
Preflight Inspection

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Cockpit Inspection

Control Locks REMOVED/STOWED

Trim Tabs (Elevator/Aileron/Rudder) 0 UNITS

CAUTION: The elevator trim system must not be manually, electrically, or by action of the autopilot forced past the limits indicated on the elevator trim indicator scale.

Fuel Control Panel CBs IN

Right Side Panel CBs IN

Landing Gear Switch Handle DOWN

Landing Gear Control CB IN

Electrical Switches OFF/AUTO

Oxygen System CHECKED

 Passenger Manual Override PUSH OFF

 Oxygen System Ready PULL ON

 Crew Diluter Demand Masks DON MASK/CHECK/STOW

Don oxygen mask. Check fit and operation. After performing oxygen mask check, stow the mask so that it is available for immediate use.

WARNING: Beards and mustaches should be carefully trimmed so that they will not interfere with proper oxygen mask sealing. The fit of the oxygen mask should be checked on the ground for proper sealing. Hats and “ earmuff ” type headsets must be removed prior to donning masks. Headsets and eyeglasses worn by crew members may interfere with quick-donning capabilities.

Oxygen Duration DETERMINE

NOTE: A bottle of 1,850 PSIG at 15°C is fully charged (100% capacity). Read % of capacity directly from the table. Read the oxygen pressure from the gage. Read IOAT (with battery ON). Determine the percent of usable capacity from the following graph (e.g., 1,100 PSI at 0°C equals 57%). Compute the oxygen duration in minutes from the table by multiplying the full bottle duration by the percent of usable capacity (e.g., pilot and copilot with masks set at 100% plus 6 passengers equals 10 people using oxygen).

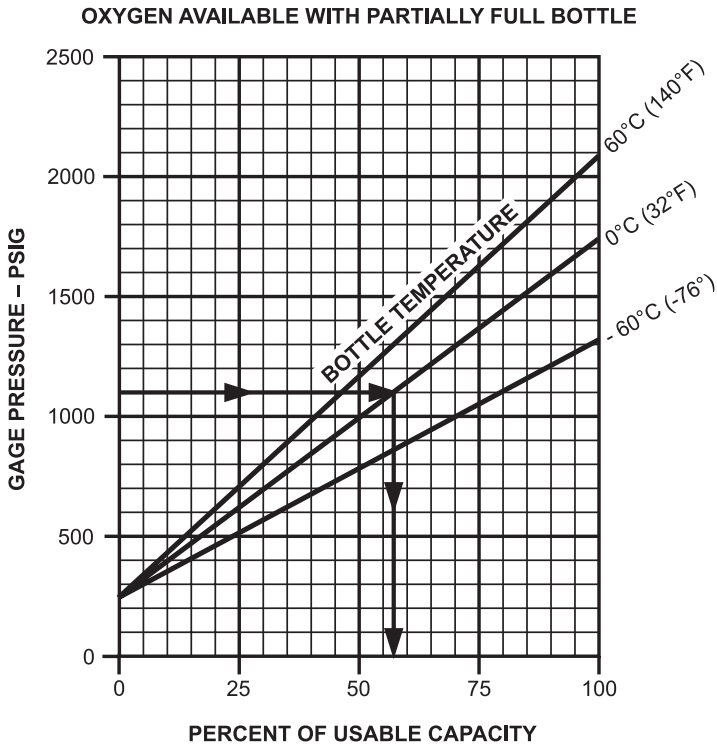


Fig. 2A-1; Oxygen Duration Chart

Stated Cylinder Size (cu ft)	‡ Number of People Using																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16‡	17‡
	Duration in Minutes																
22	151	75	50	37	30	25	21	18	16	15	13	12	11	10	10	*	*
49 or 50	334	167	111	83	66	55	47	41	37	33	30	27	25	23	22	20	19
66	445	222	148	111	89	74	63	55	49	44	40	37	34	31	29	27	26
76 or 77	514	257	171	128	102	85	73	64	57	51	46	42	39	36	34	32	30
115	772	386	257	193	157	128	110	96	85	77	70	64	59	55	51	48	45

Table 2A-1; King Air 200 Oxygen Duration with Full Bottle (100% Capacity)

Stated Cylinder Size (cu ft)	‡ Number of People Using																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16‡	17‡
	Duration in Minutes																
22	144	72	48	36	28	24	20	18	16	14	13	12	11	10	*	*	*
50	317	158	105	79	63	52	45	39	35	31	28	26	24	22	21	19	18
70	488	244	162	122	97	81	69	61	54	48	44	40	37	34	32	30	28
115	732	366	244	183	146	122	104	91	81	73	66	61	56	52	48	45	43

Table 2A-2; King Air B200 Oxygen Duration with Full Bottle (100% Capacity)

* Will not meet oxygen requirements

‡ For oxygen duration computations, count each diluter-demand crew mask in use as 2 (e.g., with 4 passengers and a crew of 2, enter the table at 8 people using).

