



King Air B200 and C90

Introducing the Precision Flight Controls King Air “Type Specific AATD ”



For decades, Precision Flight Controls (PFC) has set the benchmark in professional flight simulation. The PFC King Air Simulator is a high-fidelity, FAA-Approved Advanced Aviation Training Device (AATD) purpose-built for type-specific training, systems training, Flightdeck Familiarization, Instrument Proficiency, Emergency Procedures and CRM Training.

Designed to closely replicate the operational environment of the King Air flight deck, the system incorporates **Aircraft-Specific Controls, Panels and Systems** including a **Master Caution system, Annunciator Panels, Pressurization Controls, FMS Interface and Replica Throttle Quadrant and Center Flight Console**—providing pilots with an authentic training experience that reinforces real-world procedures and cockpit workflow.

The simulator is available with multiple **modern avionics configurations**, including:

- Real or Simulated Garmin® G1000 Integrated Flight Deck
- Real or Simulated Garmin® G600TXi Flight Display System
- Real or Simulated Garmin® GTN 750Xi / GTN 650Xi Touchscreen Navigators

These configurations allow operators to tailor the simulator to match their aircraft fleet while providing a **realistic, high-quality training platform for both single-pilot and crew operations**.

Note: Simulated avionics utilize actual Garmin® software, providing authentic system logic, interface behavior, and operational functionality consistent with the real aircraft avionics suite. This ensures accurate buttonology, navigation management, and system interaction for highly effective training. Key Benefits

FAA-Approved AATD – Maximizes loggable training time under Parts 61 and 141

- Accurate Flight Model Performance
- All-Metal Cockpit Structure – Commercial-grade durability
- Low Cost of Ownership – Minimal maintenance and high dispatch reliability
- Designed to evolve with avionics and training requirements.
- Small Footprint
- Meets FNPT II Standards

Flight Deck Realism

The King Air cockpit delivers true general aviation realism—replicating the look, feel, and layout pilots expect—building confidence and improving skill transfer from simulator to aircraft.



King Air B200 G1000 Configuration



King Air C90 G600Xi and GTN 750Xi Configuration



King Air B200 G1000 Configuration



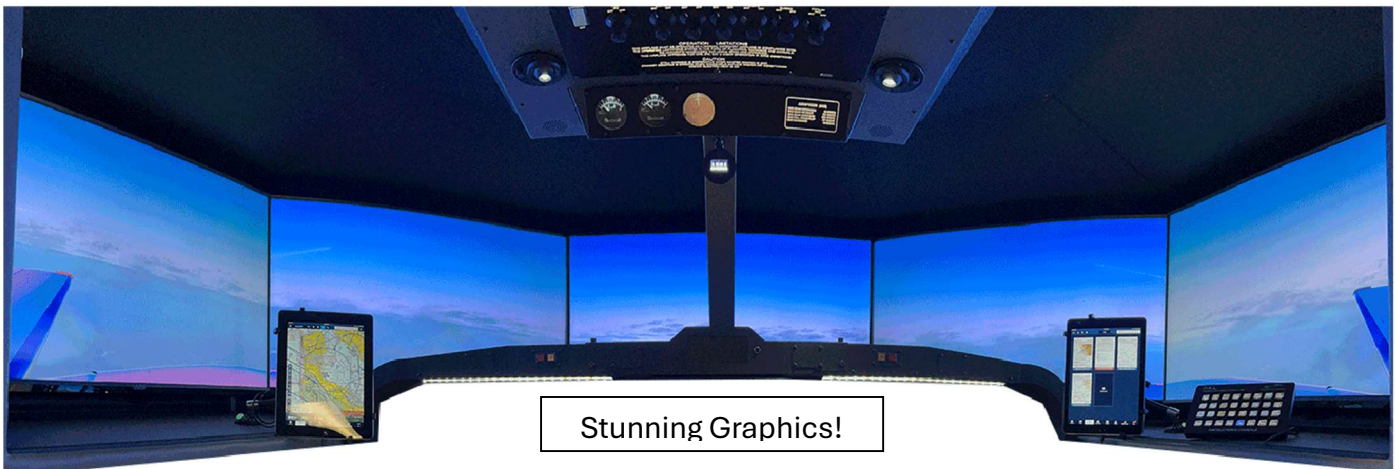
King Air C90 G1000 Configuration



Because of the accuracy of our flight model and high-resolution visual system, pilots can safely practice a wide range of training scenarios including **night landings**, **upset recovery**, **circling approaches**, and **numerous emergency procedures—including V1 engine failure cuts**.

