that actuates the switch mounted on the cabin bulkhead behind the latch plate in the doorway. When the handle is rotated to the locked position, the latch arm actuates the switch mounted in the door adjacent to the lock assembly. With both of these switches actuated, the circuit is grounded to bias the annunciator panel transistor so that current no longer flows to the cabin DOOR UNLOCKED light. For a further visual check that the lock mechanism is fully engaged, depress the momentary switch adjacent to the transparent panel on the inside of the door. This switch illuminates a light at the point where the latch arm engages the plunger of the lock assembly. The cabin door closed switch and cabin door locked switch will not normally require adjustment except when a new switch is installed.

DOOR WARNING - MAINTENANCE PRACTICES

ADJUSTMENT OF CABIN DOOR CLOSED SWITCH

a. Remove the upholstery panel at the lower forward corner of the doorway.

b. Loosen the two attaching screws and position the switch in the mounting slots so that the DOOR UNLOCKED light in the annunciator panel goes out when the cabin door is closed, LATCHED and LOCKED.

c. Install the upholstery panel at the lower forward corner of the doorway.

ADJUSTMENT OF CABIN DOOR LOCKED SWITCH

a. Remove upholstery panel over lock assembly.

b. Loosen the two mounting screws and position the switch on the door lock arm so that the annunciator panel light is out when the handle is in the locked position with the door closed and latched. The bracket for the switch has an adjustment slot at the inboard mounting screw for modifying the position of the switch. With the door closed and latched while the door mechanism is locked and the plunger is in the down position, the DOOR UNLOCKED light in the annunciator panel must illuminate when force is applied to the handle in the unlock direction.

c. Install the upholstery panel over lock assembly.

PASSENGER/CREW - MAINTENANCE PRACTICES (BB-1 AND AFTER AND BT-1 AND AFTER)

CABIN ENTRANCE DOOR DAMPENER (HYDRAULIC SNUBBER)
Figure 201

a. Attach the barrel rod end to the cabin door supports and the movable piston rod to the supports on the door frame when installing the hydraulic snubber. Shim as necessary with AN960-416 washers to eliminate side play between the rod ends and their supports.

b. Service the snubber with hydraulic fluid (27, Chart 201, 91-00-00). To service, loosen the cap on the end of the cylinder barrel with the movable rod by removing the 3 set screws securing the cap to the barrel. Push down on the rod end until the piston is bottomed in the cylinder barrel. Slide the cap up on the rod end and fill the cylinder barrel with hydraulic fluid up to where the cap is to be installed. Maximum quantity required is 214 cc. Secure the cap to the cylinder barrel with the 3 set screws.

CABIN ENTRANCE DOOR REMOVAL

a. Remove the hinge seal retaining strip from the door.

b. Remove the hinge wire from the hinge halves.

c. Disconnect the snubber assembly.

d. Disconnect the cable from the fuselage door frame and remove the door.

CABIN ENTRANCE DOOR INSTALLATION

a. Position the door and mate the hinge halves.

b. Install the hinge wire.

c. Connect the cable to the fuselage door frame and connect the snubber assembly.

d. Install the hinge seal retaining strip with the attaching screws.

> CAUTION: CHECK THAT THE NUT ON THE BOLT SECURING THE BASE OF THE DOOR CABLE POST IS INSTALLED TOWARD THE CENTER OF THE DOOR TO PREVENT THE HANDRAIL FROM HANGING UP UNDER THE BOLT

FITTING AND MOUNTING A NEW CABIN ENTRANCE DOOR

a. Prepare the door as follows before fitting it to the fuselage:

> *NOTE: Do not rivet the hinge half to the new door until after the door has been centered in the door*

Passenger/Crew - Maintenance Practices

frame.

1. Trim the lower corners of the door skin. To prevent the door from riding on the fuselage upon installation, taper the door skin IN to the first hinge segment.

2. Loosen the latch rods (tubes) for the upper latch pins in the sides of the door to facilitate adjustment of the pins when the door is being fitted to the fuselage.

3. Adjust the hoods on top of the door by turning the eccentric bolt on the forward side of the door until the flat is UP and turning the eccentric bolt on the aft side until the flat is DOWN. This is an approximate setting to permit proper engagement of the door hooks with the cams in the door

4. Work the inner tubes (located inside the door seal at the lower part of the door) around inside the seal until the greater length of the inner tube on the forward side of the door is at the bottom of the *door and the greater length of the aft inner tube is at the aft side of the door. Since there is less* mass to compress when the door is closed, and locked with the inter seal stiffeners located thus, maximum sealing is assured.

5. If the new door is not already equipped with an outside door handle, turn the inside door handle to the fully locked position, and lock the outside door handle with the key before installing it. Seal the base of the outside door lock with sealer (66, Chart 201, 91-00-00) before installing the attaching screws.

6. Dust the door seal liberally with soapstone before fitting the door to the fuselage.

7. Remove all covering from the fuselage hinge half where it is riveted to the fuselage. This material may be folded back inside the fuselage over the door frame.

8. Check that the lower portion of the openings in the fuselage, where the top door hooks engage, are tapered for each entrance of the hooks. If necessary, radius these openings with a rotary file to facilitate entrance of the hooks.

9. Remove the upper and lower latch bolts on each side of the door prior to fitting the door to the fuselage. Only the hooks on top of the door are to be engaged during the initial fitting of a new door.

10. After lubricating the door hinge pin with lubricating oil (6, Chart 201, 91-00-00), work the pin through the fuselage hinge half.

11. Install one 1/4 inch spacer against the forward side of the fuselage door frame just below the cutout for the lower latch pin and another 1/4 inch spacer just above the upper latch pin cutout.

12. Install an 0.080 spacer on top of the fuselage hinge half at a point approximately five inches inboard from each side of the lower door frame. These spacers will shim up the door enough to the upholstery material. Trim off all excess door seal so that the door rests on the shims, not on the seal.

b. Secure the hinge half to the new door with a minimum of five sheet metal screws, then position the door in the fuselage door frame and install the *hinge wire.*

Passenger/Crew - Maintenance Practices

c. Close the door and check that the top hooks are centered and fully engaged. Lock the door and remove the sheet metal screws from the lower door hinge half.

d. Working from inside the fuselage, shift the door so that it is squared in the door frame and fits snugly against the 1/4 inch spacers on the forward door frame and the 0.080 spacers on the hinge half riveted to the fuselage.

e. With the door centered and the hinge half on the door mated with the hinge half on the fuselage, install the five sheet metal screws, using the existing pilot holes or drilling new size 40 holes if necessary.

f. Open the door and trim its upper skin to clear the fuselage skin by 3/32 inch along and below the drop channel above the door. Close the door and recheck the door for fit and proper engagement of the upper hooks.

g. Once the door has been fitted and trimmed so that the clearance between the door and forward frame is 1/4 inch and between the door bottom and fuselage is 0.080 inch, remove the door and drill 24 evenly spaced size 30 holes through the door skin and hinge half, then countersink the holes.

h. After cleaning all drill cuttings between the hinge and door skin, coat both sides of the hinge with sealer, (66, Chart 201, 91-00-00). With the hinge wire to maintain alignment and prevent warpage, rivet the hinge to the door.

i. Install the door on the fuselage but do not cut the hinge wire at this time.

j. Trim the door as required to prevent the skin from butting against the fuselage (trim the aft door skin first). Check the hooks on top of the door for proper adjustment as indicated under LATCH MECHANISM ADJUSTMENT.

k. Install and adjust the upper and lower latch pins on each side of the door in accordance with the procedure under LATCH MECHANISM ADJUSTMENT.

l. After the door is completely rigged, lock the jam nuts on the upper hook adjustment rods.

m. Rig the steps as outlined under FOLDING STEP ADJUSTMENT.

n. After the door has been installed and painted to match the fuselage, lubricate the door seal with a silicone lubricant.

CABIN ENTRANCE DOOR ADJUSTMENT (AFTER FITTING AND MOUNTING A NEW DOOR)

Check the door frame with a straight edge for irregular surfaces, particularly at the front and aft top corners and between the striker plate and side frame. Grind down light spots and fair in low spots with aerodynamic smoother (52, Chart 201, 91-00-00). A frequent source of leakage problems is improperly adjusted latch pins that permit the door to move under the force of pressurization. The following adjustment should prevent leakage around the door when the aircraft is pressurized.

a. Remove the seal and wood grain panels from the door. Lift the sill rubber on the door-half only.

b. Back the top latch hooks off until they no longer hook.

c. Remove the aft LH cabin chair and loosen the side upholstery panels to gain access to the inside of the door opening frame. Loosen the frame of the window aft of the door and peel back the upholstery side panel for access to the back side of the door frame. Spray or paint the underside of the upper latch pins on each side of the door with D-check developer or Blue Dykum. This is the portion of the pin that makes contact with the roller in the door opening frame. Close and lock the door, then open the door and turn the door handle to the locked position. Check that the roller contacts the FLAT of the latch pin. If the roller contacts the latch pin taper or taper radius, reposition the latch pin until the roller contacts the FLAT of the latch pin.

NOTE: If the shoulder of the latch pin strikes the adapter because there are not enough threads to adjust the pin for proper engagement, the following procedure will be necessary:

1. Mark the position of the roller on the doorframe with masking tape.

2. Remove the roller plate and make a shim for the roller plate from 0.050 aluminum to fit behind it.

3. After drilling the shim to match the roller plate, install the shim and roller assembly with the two inboard screws Do not install the outboard screws at this time.

4. Close and lock the door and check that the roller is on the FLAT of the latch bolt.

5. Shim the roller plate as necessary to obtain proper engagement.

6. Install the outboard screws.

d. With the door closed and latched, turn the door handle and carefully observe the movement of each latch pin and roller with a good flashlight. Minute movements of the latch pin should move both the roller in the door frame and the roller inside the door. The door should also move slightly outboard as the pins are retracted into the door when the roller hits the tapered portion of the latch pin. If the roller fails to move as described, reposition it inboard by removing the two outboard screws and loosening the inboard screws that fit in the slotted holes. Move the roller inboard and check that it is not cocked. After ascertaining that the surfaces of the roller and latch pin are in the same plane when in the locked position, torque the retaining screws in the slotted holes tight. Since the roller plate has been shifted, the outboard mounting holes will no longer be in alignment. To maintain the metal-to-metal contact required for the latch roller bolts when the door is under a pressurized load, enlarge the two outboard screw holes to a diameter of 1/4 inch. Counter sink the holes to fit a flat head AN screw 1/4 inch in diameter. Secure the roller plate in place with these screws, washers, and elastic hex head nuts.

e. Adjust the two top latch hooks until they cannot be moved sideways by finger pressure when in the hooked position. Observe hook movement through the inspection holes in the cabin headliner. Insert an 0.065 inch diameter wire through the door structure and the matching holes in each hook to ascertain that the hook is past center on its cam. With the hooks adjusted in this manner, check the latch hook actuating rods for a slight free end play. Apply loctite to the threads before final adjustment of the top latch hooks.

f. Lay back the loosened sill rubber and remove the cement from the front and rear corners of the fuselage door frame. Fill the corners with sealer (102, Chart 201, 91-00-00) then make a radius in the sealer that extends 3/4 inch in either direction from the corner. Let the sealer cure while installing the door seal on the door so that the door seal can form a channel in the sealer when the door is closed.

g. Install the door seal on the door. Using adhesive (77, Chart 201, 91-00-00), cement the front and back of the

door seal in the door extrusion for an area approximately three inches outboard from the hinge end. Install the sill rubber and wood grain fairing on the door.

h. Allow the sealer applied in step f to set up until it is no longer sticky to the touch but is still pliable. Powder the sealer generously with soapstone or talc powder. Wax the contact areas of the door seal. Leave the door closed overnight if possible. If not, open door but let the sealer cure (this takes three or four hours at 70° F).

i. Check the door for chafing or wear where it contacts the fuselage door frame, If localized wear is evident, check the fuselage door frame for a latch plate positioned too far outboard. If this is the case, grind the latch plate until it fairs with the contour of the door frame.

LATCH MECHANISM ADJUSTMENT
Figures 202 and 203

a. With the door open and the handle in the LOCKED position, the hooks must clear the door structure as shown in the illustration to assure that the hook latching mechanism is overcenter. Adjust the turnbuckle to obtain the proper overcenter condition.

b. Remove the two plug buttons from the hook inspection holes just inside the upper doorway frame.

> *NOTE: Station a second mechanic inside the aircraft or operate the door from inside the aircraft during the following procedures.*

As the door nears the closed position, the hooks should enter the holes in the upper doorway frame with the handle in either the OPEN or CLOSED position. Adjust the hooks as necessary in the LATCH position. The hooks should fully engage the latch pins as shown in Figure 202. Adjust the eccentric bolt and/or the hook length to obtain proper engagement.