Hot Battery Bus Check PERFORMED

Circuit Breakers IN

Firewall Fuel Valves CLOSE

Listen for operation. If valve movements are inaudible because of outside noise, use Noisy Ramp Procedures, following page.

Standby Pumps ON

Listen for operation.

NOTE: On **BB-1096, 1098 and subsequent and BL-58 and subsequent**, standby pumps are not on the Hot Battery bus.

Battery Switch ON

FUEL PRESS annunciators illuminate.

Firewall Fuel Valves OPEN

FUEL PRESS annunciators extinguish.

Standby Pumps OFF

FUEL PRESS annunciators illuminate.

Crossfeed Switch ALTERNATELY LEFT AND RIGHT

FUEL CROSSFEED annunciator illuminates and extinguishes and both FUEL PRESS annunciators extinguish.

Voltmeters PRESS TO TEST

Both voltmeters should read normal battery voltage of 24V. No voltage on one side indicates current limiter is out; 23V minimum for battery start; 20V minimum for external power start.

Flaps SELECTED UP/INDICATING UP

Fuel Quantity CHECKED

Battery Switch OFF

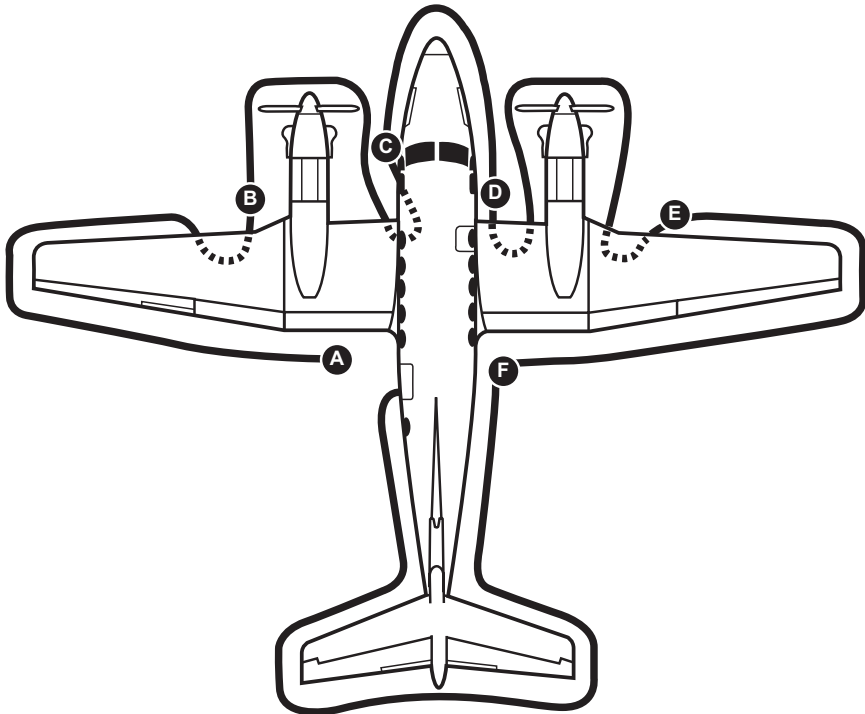
Parking Brake SET

Cockpit Fire Extinguisher CHECK PRESSURE/SECURE

Noisy Ramp Procedure

- Standby Pump CBs (see note, previous page) PULL
- Firewall Fuel Valves CBs PULL
- Firewall Fuel Valves CLOSE
- Standby Pumps ON
- Battery Switch ON
 - FUEL PRESS annunciators illuminate.
- Firewall Fuel Valves OPEN
 - FUEL PRESS annunciators extinguish.
- Standby Pumps OFF
 - FUEL PRESS annunciators illuminate.
- Standby Pumps CBs IN
- Firewall Fuel Valves CBs IN
- Crossfeed Switch ALTERNATELY LEFT AND RIGHT
 - FUEL CROSSFEED annunciator illuminates and extinguishes and both FUEL PRESS annunciators extinguish.
- Voltmeters PRESS TO TEST
 - Both voltmeters should read normal battery voltage of 24V. No voltage on one side indicates current limiter is out; 23V minimum for battery start; 20V minimum for external power start.
- Flaps SELECTED UP/INDICATING UP
- Fuel Quantity CHECKED
- Battery Switch OFF
- Parking Brake SET

Preflight Inspection Walkaround Path



External Inspection

Unfold the preflight inspection diagram for ease of reference. Each segment of the following preflight inspection checklist is identified by letters A through F to correspond to the diagram.

