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2009 Beechcraft King Air B200

BB-2002 – F-ONAA



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The **Beechcraft B200 Medical** is a **twin-turboprop aircraft** specially configured for **aeromedical evacuation (MEDEVAC)** missions. Renowned for its **reliability, versatility, and performance**, it can operate from short and even unprepared airstrips, making it ideal for emergency and remote-area missions.

In its medical configuration, the **B200 typically includes:**

- One or two stretcher systems,
- Advanced life-support equipment and patient monitoring,
- Space for medical personnel and equipment,
- A large door for easy patient loading.

With a cruise speed of approximately **270 knots (500 km/h)** and excellent range, the **B200 Medical** offers fast, safe, and comfortable transport for critically ill or injured patients.

Used by governments, medical operators, and humanitarian organizations worldwide, **the B200 remains a benchmark in the air ambulance sector.**



EXTERIOR

- Yellow with custom company logos

KEY FEATURES

- 11,289 TSN – 17,710 CSN
- Prop 2 Freshly Overhauled
- Will be delivered with fresh Phase II
- Medical Interior Configuration
- ProLine 21
- Raisbeck Upgrades
- Dual Aft Strakes
- Ram Air
- Hi-Float Gear Doors
- Quiet Turbofan Propeller System
- Enhanced Leading Edges
- BLR Winglets
- MADRAS CVDR
- ADAS+
- Taxi & Landing LED Lights
- No Known Damage History
- RVSM
- EASA Compliant



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Major Additional Equipment & Modifications

- Installation of Aerolite B200 Medical interior kit (STC EASA 10029101)
- King Air B200 Steep Approach capability (STC EASA 10056573)
- ICA for Collins Proline 21 avionics qualified for RVSM

Raisbeck Performance Enhancements:

- Installation of Raisbeck ram air recovery system (SA3366NM)
- Installation of Raisbeck fully enclosed high flotation gear door system (SA4175NM)
- Installation of Raisbeck/Hartzell quiet turbofan propeller system (SA2698NM-S)
- Installation of Raisbeck enhanced performance leading edge system (SA3831NM)

- Installation of BLR WINGLETS (STC SA01615SE)
- Installation of Aircraft data acquisition system ADAS+ (STC SA00171BO)
- Installation of L3-Communication MADRAS-CDVR (STC SA10478SC)
- Installation kit led light upgrade Taxi & Landing EASA 10055183 rev1 (STC SA02279AT)



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AIRFRAME

- 11,289 TSN – 17,710 CSN (As of December, 2025)

ENGINES

Pratt & Whitney Canada PT6A-42

- LH Side: s/n PCE-PJ0873 – 1,331 TSO
- RH Side: s/n PCE-PJ1183 – 364 TSO

PROPELLERS

Hartzell HC-D4N-3A

- LH Side: s/n FY1504 – 1,331 TSO
- RH Side: s/n FY1839 – 20 TSO

MAINTENANCE

Engines (TBO 3,600)

- LH Side: s/n PCE-PJ0873 – 1,331 TSO
- RH Side: s/n PCE-PJ1183 – 364 TSO

Propellers (TBO 4,000 or 72 Months)

- LH Side: s/n FY1504 – 1,169 TSO - Next Overhaul due Sept-2028
- RH Side: s/n FY1839 – Exchanged in Nov-2025 - New s/n FY3889

AVIONICS

Proline 21

- Dual VHF-4000 (8.33) Coms
- Single NAV-4000/4500
- Single NAV-4000 ADF
- Single DME-4000
- Dual TDR-94 (Mode S) Transponders
- Single ALT-4000 Radio Altimeter
- Single L3 FA-2100 CVR
- Single TWR-850 Radar
- Single FGC-3000 Flight Director / Auto Pilot
- Dual AHC-3000 AHRS
- Single FMS-3000
- Single TCAS-4000 (TCAS II)
- Single GPS-4000A GPS
- Single ACSS TAWS+
- Single IFIS w/ECH-5000
- RVSM Capable

INTERIOR - CABIN CONFIGURATION

Medical Interior (Aerolite)

- Stretcher unit (aft)
- Medical air unit - aft
- Aerolite ceiling unit
- Aerolite forward cabinet (without contents)
- Crew console unit
- Floor protection installation
- Side wall installation
- Mattress - aft compartment

Cabin Layout

- Cabin seat with harness - aft
- Cabin seat with harness - forward
- Jump seat - aft compartment
- Outlet unit - aft bulkhead
- Equipment rack
- Baggage compartment net

Safety Equipment

- Smoke hood (IRE)
- Life vest under crew seat (TO200-25-086)
- Life vests in aft pressurized bulkhead
- Night stop equipment

Miscellaneous

- Raisbeck POH
- Floor-mounted brackets and attachment points
- Var. small items associated w/ the Aerolite installation



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Specifications and/or descriptions are provided as introductory information. They do not constitute representations or warranties. Accordingly, you should rely on your own inspection of the aircraft.

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By Appointment to H.S.H. the Sovereign Prince of Monaco

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