> *NOTE: The eccentric bolt accomplishes its full range of adjustment in 360° of rotation. Do not turn the bolt more than one revolution in either direction. The eccentric bolt adjusts the hook location in both the LATCH and OPEN positions. Hook adjustment must be checked in both handle positions each time the bolt is turned.*

c. Turn the handle to open position, if the hooks do not disengage to allow the door to open, adjust the eccentric bolt and repeat step b.

> *NOTE: Insert a 0.076 inch diameter check pin into the rigging pin hole shown in Figure 202 to ascertain that the hook is engaged and properly rigged. After adjusting the latch hook, apply retaining compound (145, Chart 201, 91-00-00) to the hook threads to secure the hooks in position, and be certain the lock nuts on the adjusting rods are tight.*

d. Close and lock the door. Check for proper hook engagement and door seal contact. Adjust hook length as required. Check for overcenter per step a.

> *NOTE: Check the hook engagement to determine that the hooks may be moved slightly with the finger. If no movement is perceptible, unscrew the hook(s) one full turn and recheck*

e. Check the upper and lower latch pins on each side of the door for proper travel. Each of the latch pins should

have approximately one inch of travel and the upper and lower latch pins on each side should reach their limit of travel simultaneously. If the travel of any latch is too limited or if the upper and lower latch pins are not synchronized, the upholstery and access panels on the steps should be removed so that the upper and lower latch chains that transfer movement from the door handle to the latch rods can be checked. If necessary, the chains can be re-rigged for proper travel of the latch pins by adjustment of the turnbuckles to which the chains are attached.

NOTE: Check bolts for proper thread engagement by verifying that a piece of lockwire will not pass through the check hole after latch adjustment.

f. When the door is closed, each of the upper and lower latch pins should extend far enough into its respective latch plate on the fuselage doorway for the flat of the pin to ride on the latch roller. The flat of each of the upper latch pins should extend a minimum of 0.12 inch past its tangent point with the latch roller as shown in Figure 203. The flat of the lower pins should extend 3/8 inch past the center line of its respective roller when the door is as shown in Figure 203. If any pin does not extend as far as it should, remove the two screws securing the bolt roller housing in place around the latch pin and adjust the latch to the proper length. After the necessary adjustment has been completed, check that the latch pin threads are still visible in the inspection hole in the latch rod before reattaching the bolt roller housing to the door with the attaching screws.

NOTE: The pointer, which is visible through the inspection opening in the door of each latch, should point at the green line in the latch rod when the door is in the locked position.

With the door shut and in the latched position, the torque required to turn the handle to the fully locked position should not exceed 150 inch pounds.

UPPER LATCH HOOK AND PIN INSPECTION
Figure 202

Inspect the complete upper latch hook mechanism to include hooks, latch pins, hook arms, levers and clevis pins for cracks, fractures, damage and excessive wear. Replace all parts worn beyond serviceable limits. Check wear limits as follows:

a. Inspect for fatigue fracture and measure wear of latch hook, replace when wear reaches 10% of original thickness.

b. Remove clevis pin and pivot pin to inspect for fatigue fractures and measure wear, replace when wear reaches 10% of original diameter.

c. Prior to installation lubricate rotating and sliding pins and bolts with grease (6, Chart 201, 91-00-0[illegible]), wipe off excess grease.

FOLDING STEP ADJUSTMENT
Figure 204

The following adjustment is to be accomplished with the door open:

a. Remove the upholstery panel behind the steps.

b. Raise the door until the step interconnect rod is accessible through the lightening holes in the door structure.

c. Adjust the step interconnect rod to obtain 0.01 to 0.05 inch gap at down stop of the upper step when the lower step contacts its stop.

d. Raise the door slightly until the step extending cable is slack.

e. Remove the turnbuckle locking clips.

f. With the door open and the handle installed, adjust the step extending cable as necessary to maintain the gap of 0.01 to 0.05 inch between the upper step and its stop when the lower step contacts its stop.

NOTE: Stand on the bottom (fixed) step while checking step clearance after adjusting the step extending cable.

1. Secure the turnbuckle in place with the lock clips.

2. Replace the upholstery panel.

NOTE: Check that the stainless steel bumper pads on each aft corner of each step are securely attached to the step. If the bumper pads are loose or missing, install the bumper pads as follows:

a) Fabricate a replacement bumper out of 1/16 inch stainless steel if necessary. The replacement should measure 0.56 by 0.76 inch.

b) Scuff the bonding surface of the bumper and underside of the door with course grit sandpaper. Clean the bonding surfaces with solvent (37 or 38, Chart 201, 91-00-00), then wipe the surface clean with a clean dry rag before the solvent can evaporate. Apply adhesive (98, Chart 201, 91-00-00) to both surfaces. Place a layer of clean gauze or cheesecloth between the step and bumper pad, then clamp the bumper pad to the step until the adhesive has cured.

HANDRAIL ADJUSTMENT

a. Ascertain that the spring loaded post for the handrail is fully extended when in the down position. If it is not, reduce the tension of the spring until the post extends far enough for the weight of the door to rest on the support cable.

b. With the door closed, hook a spring scale into the cable attach fitting at the upper end of the handrail post. The spring scale should indicate that the handrail post is being held against the door with a force of 2 1/2 to 3 1/2 pounds.

CABIN DOOR SEAL

The cabin door seal is inflated by engine bleed air tapped from the pneumatic system manifold located under the right side of the center aisle floorboard. Air is routed from the manifold through a normally open solenoid valve and adjustable pneumatic valve located adjacent to the deice manifold and into the door seal. The solenoid valve

receives power from the landing gear safety switch and shuts off the air supply to the door seal during ground operations when energized. During pressurized flight the solenoid valve is energized by placing the pressurization dump switch in the DUMP position.

CABIN DOOR SEAL REPLACEMENT

a. Remove old seal and wash all traces of old adhesive from the door with solvent (38, Chart 201, 91-00-00).

b. Wash the new seal thoroughly with solvent (38, Chart, 91-00-00) to remove soapstone powder preservative.

c. Apply translucent adhesive (99, Chart 201, 91-00-00) to the end of the channel and up approximately 1 1/2 inch on each side of the lower door. Place the seal ends in place and wrap the split flat ends around the bottom of the door and bond them into place with adhesive (78, Chart 201, 91-00-00). Make sure that the support inserts in the end of the seal are positioned on the side and not at the bottom corners of the door, and that there is not a build up of adhesive. Clamp the seal to assure full contact until the adhesive has cured for 24 hours.

d. After the curing has been completed, stretch the seal evenly over the top of the door. Slide the corner stiffeners (located inside the seal) into place and install the seal into the seal retaining channel.

e. Reapply soapstone powder to the seal as needed to ensure that the seal will slide into its proper place upon closure of the door.

PNEUMATIC VALVE ADJUSTMENT

The pneumatic valve may be adjusted as follows:

a. Remove the cabin floorboard immediately aft of the main spar.

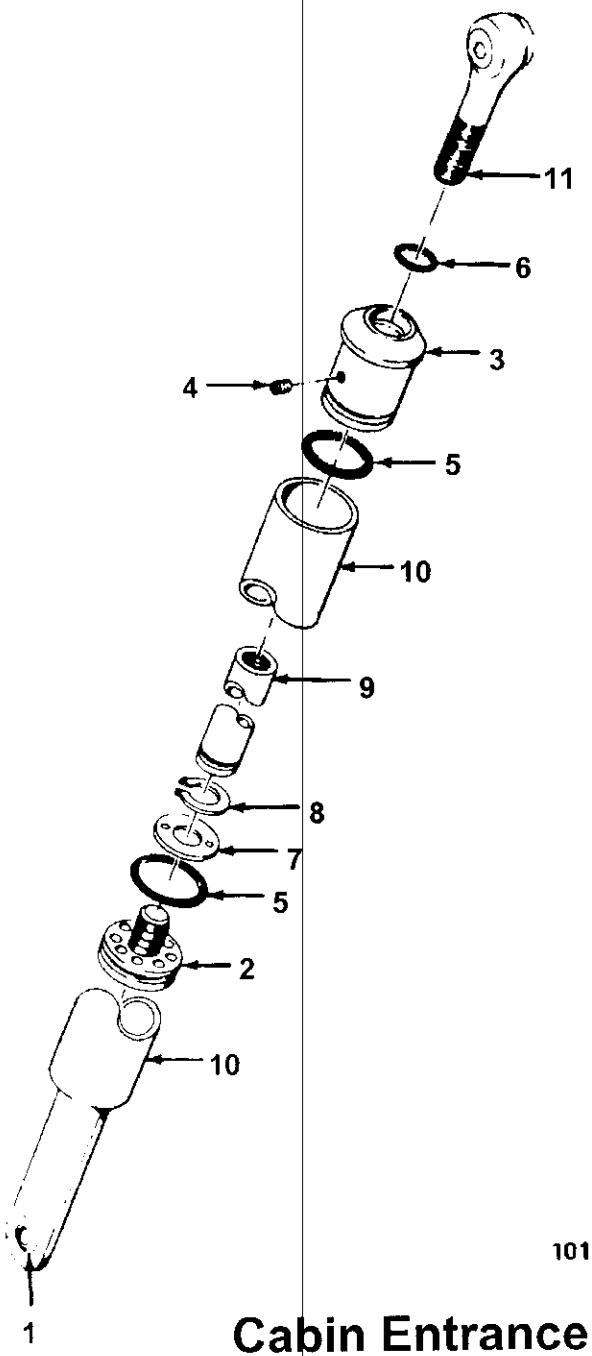
b. Attach a 0- to 50- psi pressure gage to the door seal side of the valve.

c. Apply a pressure of 18 ±5 psi to the solenoid side of the valve.

d. Back off the lock nut and adjust the spindle on the top of the valve to obtain a reading of 4 ±1 psi on the pressure gage.

e. Tighten the lock nut and install the necessary plumbing to the valve.

f. Install the cabin floorboard.



1 LOWER EYE
2 PISTON HEAD
3 CAP END
4 ALLEN-HEAD SCREW
5 O-RING
6 SEAL
7 ORIFICE
8 PISTON HEAD RETAINER
9 PISTON ROD
10 BARREL
11 UPPER ROD END