A Left Wing

- Flaps FULLY RETRACTED/UNDAMAGED
- Fuel Sump (aft of wheel well) DRAINED
- Aileron NEUTRAL/UNDAMAGED/FREE MOVEMENT
 - Bonding Wires SECURE
 - Hinge NO EXCESS PLAY
 - Trim Tab ALIGNED WITH AILERON
- The inboard end of each aileron may be up to 1/2 inch above or below the outboard flap at the trailing edge when the flaps are properly rigged.
- Flush Outboard Wing Tank Sump DRAINED
- Fuel System Air Inlets CLEAR
- Static Wicks SECURE/UNDAMAGED

NOTE: All wicks must be installed and in good condition when VLF/Omega equipment is used.

- Wingtip Lights SECURE/UNDAMAGED
- Main Fuel Tank NO LEAKAGE
 - Fuel Cap/Locking Tab SECURE/FACING AFT
- Stall Warning Vane CONDITION CHECKED/
FREE MOVEMENT

Preflight Inspection

Tie-Down and Chocks	REMOVED
Outboard Deice Boot/Stall Strip . . .	SECURE/UNDAMAGED
Recessed Fuel Vent/ Heated Ram Air Vent	SECURE/UNDAMAGED
Wing Fuel Sump	DRAINED
Landing Gear/Doors	CHECKED
Tires/Wheel Assembly	CHECK CONDITION
Brakes	CHECK CONDITION
Strut	PROPER INFLATION
Doors	SECURE
Brake Lines/Brake Wear/Brake Deice Lines . .	CHECKED
Inverter Cooling Louvers	CLEAR
Fire Extinguisher Cylinder Pressure (if installed) .	CHECKED
See Pressure versus Temperature chart in Servicing chapter.	
Fuel Sump Strainer Drain (forward of wheel well) . . .	DRAIN
Standby Pump Drain	DRAIN
Firewall Fuel Filter	DRAIN
Ice Light	SECURE/UNDAMAGED

B Left Engine

Engine Oil . . . CHECK QUANTITY (no more than 4 quarts low)

Caplock Flange . . . CLOCKWISE TO STOP POSITION AFT

NOTE: To avoid overservicing the tank and high oil consumption, an oil level check is recommended within 30 min. after engine shutdown. Ideal interval is 15-20 min. If more than 30 min. has passed and the dipstick indicates that oil is needed, start the engine and run at ground idle for 5 min. then recheck the oil level.

NOTE: Service the oil system in accordance with Consumable Materials in the Handling, Service, & Maintenance section (8) of the AFM and P&WC SB 3001. DO NOT MIX different brands of oil (except as provided in Consumable Materials). Normal operating range is FULL to 4 quarts low. Maximum oil consumption is 1 quart in 10 hours of operation.

Left Cowling INSPECTED
Cowling Door OPEN
Linkage/Hoses/Accessories CHECK CONDITION
Engine CHECK CONDITION
Bleed Valve Exhaust CLEAR
Cowling Bolt Alignment Arrows LOCK POSITION
Top Cowling Locks (inboard and outboard) SECURE
Left Exhaust Stack SECURE/UNDAMAGED
Covers/Prop Restraints REMOVE
Inlet Lip Heat Scupper SECURE
Propeller CONDITION CHECKED
Deice Boots SECURE/UNDAMAGED
Prop Seals NO LEAKAGE