Integrated High-Resolution Visual System

Integrated High-Resolution visual system, including multi-channel and wide field-of-view (220 x 45 degree) configuration optimized for smooth performance and realistic visual cues. World-Wide Visuals and Navigation Aids are included. King Air uses the X-Plane Professional visual system, delivering advanced flight dynamics and improved atmospheric modeling. Custom scenery is available!



Instructor Operator Station (IOS)

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The integrated Instructor Operator Station (IOS) gives instructors complete control over the training environment, allowing them to create, manage, and adapt scenarios in real time. Instructors can reposition the aircraft, introduce system failures, adjust weather and environmental conditions, and monitor aircraft state and pilot inputs throughout the session. This provides a highly effective training platform for normal procedures, abnormal and emergency scenarios, crew coordination, and performance evaluation.



Lower Total Cost of Ownership

While some simulators cost less upfront, PFC focuses on **long-term value**:

- Fewer repairs
- Longer service life
- Upgradeable platforms (avionics, visuals, software)

Over time, schools consistently see **lower costs per training hour**.

Real Support from Real Aviation Professionals

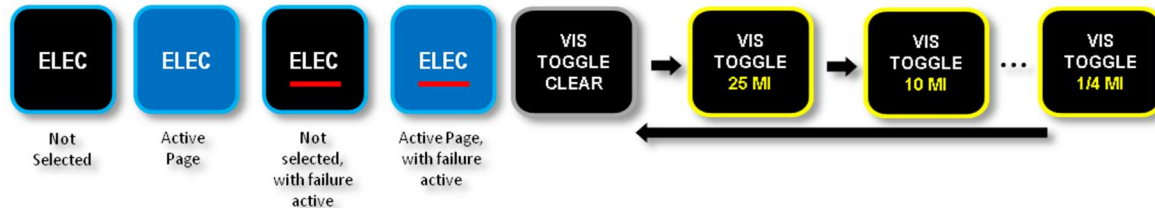
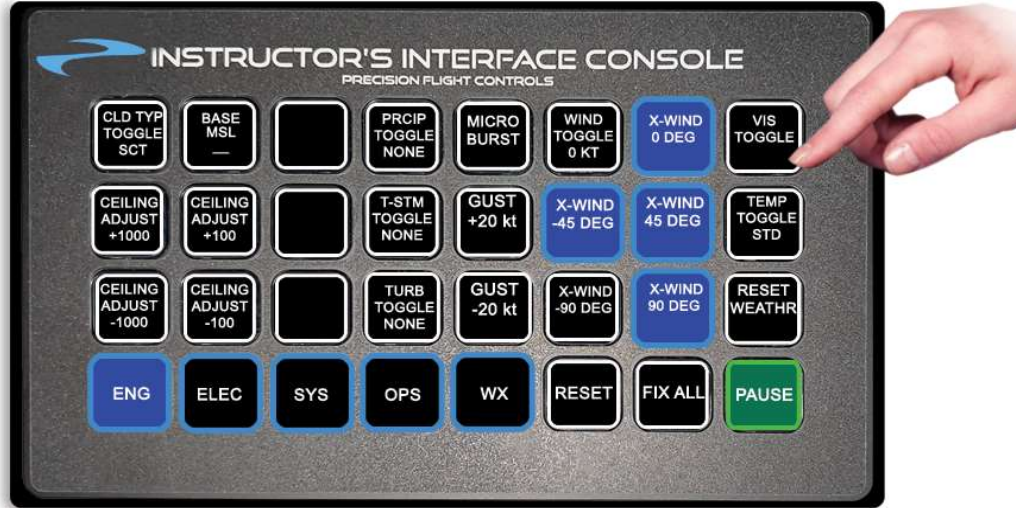
Precision Flight Controls does not outsource support to call centers. You get:

- Knowledgeable technicians
- Direct access to engineers when needed
- Ongoing training and operational support

QUALITY SIMULATION = POSITIVE TRAINING RESULTS

Instructor Interface Console (IIC)

Touch Based IOS Interface



The Instructor's Interface Console is plug and play with a simple USB connection. You can immediately or pre-set a system failure(s), reposition the airplane, pause the simulation and make weather changes on the fly.

Each tactile button changes color depending on the situation, for example: If you choose to set an engine fire push the Engine Fire Button, (defaulted to green meaning there are no failures selected) once depressed, the button will turn Red indicating an Engine Fire has been initiated). You can reset the failure by pushing the button again.