101-105-1

Cabin Entrance Door Dampener

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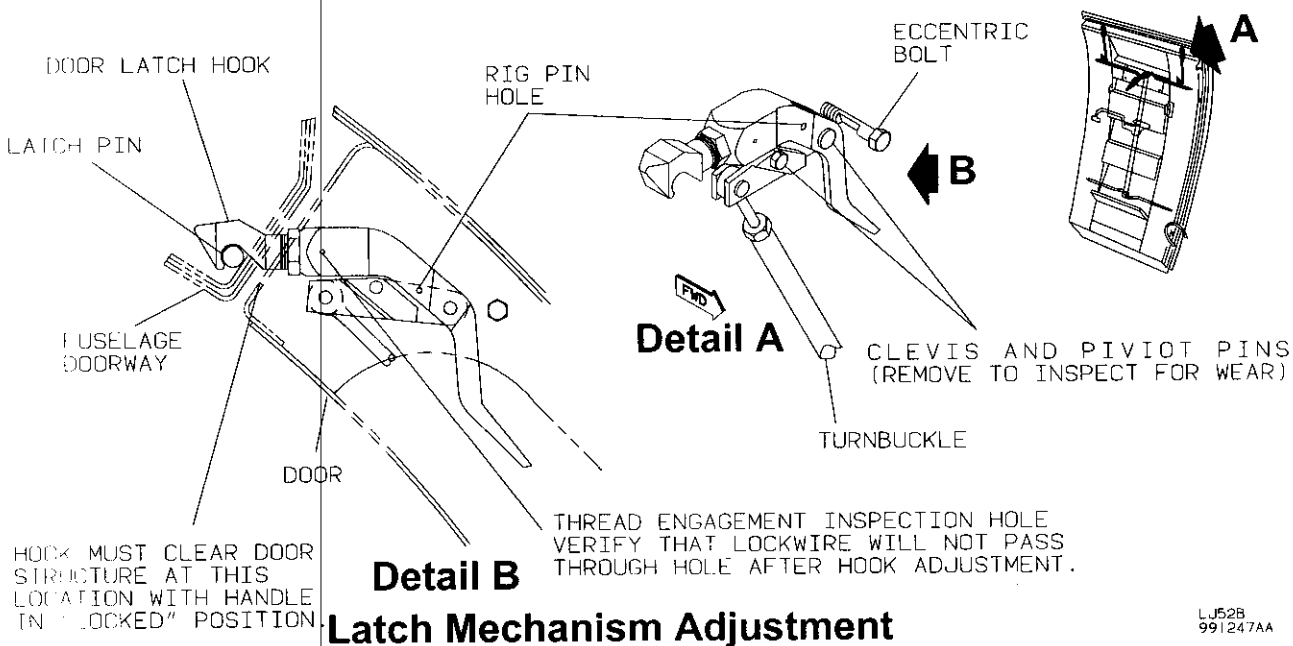
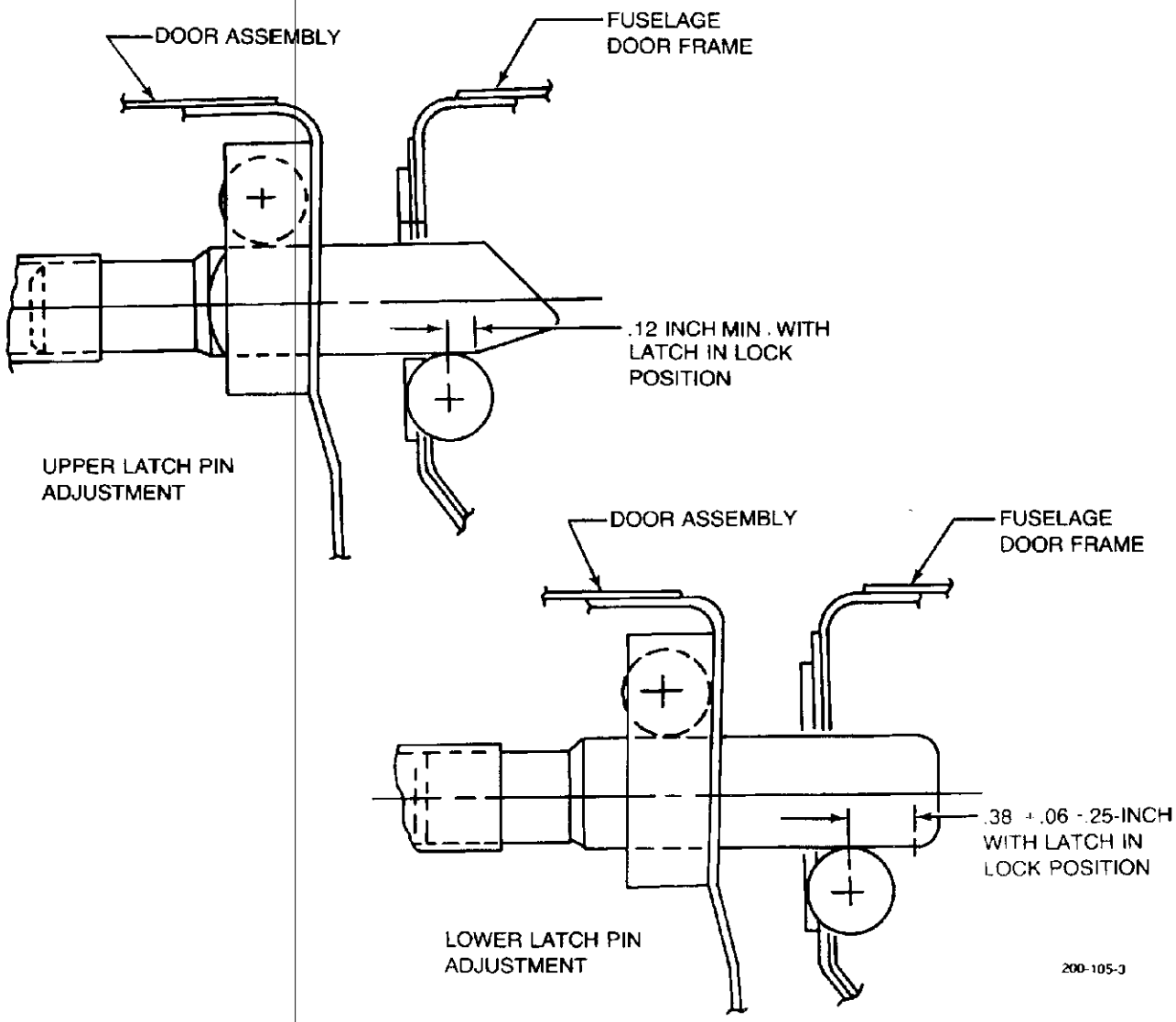
P/N 101-590010-19 Revision B5 - December 14 2001



Latch Mechanism Adjustment



Latch Pin Adjustment

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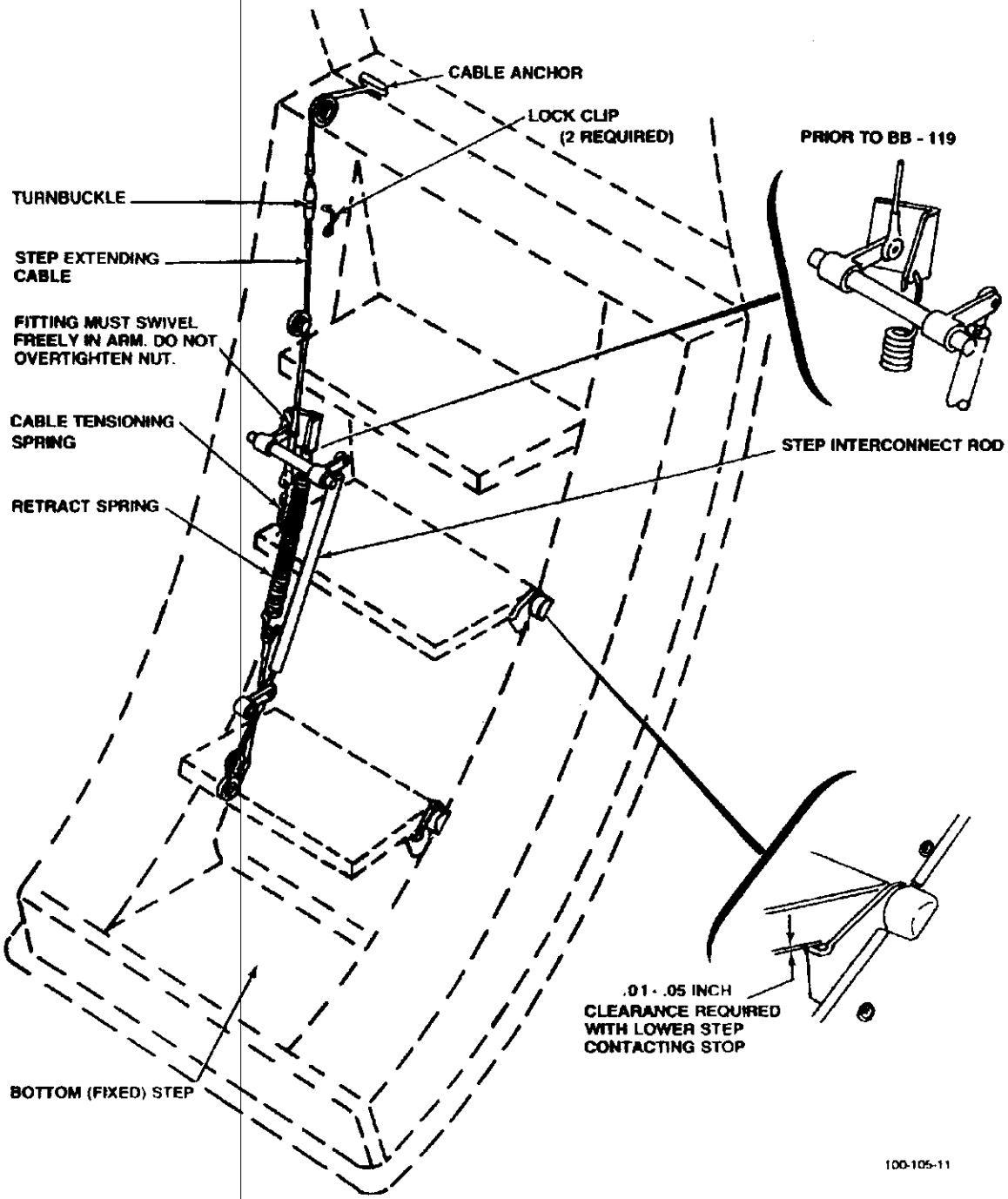

Folding Step Adjustment

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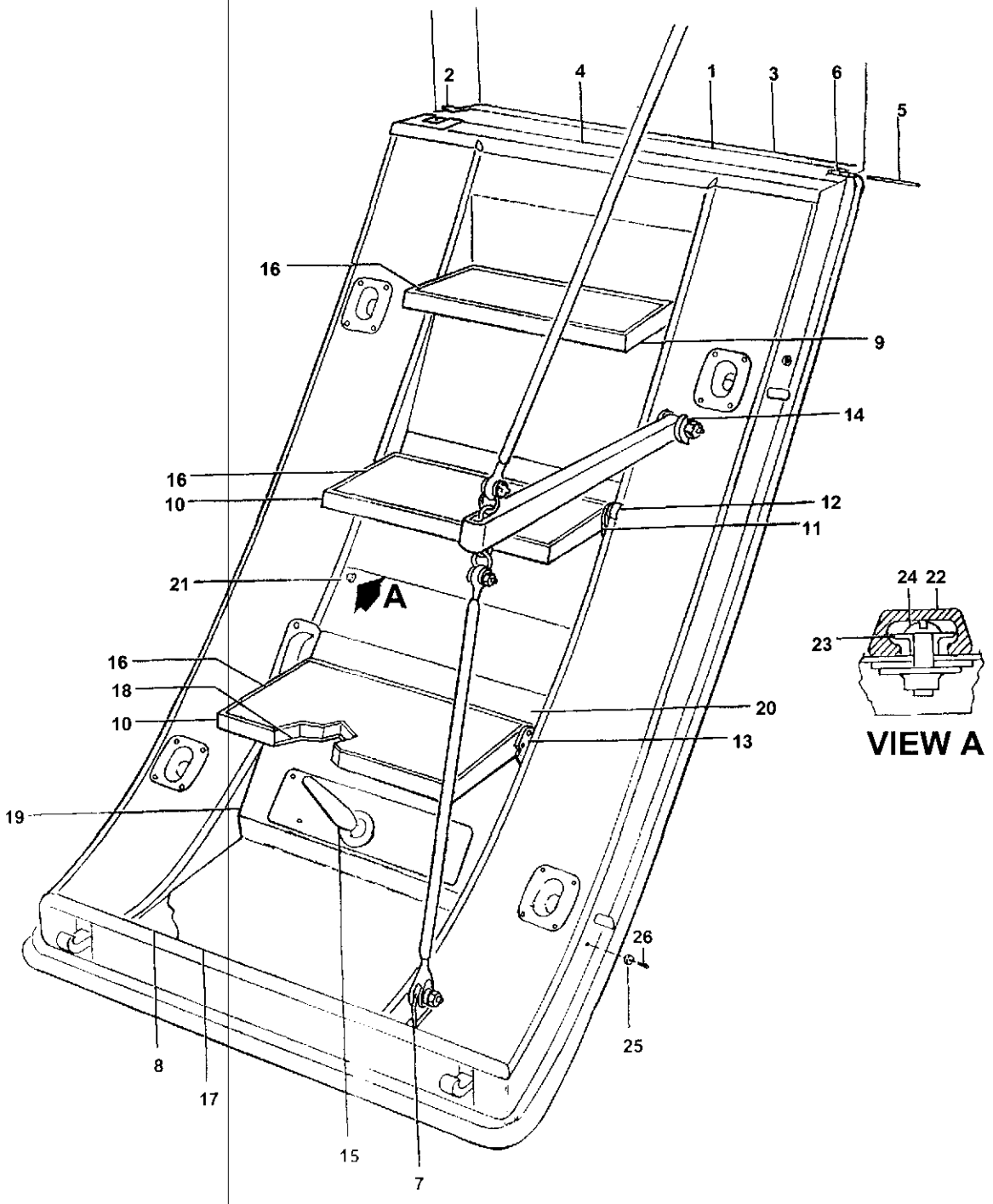
P/N 101-590010-19 Revision B5 - December 14 2001