Engine Air Intake Throat	CLEAR/UNDAMAGED
Ice Vane	RETRACTED
Bypass Door	RETRACTED/ FLUSH WITH COWLING SURFACE
Right Exhaust Stack	SECURE/UNDAMAGED
Inlet Lip Heat Scupper	SECURE
Right Cowling	INSPECTED
Cowling Door	OPEN
Linkage/Hoses/Accessories	CHECK CONDITION
Engine	CHECK CONDITION
Bleed Valve Exhaust	CLEAR
Cowling Door	CLOSE/SECURE
Cowling Bolt Alignment Arrows	LOCK POSITION
Top Cowling Locks (inboard/outboard)	SECURE
Generator Ram Air Scoop	CLEAR
Nacelle Cooling Ram Air Inlets	CLEAR
Auxiliary Fuel Tank	NO LEAKAGE
Fuel Cap/Locking Tab	SECURE/FACING AFT
Inboard Deice Boot/Stall Strip	SECURE/UNDAMAGED
Heat Exchanger Inlet/Outlet	CLEAR/UNDAMAGED
Auxiliary Fuel Tank Sump	DRAINED
Hydraulic Fluid Level	CHECKED
Hydraulic Landing Gear Service Door	SECURE
Hydraulic Landing Gear Vent Lines	CLEAR
Lower Antennas and Beacon	SECURE

C Nose

Air Temperature Probe	SECURE/UNDAMAGED
Pilot's Windshield	CLEAN/UNDAMAGED
Windshield Wiper	SECURE/PARKED
Left Avionics Access Panel	SECURED
Air Conditioner Outlet Duct	CLEAR
Pilot's Pitot Tube	REMOVE COVER/CLEAR
Nose Gear/Door	INSPECTED
Door Hinges	GOOD CONDITION
Strut	PROPER INFLATION
Turn Limits	VERIFY NOT EXCEEDED
Turn Stop Plate	STRAIGHT/HOLES CIRCULAR
Linkages	CHECK CONDITION
Landing/Taxi Lights	SECURE/UNDAMAGED
Radome	INSPECTED
Copilot's Pitot Tube	REMOVE COVER/CLEAR
Air Conditioning Ram Air Scoop Inlet	CLEAR
Right Avionics Access Panel	SECURE
Copilot's Windshield	CLEAN/UNDAMAGED
Wiper	SECURE/PARKED

D Right Engine

- Auxiliary Fuel Tank Sump DRAINED
- Battery Box Drain CLEAR
- Battery Air Inlet Valve SECURE/NOT BINDING
 - Proper Valve Position FULLY OPEN AT 80°F (27°C)/
FULLY CLOSED AT 30°F (-1°C)
- Inboard Deice Boot/Stall Strip UNDAMAGED/SECURE
- Heat Exchanger Inlet/Outlet CLEAR/UNDAMAGED
- Battery Exhaust CLEAR
- Auxiliary Fuel Tank NO LEAKAGE
 - Fuel Cap/Locking Tab SECURE/AFT
- Engine Oil CHECK QUANTITY (no more than 4 quarts low)
 - Caplock Flange CLOCKWISE TO STOP POSITION AFT

NOTE: To avoid overservicing the tank and high oil consumption, an oil level check is recommended within 30 min. after engine shutdown. Ideal interval is 15-20 min. If more than 30 min. has passed and the dipstick indicates that oil is needed, start the engine and run at ground idle for 5 min. then recheck the oil level.

NOTE: Service the oil system in accordance with Consumable Materials in the Handling, Service, & Maintenance section (8) of the AFM and P&WC SB 3001. DO NOT MIX different brands of oil (except as provided in Consumable Materials). Normal operating range is FULL to 4 quarts low. Maximum oil consumption is 1 quart in 10 hours of operation.

- Left Cowling INSPECTED
 - Cowling Door OPEN
 - Linkage/Hoses/Accessories CHECK CONDITION

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Engine	CHECK CONDITION
Air Conditioner Compressor/ Drive Belt	CHECK CONDITION
Cowling Door	CLOSE
Bleed Valve Exhaust	CLEAR
Cowling Bolt Alignment Arrows	LOCK POSITION
Top Cowling Locks (outboard/inboard)	SECURE
Nacelle Cooling Ram Air Inlets	CLEAR
Left Exhaust Stack	SECURE/UNDAMAGED
Covers/Prop Restraints	REMOVE
Inlet Lip Heat Scupper	SECURE
Propeller	CHECK CONDITION
Deice Boot	SECURE/UNDAMAGED
Prop Seals	NO LEAKAGE
Engine Air Intake	CLEAR/UNDAMAGED
Ice Vane	RETRACTED
Bypass Door	RETRACTED/ FLUSH WITH COWLING SURFACE
Right Exhaust Stack	SECURE/UNDAMAGED
Inlet Lip Heat Scupper	SECURE
Right Cowling	INSPECTED
Cowling Door	OPEN
Linkage/Hoses/Accessories	CONDITION CHECKED
Top Cowling Locks (inboard/outboard)	SECURE
Cowling Bolt Alignment Arrows	LOCK POSITION
Generator Ram Air Scoop	CLEAR

