



Beechcraft King Air B200↔BE350 or B1900→BE350 Differences Training

The King Air Differences Training is designed for pilots to enable differences training between models as per the requirements of the CASA Instrument - Part 61 Flight Crew Licensing (Prescribed Aircraft and Type Ratings). Upon completion of the Differences Training, students will have the necessary knowledge and skills to demonstrate that they are competent in the operation of the other aircraft type or class (as applicable) equipped with Collins Pro Line 21 avionics. Completion of the course will satisfy the requirements for an Instrument Proficiency Check and flight review for exercising the privileges of the B200 model on the multi-engine aeroplane class rating, or conversely for B200 to BE350, the issue of a BE350 Type Rating. Training from a B1900 to BE350 requires an Instrument Proficiency Check and flight test on completion.

To be eligible to commence the differences training, you must hold at least:

- Private, Commercial or Air Transport Pilot Licence
- Command Multi Engine Instrument Rating
- A type (B1900 or BE350) or class rating (B200) on the relevant aircraft

Course Overview

Training Elements	Single pilot
Ground school	16.0 hours
King Air 350 static trainer	2.0 hours
Briefings	6.5 hours
King Air 350 Full Flight Simulator	4.0 hours
Instrument Proficiency Check and flight test/review	3.0 hours
TOTAL	6 days

Please note, if the pilot has no previous Pro Line 21 experience, an additional day of training completing the Collins Pro Line 21 Familiarisation Course will be required.

Ground School

This curriculum will provide the necessary understanding of the basic functions of aircraft systems, the use of individual system controls, and the integration of aircraft systems with operational procedures to prepare for the flight training curriculum.

- Pre-flight inspection
- Limitations
- Memory Items
- Aircraft general
- Electrical system
- Lighting
- Master warning system
- Fuel system
- Powerplant
- Fire protection systems
- Pneumatic system
- Ice and rain protection systems
- Environmental systems
- Pressurisation system
- Hydraulic systems
- Landing gear and brakes
- Flight controls
- Oxygen system
- Avionics
- Flight planning, loading and performance

At the end of the ground school, the pilot must demonstrate adequate knowledge to pass a written exam on aircraft systems, flight planning, weight and balance, and performance.

Simulator Sessions

There is one static and two simulator sessions, each taking 4 hours (2 hours for single pilot) with an additional hour and a half for briefing.

- Normal procedures (static and avionics trainer)
- Normal/abnormal operations
- Pre-test

At the end of the simulator training, the pilot will be required to complete an Instrument Proficiency Check and the relevant type rating flight test or flight review to a competent standard prior to being issued a Course Completion Certificate and class or type rating on their CASA license (as applicable).