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY



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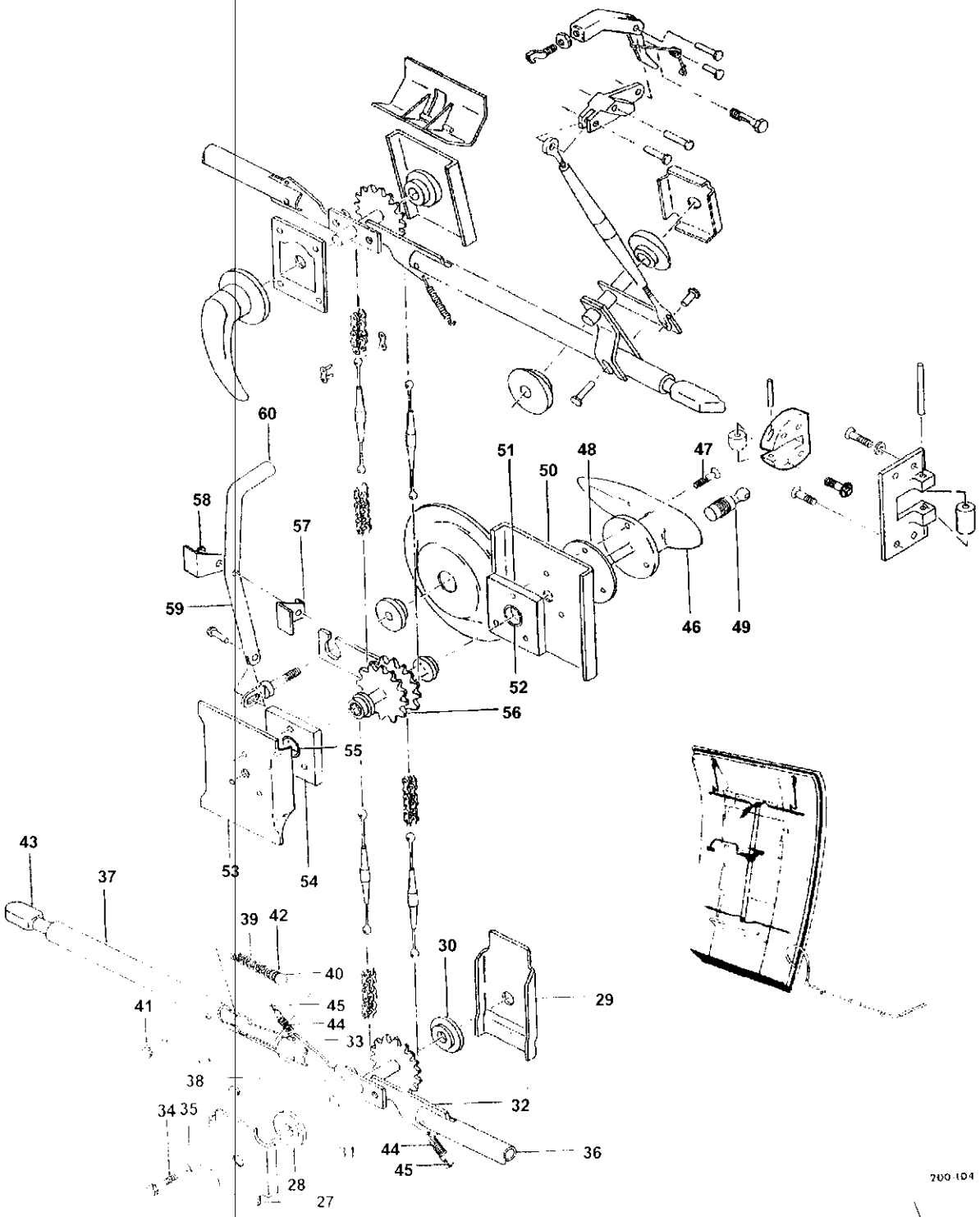
Printed from REPS Super King Air 200 Series Illustrated Parts Catalog REPS Revision 10 - May 2002
P/N 101-590010-17 Revision E6 - December 21 1995

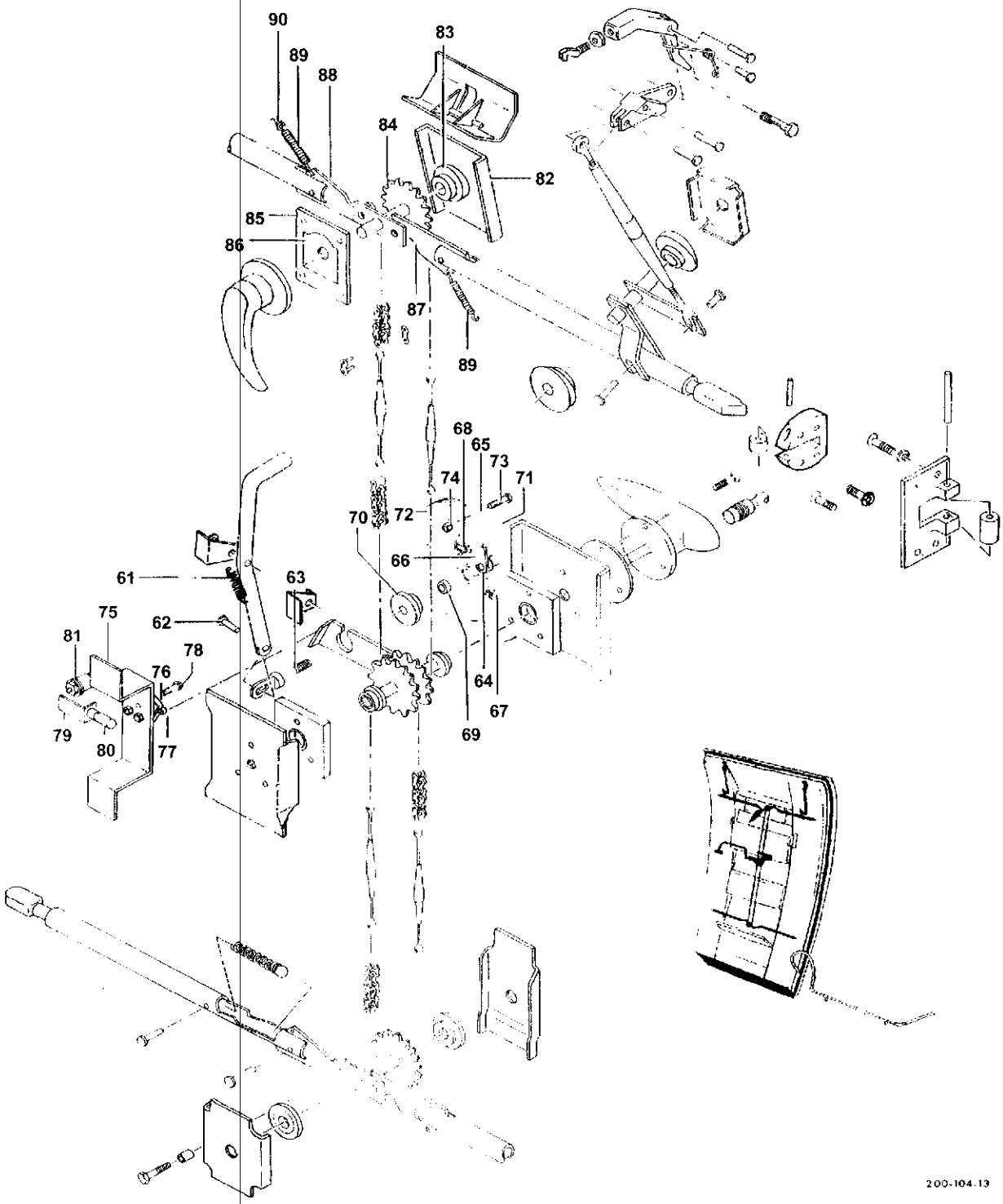
Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY



52-10-02

Sheet 2

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY



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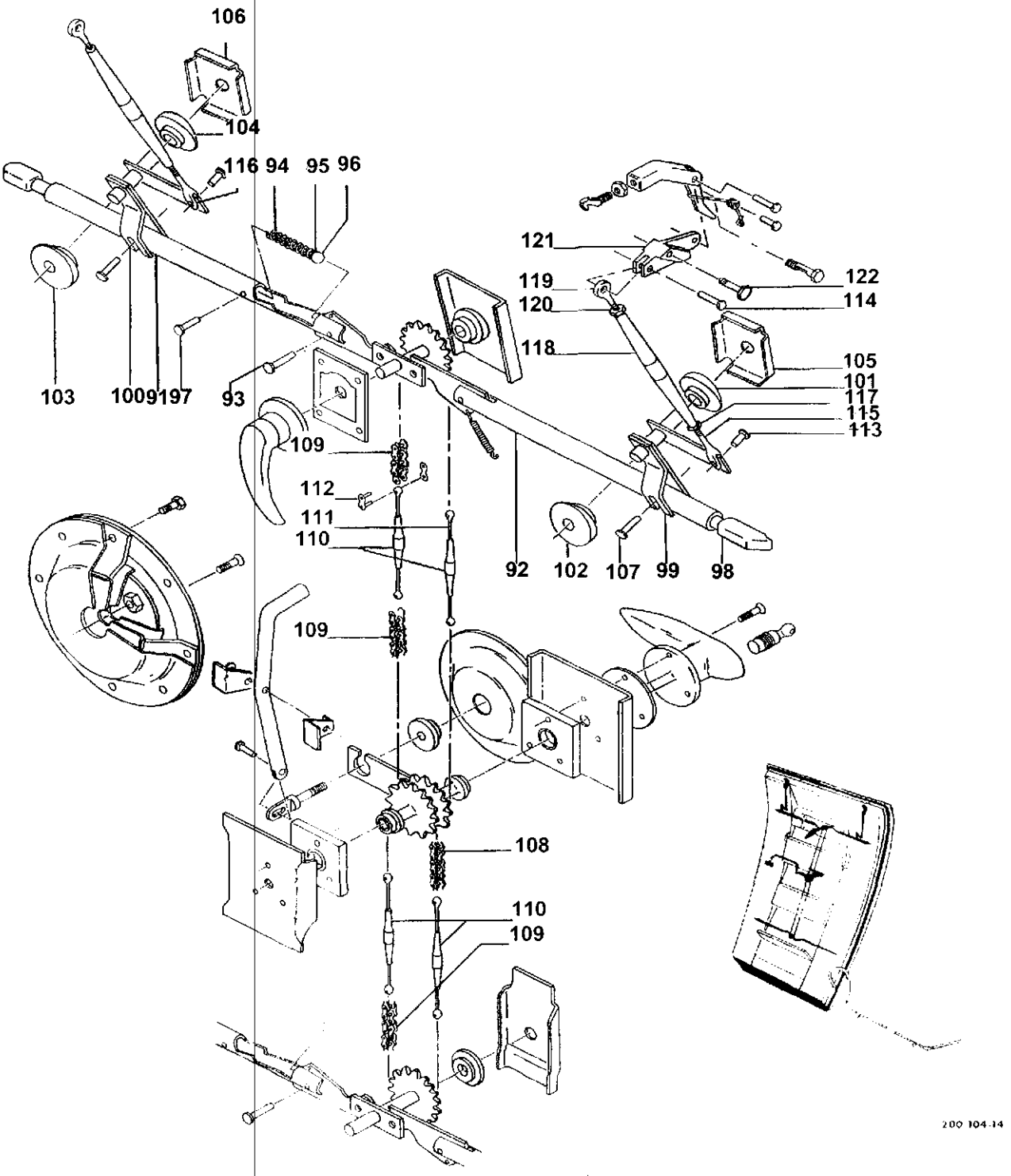
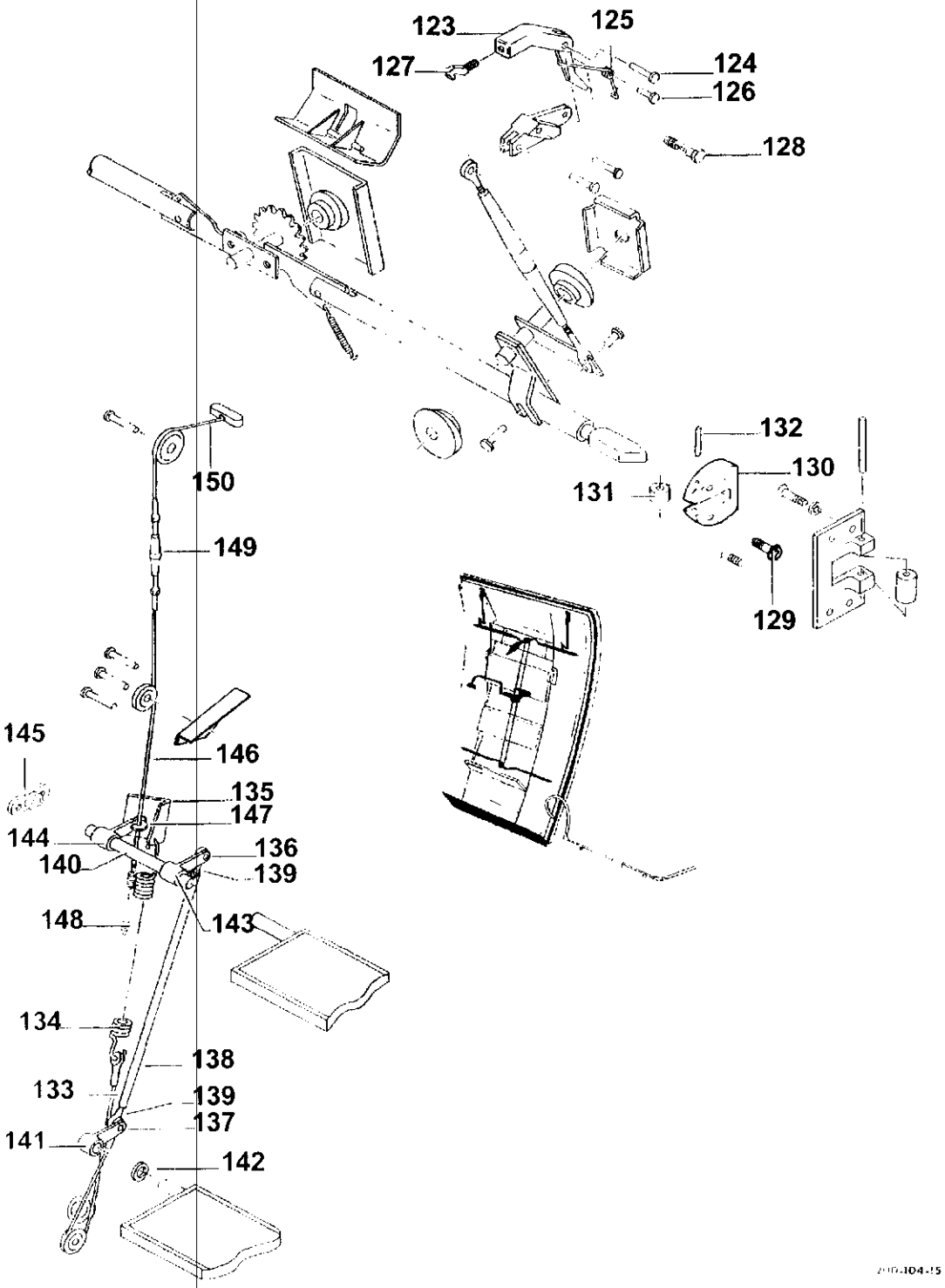
P/N 101-590001-11 Revision E6 - December 21 1995