E Right Wing

Ice Light	SECURE/UNDAMAGED
Firewall Fuel Filter	DRAINED
Fuel Sump Strainer Drain (forward of wheel well)	DRAINED
Standby Pump Drain	DRAINED
Landing Gear/Doors	CHECKED
Tires/Wheel Assembly	CHECK CONDITION
Brakes	CHECK CONDITION
Strut	PROPER INFLATION
Doors	SECURE
Brake Lines/Brake Wear/Brake Deice Lines	CHECK
Fire Extinguisher Cylinder Pressure	CHECKED
See Pressure vs. Temperature chart in Servicing chapter.	
Recessed Fuel Vent/ Heated Ram Air Vent	CLEAR/UNDAMAGED
Wing Fuel Sump	DRAINED
Ground Power Unit Access Door	CLOSED/SECURE
Tie-Down and Chocks	REMOVED
Outboard Deice Boot/Stall Strip	UNDAMAGED/SECURE
Main Fuel Tank	NO LEAKAGE
Fuel Cap/Locking Tab	SECURE/FACING AFT
Wingtip Lights	SECURE/UNDAMAGED
Fuel System Air Inlet	CLEAR

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Static Wicks SECURE/UNDAMAGED

NOTE: All wicks must be installed and in good condition when VLF/Omega equipment is used.

Aileron NEUTRAL/UNDAMAGED/FREE MOVEMENT

Bonding Wires SECURE

Hinge NO EXCESS PLAY

Bendable Tab CHECK

Flush Outboard Wing Tank Sump DRAINED

Flaps FULLY RETRACTED/UNDAMAGED

Fuel Sump (aft of wheel well) DRAINED

Oil Breather Vent CLEAR

F Tail

Cabin Windows	CHECK CONDITION
Emergency Escape Hatch	SECURE
Oxygen Door	SECURE
Right Static Ports	CLEAR
Emergency Locator Transmitter (ELT) Switch	ARM POSITION
ELT Antenna	SECURE/UNDAMAGED
Cabin Air Exhaust	CLEAR
Ventral Fin Water Drains	CLEAR
Tie-Down	REMOVED
Lower Antennas/Beacon	SECURE/UNDAMAGED
Empennage	INSPECTED
Right Horizontal Stabilizer Deice Boot	SECURE/ UNDAMAGED
Static Wicks	SECURE/UNDAMAGED
NOTE: All wicks must be installed and in good condition when VLF/Omega equipment is used.	
Stinger	CHECK
Control Surfaces, Elevator, and Rudder	CONDITION CHECKED
Rudder Trim Tab	ALIGNED WITH RUDDER
Elevator Trim Tabs	VERIFY 0/NEUTRAL
Navigation/Strobe Lights	SECURE/UNDAMAGED

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Tail Flood Lights SECURE/UNDAMAGED
Antennas SECURE/UNDAMAGED
Left Stabilizer Deice Boot SECURE/UNDAMAGED
Drains (lavatory, oxygen, discharge, relief tube) . . . CLEAR
Left Static Ports CLEAR
Cabin Door/Seal CONDITION CHECKED
Cabin Windows CONDITION CHECKED

Cabin Inspection

Cabin Door LOCKED/SECURE

On **King Air 200C/B200C aircraft**, prior to first flight of day, check cabin/cargo door annunciator circuitry in accordance with Cabin/Cargo Annunciator Check in the Pilot's Operating Manual/AFM.

WARNING: Only a crew member should close and lock the door.

Toilet Knife Valve (Monogram electric toilet) OPEN

Load and Baggage SECURE

Weight and Balance CHECKED

Cabin Fire Extinguisher CHARGED/SECURE

Cabin Seats and Belts SECURE/GOOD CONDITION

Windows CLEAN/GOOD CONDITION

Passenger Oxygen Mask Compartments CHECKED

Doors VERIFY CLOSED/LATCHED

Emergency Exit SECURE

Interior lock must be in the unlocked position to permit access from outside the aircraft in an emergency.

Passenger Briefing CONDUCT

