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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 turbopropeller 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.

Aircraft subject to prior sale, lease, or withdrawal from the market without notice.



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

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