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY



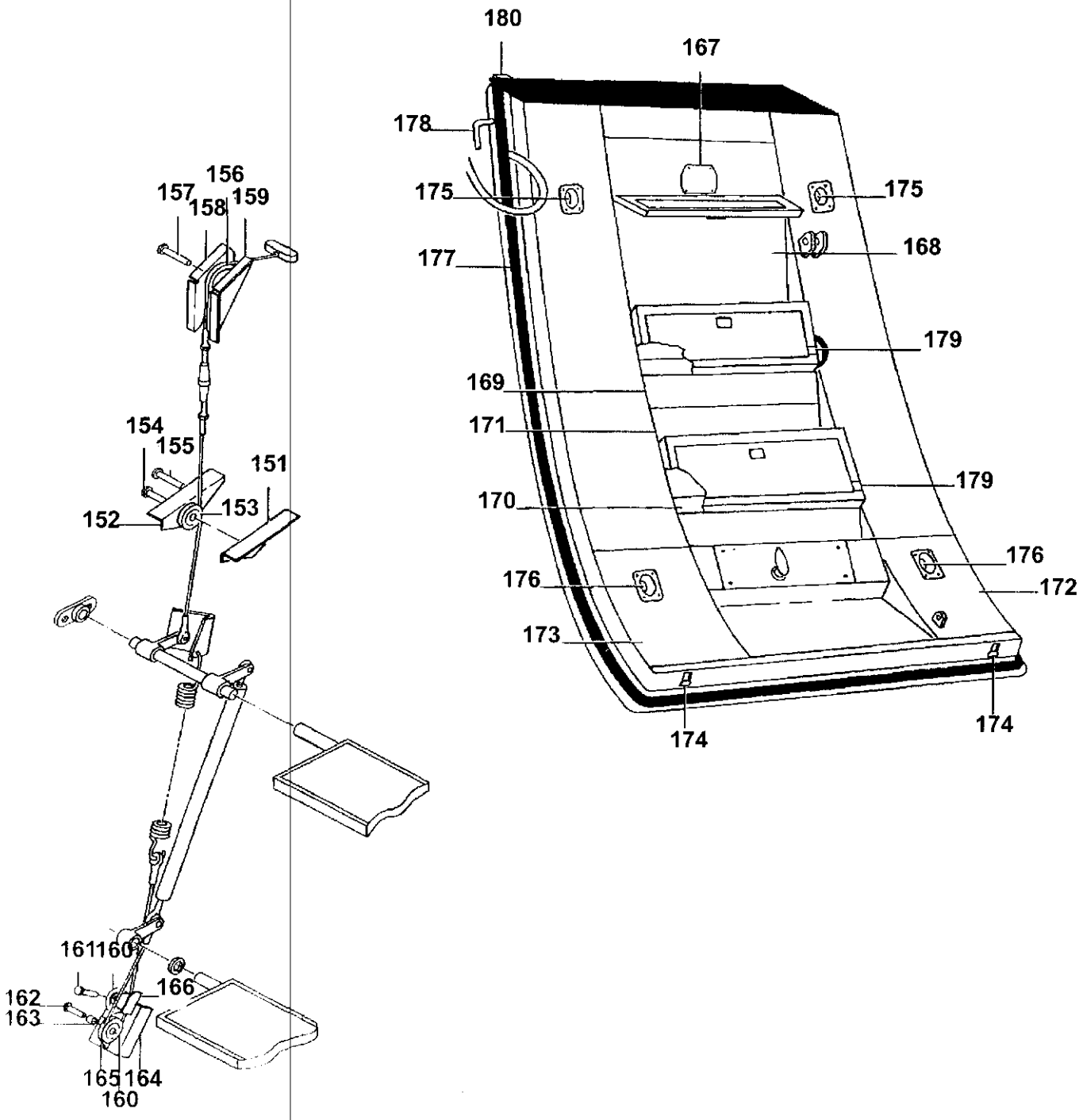
Printed from REPS Super King Air 200 Series Illustrated Parts Catalog REPS Revision 10 - May 2002
P/N 101-590010-17 Revision E6 - December 21 1995

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY



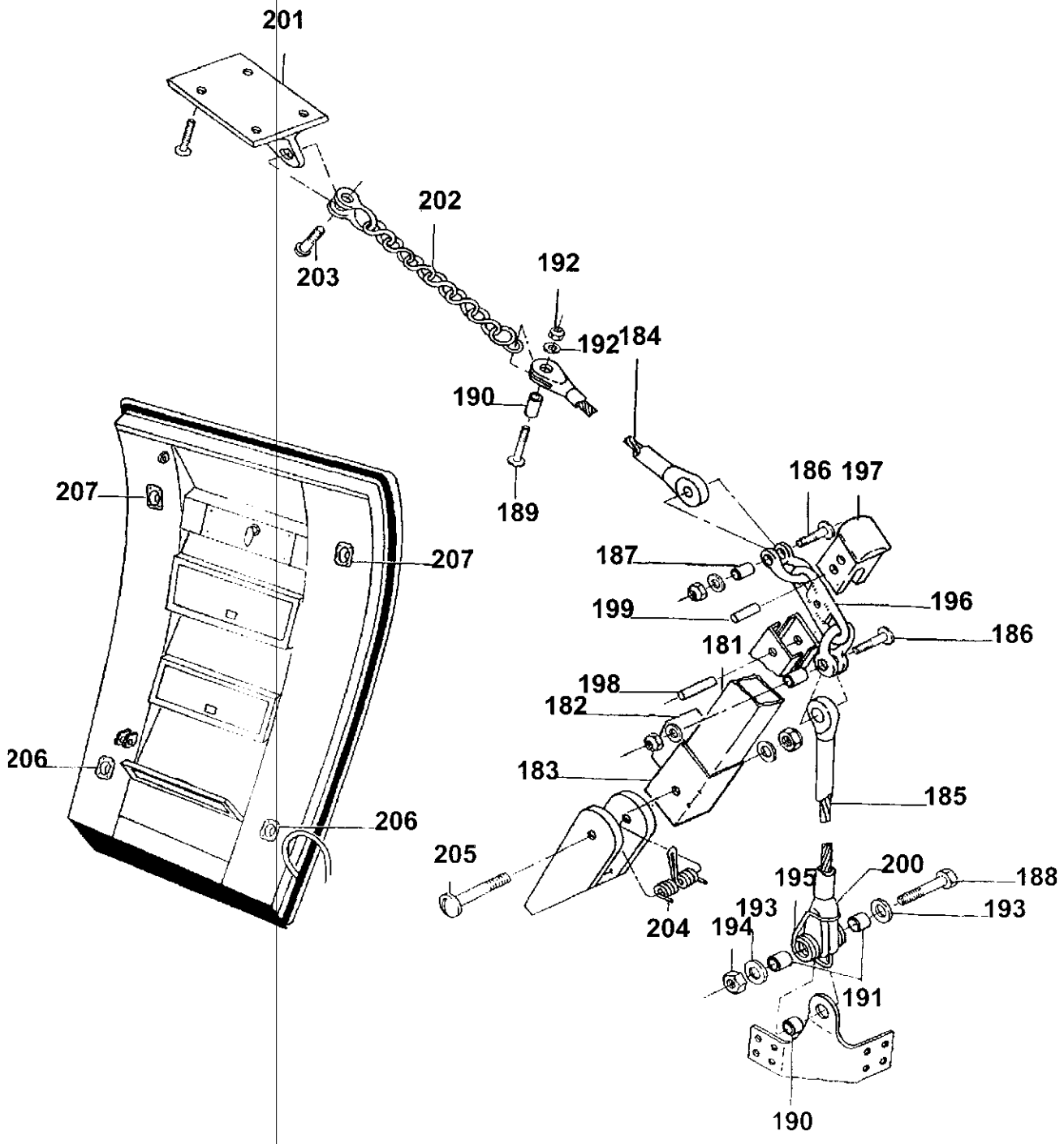
Printed from REPS Super King Air 200 Series Illustrated Parts Catalog REPS Revision 10 - May 2002
P/N 101-590010-17 Revision E6 - December 1995

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY



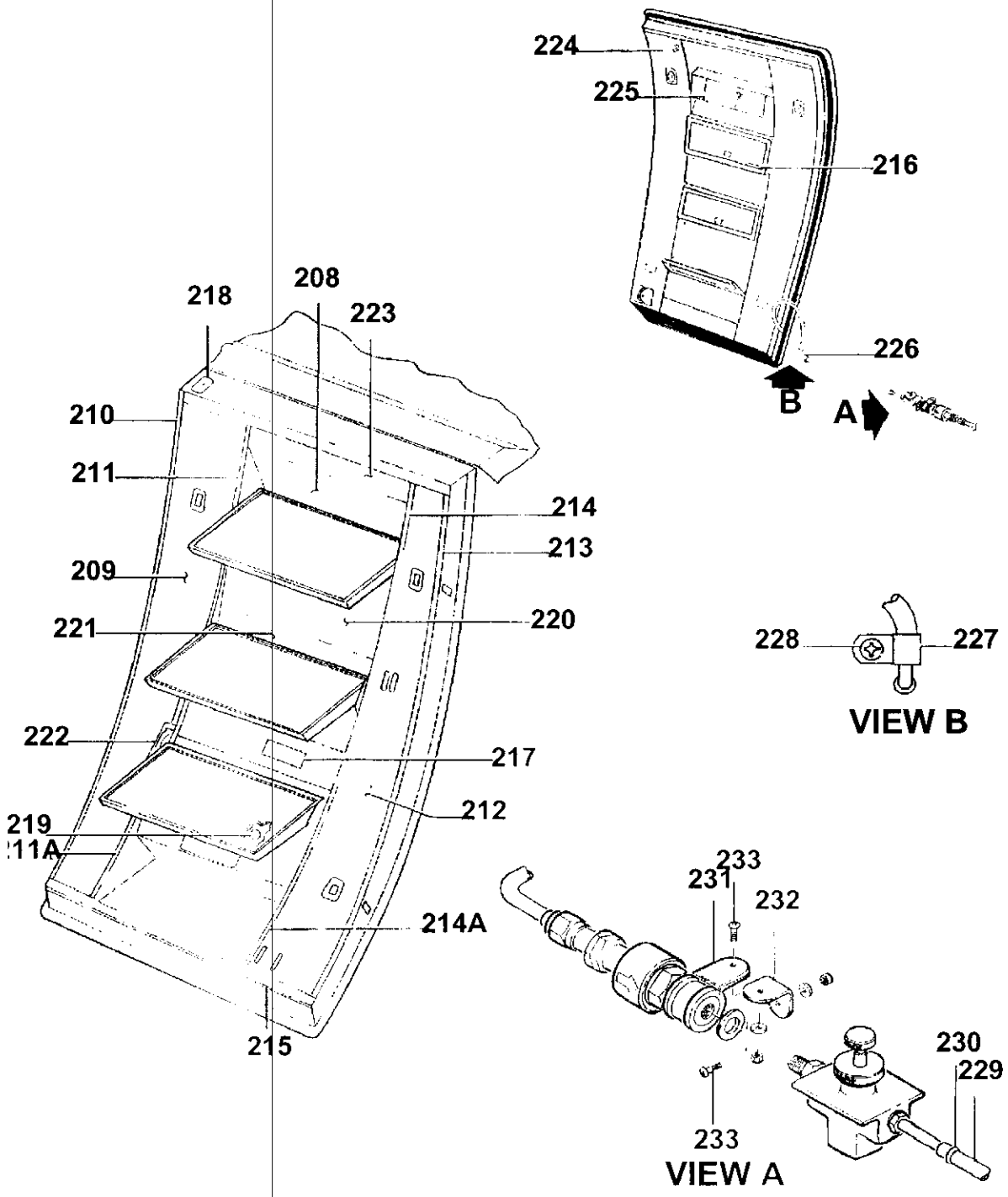
Printed from REPS Super King Air 200 Series Illustrated Parts Catalog REPS Revision 10 - May 2002
P/N 101-590010-17 Revision E6 - December 21 1995

