

**Factual Report – Attachment 10**  
**Beech A90 Door-removed Procedures**

**OPERATIONAL FACTORS**

WPR19MA177

**BEECHCRAFT KING AIR 65-90, 65-A90,  
B90, C90, E90, 100, A100, B100, SUPER  
KING AIR 200, 200C, 200T, 200CT, B200,  
B200C, B200T, AND B200CT LANDPLANES**

**PILOT'S OPERATING HANDBOOK AND  
FAA APPROVED FLIGHT MANUAL SUPPLEMENT**

for

**FLIGHT WITH CABIN ENTRANCE DOOR REMOVED**

**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 when the airplane is flown with the cabin entrance door removed.

The information in this supplement supersedes or adds to the basic Pilot's Operating Handbook and FAA Approved Airplane Flight Manual only as set forth below.

Beechcraft drawing number 100-4006, included in the applicable model kit, specifies required modifications which shall be accomplished prior to flight with the cabin entrance door removed.

**LIMITATIONS**

1. Pilot must use an approved headset at all times during flight (models 100, A100 and B100 only) Trim-in-motion warning is not audible without headset.
2. Maximum speed 208 knots CAS (205 knots IAS).
3. All occupants, except crew, must be properly equipped with parachutes when conducting operations with the cabin entrance door removed. Crew (pilot and copilot) must be at their stations secured by restraint straps, or equipped with parachutes if away from pilot or copilot seats.
4. Smoking is prohibited.
5. When flown for the purpose of dropping objects or equipment from the doorway, a suitable guard rail or equivalent safety device must be provided.
6. All loose articles must be tied down or stowed.
7. Parachutist's static lines shall be kept free of pilot's controls and control surfaces.
8. All flights with the cabin entrance door removed must be for the purpose of intentional egress of personnel, material or equipment.
9. The following placard must be in view of the pilot:

"FOR FLIGHT WITH CABIN DOOR REMOVED, SEE AIRCRAFT OPERATING LIMITATIONS WITH DOOR REMOVED."

10. Center of gravity limits:  
Aft limit: No change  
Forward limit: No change.

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**EMERGENCY PROCEDURES** - No change.

**NORMAL PROCEDURES** - No change.

**PERFORMANCE**

MAXIMUM TAKE-OFF WEIGHT: No change.

TAKE-OFF: No change.

CLIMB:

Models 100, A100, B100, 200, 200C, 200T, 200CT, B200, B200C, B200T, and B200CT: Subtract 40 ft/min rate of climb from climb graph (TWO ENGINES and ONE ENGINE INOPERATIVE)

Models 65-90, 65-A90, B90, C90, and E90: No change.

CRUISE

*SPEEDS*

Models 100, A100, B100, 200, 200C, 200T, 200CT, B200, B200C, B200T, and B200CT: Subtract 8 knots true airspeed from graph values.

Models 65-90, 65-A90, B90, C90 and E90: No change.

LANDING: No change.

**WEIGHT AND BALANCE:**

All airplane loadings must account for the items removed from the airplane. Weight & Center of Gravity data for the airstair entrance door are included in Beech drawing No. 100-4006. Consult the airplane Equipment List or superseding forms for weight and C.G. data on other items removed. For any items not listed above use actual weight and arm.

Approved: 

*Fov*

W. H. Schultz  
Beech Aircraft Corporation  
DOA CE-2