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY



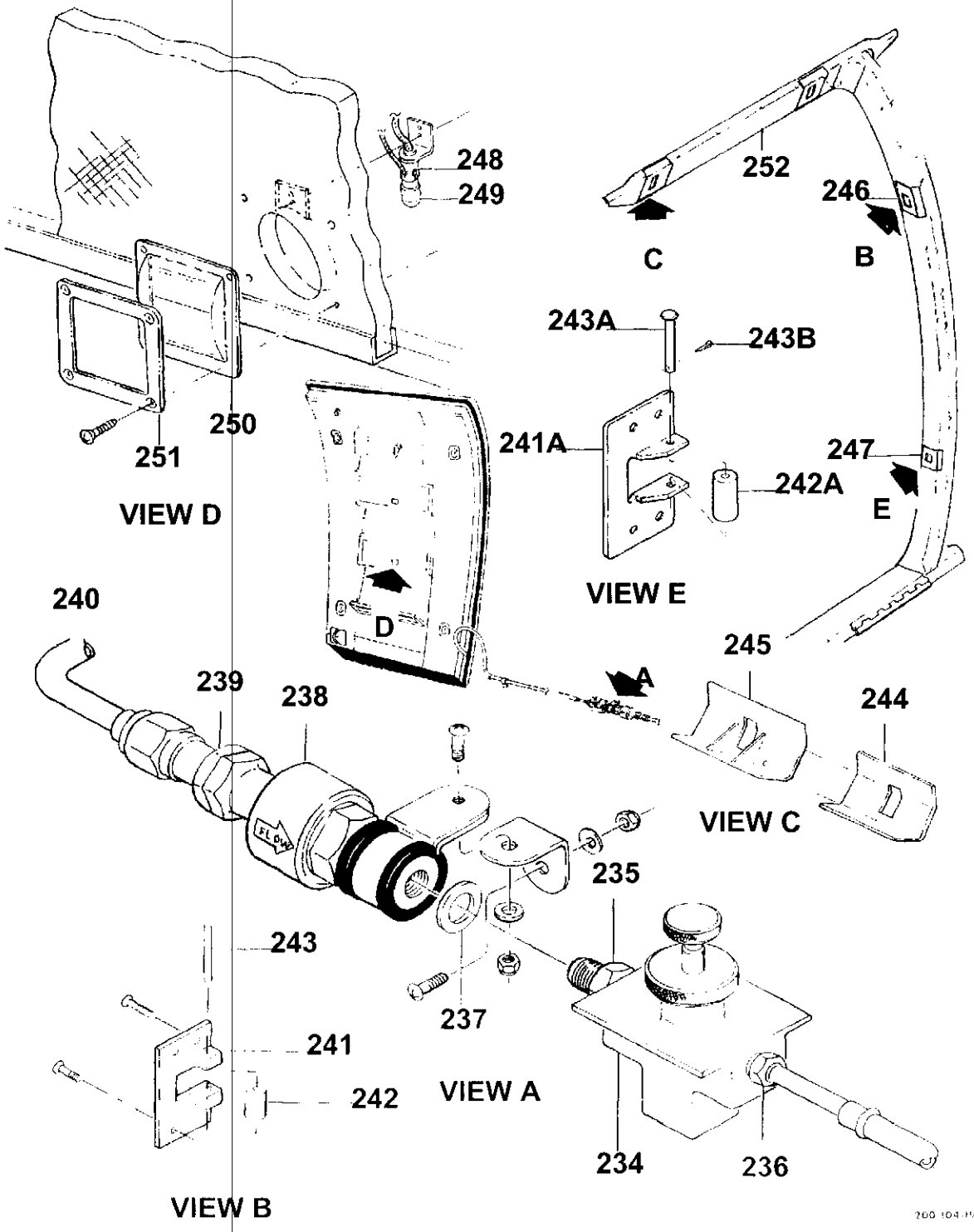
200-104 17

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY



Printed from REPS Super King Air 200 Series Illustrated Parts Catalog REPS Revision: May 2002
P/N 101-590010-1 Revision F6 November 21 1995

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY



Printed from REPS Super King Air 200 Series Illustrated Parts Catalog REPS Revision 31 May 2002
P/N 101-590010-17 Revision E6 - December 21 1995

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
	101-430103-1	DOOR INSTL,CABIN/STD AFT HANDRAIL/	NP	5
	101-430103-3	DOOR INSTL,CABIN/STD AFT HANDRAIL/	NP	4
	101-430103-5	DOOR INSTL,CABIN/OPT FWD HANDRAIL/	NP	4
	101-430107-1	· SEAL INSTL	NP	3
1	50-430182	· · SEAL	1	3
	50-430043-1211	· · CUSHION,SEAL/DOOR SIDE/	1	3
	50-430043-1213	· · CUSHION,SEAL/FUSELAGE SIDE/	1	3
2	50-430184-1	· · FILLET/FWD SIDE/	1	3
	50-430184-3	· · FILLET/AFT SIDE/	1	3
3	50-430183	· · RETAINER	1	1
	50-430183-3	· · RETAINER	1	2
		ATTACHING PARTS		
	MS24694S50	· · SCREW	7	
		---★---		
4	50-430043-293	· · RETAINER	1	3
		ATTACHING PARTS		
	MS24694S50	· · SCREW	13	
		---★---		
	101-430104-601	· DOOR ASSY,CABIN	1	3
		ATTACHING PARTS		
5	50-430043-393	· PIN,HINGE	1	
		---★---		
6	50-430043-547	· · HINGE/DOOR HALF/	1	3
7	50-430043-111	· · ANCHOR,HAND RAIL CABLE	1	3
8	50-430043-149	· · STEP	1	3
9	50-430040-3	· · STEP	1	3
		ATTACHING PARTS		
	AN4-5A	· · BOLT	4	
	AN960-416L	· · WASHER	AR	
		---★---		
	50-430043-31	· · DOUBLER/1 EACH SIDE OF 50-430040-3 STEP/	2	3
10	50-430040-1	· · STEP,FOLDING	2	3
	MCO28926-1	· · STEP,MIDDLE/OPTIONAL/WITH LIGHTS/	1	
	MCO28926-2	· · STEP,BOTTOM/OPTIONAL/WITH LIGHTS/	1	
	MCO28926-3	· · STEP,TOP/OPTIONAL/WITH LIGHTS/	1	
11	50-430043-801	· · BRACKET/AFT SIDE OF STEP/	1	3
	50-430043-597	· · BRACKET/FWD SIDE OF STEP/	1	3
12	50-430043-817	· · STRAP,STEP RETAINING	1	3
13	50-430043-887	· · BRACKET/AFT SIDE OF STEP/	1	3
	50-430043-889	· · BRACKET/FWD SIDE OF STEP/	1	3
14	50-430043-1259	· · BRACKET,HANDRAIL,SUPPORT	1	3
15	101-384096-1	· · HANDLE,INNER	1	3
		ATTACHING PARTS		
	MS24694-13	· · SCREW	3	
		---★---		
16	50-534552-37	· · PAD,STEP	3	3

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
17	50-534552-39	· · PAD,STEP	1	3
18	50-534552-41	· · COVER/BOTTOM SIDE OF FOLDING STEP/	1	3
19	50-534552-161	· · COVER ASSY	1	3
20	50-534552-13	· · COVER ASSY	1	3
21	50-534552-153	· · COVER ASSY	1	3
22	235119	· · CUSHION,STEP RETRACT	1	3
		ATTACHING PARTS		
23	P102D10-0	· · INSERT	1	
24	AN520-8R12	· · SCREW	1	
		---★---		
25	50-430043-1027	· · BUMPER	4	3
		ATTACHING PARTS		
26	MS24694S50	· · SCREW	4	
	100951DD032ZM	· · WASHER	AR	
		---★---		
	50-440043-203	· · SUPPORT ASSY	1	3
		ATTACHING PARTS		
	MS24693S48	· · SCREW	4	
		---★---		
27	50-430043-201	· · · DOUBLER	1	3
28	50-430038-3	· · · SUPPORT ASSY	1	3
	50-430043-207	· · SUPPORT ASSY	1	3
29	50-430043-205	· · · DOUBLER	1	3
30	50-430038-3	· · · SUPPORT ASSY	1	3
31	50-430043-211	· · BRAZE ASSY	1	3
32	50-430043-1365	· · LINK	1	3
33	50-430043-1367	· · LINK	1	3
		ATTACHING PARTS		
34	130909B14	· · BOLT	1	
35	101-430100-5	· · SPACER	1	
	AN960-10L	· · WASHER	1	
	130909N29	· · NUT	1	
		---★---		
36	50-430016-15	· · ROD	1	3
37	50-430016-17	· · ROD	1	3
		ATTACHING PARTS		
38	MS20392-3C21	· · PIN	2	
	MS24665-132	· · PIN,COTTER	2	
		---★---		
39	100943ZS4076	· · SPRING	2	3
40	50-430043-399	· · BALL	2	3
41	MS20392-1C21	· · PIN	2	3
	MS24665-132	· · PIN,COTTER	2	3
42	50-430076	· · INSERT	2	3
43	50-430018-9	· · BOLT	2	3
44	100942J0116-43	· · SPRING	2	3
		ATTACHING PARTS		

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
45	MS24665-132	· · PIN,COTTER	2	
		---★---		
46	101-384095-1	· · HANDLE ASSY,OUTER/SUPERSEDES 101-384070-1/ INDEX'S 46,47,48 AND 49 ARE NOT A PART OF DOOR ASSEMBLY.	1	3
		ATTACHING PARTS		
47	MS24694-13	· · SCREW	3	
		---★---		
48	50-430043-21	· · SPACER	AR	3
49	101-400013-3	· · LOCKSET	1	3
	50-430043-181	· · DOUBLER ASSY	1	3
50	50-430043-367	· · · DOUBLER	1	3
51	50-430043-177	· · · BLOCK,BEARING	1	3
52	B538ZZ	· · · BEARING	1	3
	22NA1K82	· · · NUTPLATE	3	3
	50-430043-179	· · DOUBLER ASSY	1	3
53	50-430043-173	· · · DOUBLER	1	3
54	50-430043-177	· · · BLOCK,BEARING	1	3
55	B538ZZ	· · · BEARING	1	3
	MS21069L08	· · · NUTPLATE	3	3
56	50-430043-1197	· · BRAZE ASSY	1	3
57	50-430043-1149	· · BRACKET	2	3
	50-430043-1125	· · ARM ASSY	1	3
		ATTACHING PARTS		
58	MS20392-2C25	· · PIN	1	
	AN960D10L	· · WASHER	2	
	MS24665-132	· · PIN,COTTER	1	
		---★---		
59	50-430043-1123	· · · ARM	1	3
60	D4232	· · · BUTTON	1	3
61	100942H0022-22	· · SPRING	1	3
	50-430168-11	· · LOCK ASSY/SUPERSEDES 50-430168/	1	3
		ATTACHING PARTS		
62	MS20392-2C17	· · PIN	1	
	AN960D10L	· · WASHER	2	
	MS24665-132	· · PIN,COTTER	1	
		---★---		
63	50-430168-3	· · · BOLT	1	3
64	22NA17K3-048	· · · NUT,ANCHOR	1	3
65	50-430026	· · SEAL	1	3
66	50-430024-7	· · · SUPPORT	1	3
67	50-430024-9	· · · SUPPORT	1	3
68	111504YZ0200-1.5	· · SPRING	1	3
69	AN316-4R	· · NUT	1	3
70	50-430028	· · BUSHING	1	3
71	50-430168-1	· · COVER	1	3
72	50-430024-5	· · COVER	1	3

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
73	AN525-10R8	· · · SCREW	8	3
	AN960PD10	· · · WASHER	8	3
74	130009-1032	· · · NUT	8	3
75	50-430043-1127	· · BRACKET,LIGHT SWITCH	1	3
76	MS25253-4	· · SWITCH	1	3
77	JV5	· · ACTUATOR,SWITCH	1	3
		ATTACHING PARTS		
78	MS35206-218	· · SCREW	2	
	MS21042L04	· · NUT	2	
		---★---		
	50-364254-7	· · INSULATOR,SWITCH	1	3
79	02-20XPSE014666	· · LAMPHOLDER	1	3
80	1864	· · BULB	1	3
81	30-1	· · SWITCH	1	3
		ATTACHING PARTS		
	AN960-416L	· · WASHER	1	
	30C1023	· · NUT	1	
		---★---		
	50-430043-251	· · DOUBLER ASSY	1	3
82	50-430043-249	· · · DOUBLER	1	3
83	50-430038-1	· · · SUPPORT ASSY	1	3
84	50-430043-1207	· · BRAZE ASSY	1	3
	50-430043-239	· · DOUBLER ASSY	1	3
85	50-430043-237	· · · DOUBLER	1	3
86	50-430043-529	· · · DOUBLER ASSY	1	3
	KNL0832	· · · · INSERT	3	3
	B538ZZ	· · · · BEARING	1	3
	50-430043-343	· · · · PLATE,BEARING	1	3
87	50-430043-1365	· · LINK	1	3
88	50-430043-1367	· · LINK	1	3
		ATTACHING PARTS		
	130909B14	· · BOLT	2	
	50-430043-5	· · SPACER	2	
	AN960-10L	· · WASHER	2	
	130909N29	· · NUT	2	
		---★---		
89	100942J0116-43	· · SPRING	2	3
		ATTACHING PARTS		
90	MS24665-132	· · PIN,COTTER	2	
		---★---		
91	50-430016-11	· · ROD	1	3
92	50-430016-13	· · ROD	1	3
		ATTACHING PARTS		
93	MS20392-3C21	· · PIN	2	
	MS24665-132	· · PIN,COTTER	2	
		---★---		
94	100943ZS4076	· · SPRING	2	3

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
95	50-430076	· · INSERT	2	3
96	50-430043-399	· · BALL	2	3
97	MS203921C21	· · PIN	2	3
		ATTACHING PARTS		
	MS24665-132	· · PIN,COTTER	2	
		---★---		
98	50-430177-3	· · BOLT	2	3
99	50-430031-15	· · BELLCRANK ASSY	1	3
100	50-430013-17	· · BELLCRANK ASSY	1	3
101	50-430038-7	· · SUPPORT ASSY	1	3
102	50-430038-5	· · SUPPORT ASSY	1	3
103	50-430038-11	· · SUPPORT ASSY	1	3
104	50-430038-9	· · SUPPORT ASSY	1	3
105	50-430043-281	· · SUPPORT	1	3
106	50-430043-257	· · SUPPORT	1	3
107	131323-3C31	· · PIN	2	3
		ATTACHING PARTS		
	AN960-416L	· · WASHER	2	
	MS24665-132	· · PIN,COTTER	2	
		---★---		
108	50-430043-297	· · CHAIN	1	3
109	50-430043-295	· · CHAIN	3	3
110	MS21251B5S	· · TURNBUCKLE	4	3
111	5L882-35LH	· · TERMINAL	4	3
	SL882-35RH	· · TERMINAL	4	3
	MS21256-1	· · CLIP,TURNBUCKLE LOCK	4	3
112	C4282CL18	· · LINK,MASTER/1 AT EACH TERMINAL/	8	3
	50-430057-17	· · ROD ASSY	1	3
	50-430057-19	· · ROD ASSY	1	3
		ATTACHING PARTS		
113	131323-2C13	· · PIN	2	
	AN960-10L	· · WASHER	2	
	MS24665-132	· · PIN,COTTER	2	
114	131323-2C13	· · PIN	2	
	AN960-10	· · WASHER	2	
	MS24665-130	· · PIN,COTTER	2	
		---★---		
115	50-430057-13	· · · FORK	1	3
116	50-430057-15	· · · FORK	1	3
117	AN316-4L	· · · NUT	2	3
118	50-430057-5	· · · TUBE	2	3
119	50-430057-3	· · EYE	2	3
120	AN316-4R	· · · NUT	2	3
121	50-430062-19	· · BRACKET	2	3
		ATTACHING PARTS		
122	NAS1103-21D	· BOLT	2	
	AN960-10	· WASHER	2	

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
	130909N15	· · NUT	2	
	MS24665-130	· · PIN,COTTER	2	
		---★---		
123	101-430030-1	· · ARM	2	3
		ATTACHING PARTS		
124	131323-2C15	· · PIN	2	
	AN960-10L	· · WASHER	2	
	MS24665-130	· · NUT	2	
		---★---		
125	50-430039-3	· · SPRING	2	3
		ATTACHING PARTS		
126	MS20392-2C31	· · PIN	2	
	AN960-10	· · WASHER	2	
	MS24665-130	· · PIN,COTTER	2	
		---★---		
127	101-430029-1	· · HOOK	2	3
128	50-430032-5	· · BOLT,HOOK GUIDE	2	3
		ATTACHING PARTS		
	MS21047L5	· · NUTPLATE	2	
		---★---		
	101-430032-7	· · ROLLER ASSY,AIRSTAIR DOOR BOLT	4	3
		ATTACHING PARTS		
129	MS27039-1-10	· · SCREW	16	
		---★---		
130	101-430032-3	· · · PLATE	1	3
131	50-430037-7	· · · ROLLER	1	3
132	101-430032-9	· · · PIN	1	3
133	50-430043-437	· · CABLE ASSY	1	3
134	50-384066	· · SPRING	1	3
135	50-430043-519	· · BRACKET,CABLE SPRING ANCHOR	1	3
	50-430210	· · LINKAGE ASSY	1	3
		ATTACHING PARTS		
136	MS20392-2C15	· · PIN	1	
137	MS20392-2C17	· · PIN	1	
	AN960-10	· · WASHER	2	
	MS24665-132	· · PIN,COTTER	2	
		---★---		
138	50-430210-1	· · · TUBE	1	3
139	MS21254-3LS	· · · END,ROD	2	3
140	50-430043-511	· · SHAFT	1	3
141	50-430042-5	· · BELLCRANK	1	3
		ATTACHING PARTS		
	NAS561P4-13	· · PIN	2	
		---★---		
142	105739X-YR0230	· · SPACER	1	3
143	50-430042-7	· · BELLCRANK	1	3
144	50-430042-9	· · BELLCRANK	1	3

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
		ATTACHING PARTS		
	NAS561P4-13	· · PIN	6	
		---★---		
145	50-430067-1	· · SUPPORT,BELLCRANK SHAFT	1	3
146	101-430120-1	· · CABLE ASSY	1	3
		ATTACHING PARTS		
	AN960-10L	· · WASHER	2	
147	130909N29	· · NUT	1	
148	100942H0227-95	· · SPRING	1	
		---★---		
149	MS21251-3S	· · BARREL	1	3
	MS21256-1	· · CLIP,BARREL LOCK	2	3
150	50-430043-499	· · CABLE ASSY	1	3
151	50-430043-1353	· · BRACKET,PULLEY	1	3
152	50-430043-1351	· · BRACKET,PULLEY	1	3
153	MS20219A1	· · PULLEY	1	3
		ATTACHING PARTS		
154	MS20392-3C19	· · PIN,PULLEY	1	
	MS24665-132	· · PIN,COTTER	1	
		---★---		
155	NAS427K9	· · PIN,CABLE GUARD	1	3
156	50-430043-1359	· · PULLEY	1	3
		ATTACHING PARTS		
157	AN5-10A	· · BOLT	1	
	MS21047L5	· · NUTPLATE	1	
		---★---		
158	50-430043-505	· · BRACKET,PULLEY	1	3
159	50-430043-507	· · BRACKET,PULLEY	1	3
160	MS20219A1	· · PULLEY	2	3
		ATTACHING PARTS		
161	MS20392-3C19	· · PIN	1	
162	MS20392-3C23	· · PIN	1	
163	100801S5-0140	· · SPACER	1	
	MS24665-132	· · PIN,COTTER	1	
		---★---		
164	50-430043-441	· · ANGLE	1	3
165	50-430043-445	· · BRACKET	1	3
166	50-430043-443	· · BRACKET	1	3
167	50-430043-487	· · COVER	1	3
168	50-430043-463	· · COVER	1	3
	50-430043-461	· · CLIP/AT TOP OF 50-430043-461 PANEL/	2	3
169	50-430043-469	· · COVER	1	3
170	50-430043-473	· · COVER	1	3
171	50-430043-1145	· · COVER	1	3
172	50-430043-1333	· · SKIN	1	3
173	50-430043-1337	· · SKIN	1	3
174	50-430043-263	· · STRIKER	2	3

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
175	50-430043-339	· · POINTER	2	3
176	50-430043-337	· · POINTER	2	3
177	50-430061-27	· · SEAL ASSY	1	3
	50-430061-5	· · · TUBE,FEEDER	1	3
	50-430061-25	· · · ORIFICE,SEAL	1	3
	AN0227B1	· · · O RING/UNDER ORIFICE/	1	3
	50-430061-3	· · · SEAL,DOOR	1	3
	50-430043-1003	· · SUPPORT,DOOR SEAL/FWD & AFT SIDE OF DOOR/	2	3
	50-430043-1005	· · SUPPORT,DOOR SEAL/TOP OF DOOR/	1	3
	50-430043-1001	· · SUPPORT,DOOR SEAL/AFT SIDE OF DOOR/	1	3
	50-430043-1007	· · SUPPORT,DOOR SEAL/FWD SIDE OF DOOR/	1	3
178	101-364386-1	· · CABLE ASSY/CABIN DOOR LIGHT & SWITCH/	1	3
	SR14-1	· · · GROMMET,STRAIN RELIEF	1	3
179	50-430040-25	· · PAD,STEP	4	3
180	50-430043-53	· · ANCHOR,CABLE	1	3
		ATTACHING PARTS		
	AN525-10R12	· · SCREW	2	
	MK1000-3	· · NUTPLATE	2	
		---★---		
	100-430046-5	· HANDRAIL INSTL/WITH STD LANDING GEAR/	NP	3
	100-430046-9	· HANDRAIL INSTL/WITH HIGH FLOTATION LG/	NP	3
	100-430046-601	· · HANDRAIL ASSY	1	3
181	50-430043-1263	· · · POST	1	3
182	100-430048	· · · STOP	1	3
		ATTACHING PARTS		
	AN515-8R18	· · · SCREW	1	
	AN960-8	· · · WASHER	1	
	NAS1329A08K75	· · · NUT	1	
		---★---		
183	50-430043-1261	· · · COVER	1	3
184	1440-20	· · · CABLE ASSY	1	3
185	1440-19	· · · CABLE ASSY	1	3
		ATTACHING PARTS		
186	AN524-10R14	· · · SCREW	2	
187	100801X4-0540	· · · BUSHING	2	
	AN960-10	· · · WASHER	2	
	22K1-02	· · · NUT	2	
188	AN525-10R22	· · · SCREW	1	
189	AN525-10R14	· · · SCREW	1	
190	100801X4-0540	· · · BUSHING	2	
191	105739X-XA0280	· · · SPACER	1	

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
192	AN960-10	· · · WASHER	1	
193	100951X032-2W	· · · WASHER	2	
194	22K1-02	· · · NUT	2	
		---★---		
195	50-384062	· · · SPRING	1	3
196	100-430049	· · · LINK	1	3
197	50-430021-5	· · · CAP	1	3
		ATTACHING PARTS		
198	MS171534	· · · PIN	1	
199	MS171591	· · · PIN	1	
		---★---		
200	AN665-46R	· · · CLEVIS	1	3
201	101-440104-1	· · ANCHOR/SUPERSEDES 50-44037-9/	1	3
		ATTACHING PARTS		
	MS24694S59	· · SCREW	4	
		---★---		
202	50-430043-1327	· · CHAIN ASSY/WITH STANDARD LANDING GEAR/	1	3
	100-430046-11	· · CHAIN ASSY/WITH FLOTATION LANDING GEAR/	1	3
		ATTACHING PARTS		
203	AN525-10R10	· · SCREW	1	
	AN960-10	· · WASHER	1	
	22K1-02	· · NUT	1	
		---★---		
204	50-430043-1173	· · SPRING	1	3
	50-430043-1171	· · FILLER	1	3
205	100-430046-3	· · BOLT	1	3
	AN960-516	· · WASHER	1	3
	22K1-054	· · NUT	1	3
206	50-430043-335	· ESCUTCHEON,POINTER WINDOW	2	3
207	50-430043-341	· ESCUTCHEON,POINTER WINDOW	2	3
		ATTACHING PARTS		
	NAS387-632-10P	· SCREW	4	
	NAS391-6P	· WASHER	4	
	NAS1329A06K75	· RIVNUT	4	
		---★---		
	50-534552-175	· UPHOLSTERY INSTL/STD W/O AFT HANDRAIL/	NP	3
	50-534552-181	· UPHOLSTERY INSTL/OPT WITH FWD HANDRAIL/	NP	4
208	50-534552-195	· · PAD	1	3
	50-534552-633	· · PANEL ASSY,FWD UPHOLSTERED/STD/	1	3
	50-534552-637	· · PANEL ASSY,FWD UPHOLSTERED/OPT/	1	4
		ATTACHING PARTS		
	NAS387-632-8P	· · SCREW	17	
	NAS391-6P	· · WASHER	17	

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
		---★---		
209	50-534552-203	· · · PANEL/STD/	1	3
	50-534552-207	· · · PANEL/OPT/	1	4
210	50-534552-49	· · · TRIM	1	3
211	50-534552-199	· · · TRIM	1	3
211A	50-534552-215	· · · TRIM	1	3
	50-534552-634	· · PANEL ASSY,AFT UPHOLSTERED	1	3
212	50-534552-205	· · · PANEL,AFT	1	3
213	50-534552-43	· · · TRIM	1	3
214	50-534552-199	· · · TRIM	1	3
214A	50-534552-213	· · · TRIM	1	3
215	50-534552-53	· · TRIM	1	3
		ATTACHING PARTS		
	NAS387-632P	· · SCREW	9	
	NAS1329A06K75	· · RIVNUT	5	
		---★---		
216	50-430175-3	· · PLACARD/LIFT STEP TO INSPECT DOOR LOCK/	1	3
		ATTACHING PARTS		
	NAS384-8-8	· · SCREW	2	
		---★---		
217	50-430174-3	· · PLATE,INSTRUCTION	1	3
		ATTACHING PARTS		
	MS24693S49	· · SCREW	4	
		---★---		
218	50-534552-57	· · COVER,CABLE PORTAL	1	3
219	115005-4	· · GROMMET	1	3
220	50-534552-7	· · PANEL ASSY	1	3
221	50-534552-9	· · PANEL ASSY	1	3
222	50-534553-1	· · ESCUTCHEON	1	3
		ATTACHING PARTS		
	NAS387-832-10P	· · SCREW	2	
	NAS1329A08K75	· · RIVNUT	2	
		---★---		
223	50-534552-173	· · PAD,THRESHOLD SCUFF	1	3
224	50-534552-179	· · PANEL ASSY	1	3
225	100-430085-1	· PLACARD,INSTRUCTION	1	3
	50-430061-37	· PLUMBING,DOOR SEAL	NP	3
226	50-430061-13	· · ELBOW	1	3
		ATTACHING PARTS		
227	A2980A4-27	· · CLAMP	1	
228	MS35206-245	· · SCREW	1	
	AN960-8	· · WASHER	1	
		---★---		
229	130936P6M	· · TUBE	1	3
		ATTACHING PARTS		
230	130292A6	· · CLAMP	2	3

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
		---★---		
	101-970037-1	PNEUMATIC PLUMBING INSTL,DOOR SEAL	NP	6
	101-970037-9	PNEUMATIC PLUMBING INSTL,DOOR SEAL	NP	7
	101-970041-1	· VALVE ASSY	1	3
231	MS21919DG11	· CLAMP	1	5
232	AN743-12	· BRACKET	1	5
233	AN520-10R6	· SCREW	2	5
	AN960-10L	· WASHERS	2	5
	MS21042L3	· NUT	2	5
234	101-384110-1	· · VALVE	1	3
235	101-970041-3	· · ORIFICE ASSY	1	3
236	101-540029-5	· ADAPTER	1	3
237	MS28778-4	· PACKING	1	3
238	101-380018-1	· VALVE,SOLENOID/SUPERSEDES 2297-00-9/	1	1
239	AN815-4D	· UNION	1	3
	MS28778-4	· PACKING	1	3
240	101-970039-1	· TUBE ASSY/VALVE ASSY TO DEICE MANIFOLD/	1	6
	101-970086-1	· TUBE ASSY/VALVE ASSY TO DEICE MANIFOLD/	1	7
	50-440049-7	ROLLER ASSY,UPPER/MAY BE USED AS SPARES REPLMT	2	4
	101-430027-1	ROLLER ASSY,LOWER	2	4
241	50-440049-9	· PLATE,UPPER ROLLER	1	3
241A	101-430027-3	· PLATE,LOWER ROLLER	1	3
242	50-440049-13	· ROLLER,UPPER	1	3
242A	50-440049-5	· ROLLER,LOWER	1	3
243	50-440049-11	· PIN,STAKE/UPPER ROLLER RETAINING/	1	3
243A	MS20392-2C37	· PIN,CLEVIS/LOWER ROLLER RETAINING/	1	3
243B	MS24665-132	· PIN,COTTER/LOWER ROLLER PIN/	1	3
244	50-440014-407	PLATE,FACE	4	3
245	50-440014-831	WELD ASSY,UPPER LATCH	4	3
246	50-440014-125	PLATE,STRIKER/UPPER AFT DOOR FRAME/	1	3
247	50-440014-127	PLATE,STRIKER/LOWER AFT DOOR FRAME/	1	3
	50-440014-121	PLATE,STRIKER/UPPER FWD DOOR FRAME/	1	3
	50-440014-123	PLATE,STRIKER/LOWER FWD DOOR FRAME/	1	3
	MCOC28926-23	LIGHT INSTL,CABIN DOOR STAIR	NP	3
248	MCOC28926-19	· HOLDER ASSY,LAMP	1	3
249	1869	· LAMP	1	3
250	MCOC28926-5	· LENS,CABIN DOOR STAIR LIGHT	1	3
251	MCOC28926-7	· RETAINER,LENS	1	3
	MS25253-4	SWITCH,ENTRY LIGHT & ANNUNCIATOR LIGHT	2	3
	50-440012-380	SPRING,SWITCH ACTUATING/SEE CHAPTER 33-20-02/	1	3
252	50-440014-415	CHANNEL,POLISHED	1	1

CODES OF EFFECTIVITY

Cabin Door BB-2 THRU BB-733, BB-735 THRU BB-792, BB-794 THRU BB-828, BB-830 THRU BB-853, BB871 THRU BB-873, BB-892, BB-893, BB-912; BT-1 THRU BT-22; BL-1 THRU BL-36; BN-1 ONLY

SUB-SECT UNIT & ITEM NO.	PART NO	DESCRIPTION	UNITS PER ASSY	USABLE ON CODE
1	BB-2 THRU BB-309 BB-311 THRU BB-342 BB-344 THRU BB-382 BB-384 THRU BB-414 BB-417 AND BB-449 BT-1 THRU BT-4	2 BB-310,BB-343,BB-383 BB-415,BB-416 BB-418 THRU BB-448 BB-450 THRU BB-733 BB-735 THRU BB-792 BB-794 THRU BB-828 BB-830 THRU BB-853 BB-871 THRU BB-873 BB-892, BB-893 AND BB-912 BT-5 THRU BT-22		
3	BB-2 THRU BB-733 BB-735 THRU BB-792 BB-794 THRU BB-828 BB-830 THRU BB-853 BB-871 THRU BB-873 BB-892 BB-893 AND BB-912	4 BB-413 THRU BB-733 BB-735 THRU BB-792 BB-794 THRU BB-828 BB-830 THRU BB-853 BB-871 THRU BB-873		
5	BB-2 THRU BB-412 BT-2 THRU BT-4	6 BB-2 THRU BB-733 BB-735 THRU BB-744 BT-1 THRU BT-22		
7	BB-745 THRU BB-792 BB-794 THRU BB-828 BB-830 THRU BB-853 BB-871 THRU BB-873 BB-892,BB-893, BB-912			

AUTOPILOT LIMITATIONS

FAR PART 91 OPERATIONS

Refer to the applicable FAA Approved Airplane Flight Manual Supplement in the SUPPLEMENTS Section.

FAR PART 135 OPERATIONS

Refer to the applicable FAA Approved Airplane Flight Manual Supplement in the SUPPLEMENTS Section, except for Minimum Altitude, which is established by FAR Part 135 as follows:

Enroute - 500 feet above terrain

Coupled Approach - Observe Decision Height (DH) or Minimum Descent Altitude (MDA)

AFT-FACING SEATS

Only aft-facing seats (placarded as such on the leg crossmember) are authorized in the aft-facing position. The seatback of each occupied aft-facing seat must be in the fully raised position for takeoff and landing. The headrest should be positioned properly for the occupant.

STRUCTURAL LIMITATIONS

Maximum Cabin Pressure Differential ..... 6.1 psi

Cabin Door Forward and Aft Side
Latches (or bayonets) (4) Safelife (200 only) ..... 6000 hours

Cabin Door Upper Latch Hooks (2) and Attaching
Hardware (200 only) ..... 12,000 hours

Cargo Door Cam-Lock Actuator Cable Safelife (200C only) ..... 9000 hours

Wing and Associated Structure Fatigue Safelife ..... 30,000 hours

Windshield Frame Screws ..... 12,000 hours

All Wing Attach Bolts, Nuts and Barrel Nut Assemblies:

Steel Components ..... Replace every 6 calendar years of installed bolt and nut time

Inconel Components ..... Replace every 15 calendar years of installed bolt and nut time

Refer to the *Beechcraft Structural Inspection and Repair Manual and the Super King Air 200 Series Maintenance Manual* for inspection and replacement procedures.

The above lives are based on airplane utilization, operation and maintenance in the category of service for which the airplane was originally designed: specifically 95% or more times accumulated from pressurized executive or corporate transportation wherein the majority of cruise is above 10,000 ft altitude (AGL) and flight duration is more than one hour. Should the airplane be used for missions other than that intended by design, notify the Customer Support Department of Beech Aircraft for a more appropriate life.

FUSELAGE SIDE WINDOWS

1. If cracking, chipping or stress crazing that can be felt with a fingernail occurs in either ply of the exterior window, the window should be replaced in accordance with instructions in Chapter 56-20-00 of the *Super King Air 200 Series Maintenance Manual.*
2. If, for some reason, the window cannot be replaced prior to the next flight of the airplane, unpressurized flight may be conducted, provided the following placards are installed in the airplane.
   a. The following placard must be placed in clear view of the pilot:

      "PRESSURIZED FLIGHT" IS PROHIBITED DUE
      TO A DAMAGED WINDOW. CONDUCT FLIGHT
      WITH THE "CABIN PRESS" SWITCH IN THE
      "DUMP" POSITION.

   b. The following placard must be placed next to the pressurization control:

      "UNPRESSURIZED FLIGHT ONLY PERMITTED"

Raytheon Aircraft

Beech Super King Air®
200 & 200C

(Serials BB-2, BB-6 thru BB-733, BB-735 thru BB-792, BB-794 thru BB-828, BB-830 thru BB-853, BB-871 thru BB-873, BB-892, BB-893, BB-895, BB-912; BL-1 thru BL-36)

Pilot's Operating Handbook
and
FAA Approved Airplane Flight Manual

FAA Approved in Normal Category based on FAR 23. This document must be carried in the airplane at all times and be kept within reach of the pilot during all flight operations. This handbook includes the material required to be furnished to the pilot by FAR 23.

Airplane Serial Number: _____

Airplane Registration Number: _____

FAA Approved by: _____
A.C. Jackson
Raytheon Aircraft Company
DOA CE-2

P/N 101-590010-127 (Supersedes P/N 101-590010-5)
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