Can be operated from Inside the Flightdeck or outside the Flightdeck at the Instructors Station



3-4 DOF Motion System:

Provides realistic pitch, roll, heave, and yaw effects utilizing advanced washout algorithms to deliver smooth, natural motion cueing while maintaining simulator envelope limits.

6 DOF Motion System:

Adds full-axis motion capability, providing pitch, roll, heave, yaw, surge, and sway for maximum realism and enhanced vestibular cueing during complex flight maneuvers, turbulence, and runway operations.

Motion and Cueing Effects Include:

Stall buffet, parasitic drag response, flap deployment cues, landing gear extension effects, turbulence modeling, runway surface texture feedback, engine vibration simulation, and realistic acceleration and deceleration forces and more.....



Six DOF Motion Platform



3-4 DOF Motion Platform

Whether you choose our 3-4 DOF or full 6DOF motion system, the added realism significantly enhances the training experience by providing accurate motion cues that replicate parasitic drag, ground textures, pitch, roll, yaw, heave and acceleration forces—helping pilots better sense aircraft attitude, control inputs, and flight dynamics during maneuvers, approaches, and emergency procedures

Aircraft Quality Controls



Software Accuracy and Compatibility

At the heart of any good simulator is the Avionics Accuracy, this is why we integrate authentic Garmin® Software.

The simulator is available with multiple. **modern avionics configurations**, including:

Real or Simulated Garmin® G1000 Integrated Flight Deck.

Real or Simulated Garmin® G600TXi flight display system and Real or Simulated Garmin® GTN 750Xi / GTN 650Xi touchscreen navigators.



Our high-resolution instrument displays provide exceptional clarity, responsiveness, and remote-control capability for instructor-driven training scenarios. The display architecture is fully modular and interchangeable, allowing seamless integration with our precision-machined, beveled instrument panels (as shown). Each panel configuration reflects the actual layout, functionality, and workflow commonly found in the King Air minimizing negative training transfer and reinforcing cockpit familiarity. All panels are constructed using high-quality, aviation-grade switches and components to ensure proper tactile feel, durability, and long service life. Backlit legends and annunciators are standard, enabling effective night and low-visibility training operations.

Garmin® Avionics = One Hundred % Software Accuracy

Features Include: Synthetic Vision, Safe Taxi, TCAS, SafeTaxi® Advisories and Alerting Features

Precision Flight Controls delivers FTD-level fidelity that exceeds the minimum requirements of FAA AATD approval. We accomplish this by integrating OEM software, authentic avionics behavior, and professional-grade components designed for serious flight training applications.

Geo Reference Integration (ForeFlight or Jeppesen)



ForeFlight provides access to a full library of current VFR, IFR, TAC, area, and gulf charts. All charts are elegantly projected onto a 3D representation of the world, and charts of the same type are interweaved into a seamless single map - no more fumbling with paper in the cockpit. The system is ready for Geo Reference Connectivity to your moving map software!



Live ATC
 via Pilotedge
 pilotedge.net

Stay Current and Maintain Proficiency

A complete training solution—from first solo to advanced proficiency.

Crafted with **precision engineering**, **real Garmin™ integration**, and a fully **FAA-compliant architecture**, our simulators deliver **uncompromising realism** and measurable **training value**.

Whether you are training a new pilot or refining advanced procedures, this is the platform professional's trust.

System Major Features:

- All-metal Cockpit Structure
- Commercial-grade Components
- High Dispatch Reliability
- Low Maintenance Requirements
- 3 Axis Control Loading
- OEM Garmin® G1000 Software
- OEM Garmin® G600Xi and GTN 750xi and GTN 650TXi
- Optional 3-4 DOF or 6DOF Motion
- Many Options to fit your training Requirements

Why own your own simulator?

Considering this, what does it cost to operate King Air?

For a **King Air B200 or C90**, the operating cost is a range, because the number changes heavily based on fuel price, crew, insurance, maintenance condition, engine program, and annual hours.

Our research shows: A realistic King Air B200 operating cost is roughly:

Direct operating cost: \$1,700–\$2,100 per flight hour

All-in ownership operating cost: \$2,700–\$3,300+ per flight hour

A King Air B200 can easily cost \$2,000 per hour or more in direct operating cost, and closer to \$3,000 per hour all-in when fixed ownership costs are included.

That makes a strong simulator argument. Even one hundred hours of aircraft training can represent roughly:

$$100 \times \$2,800/\text{hr} = \$280,000$$

So, a high-fidelity King Air simulator can offset a meaningful amount of aircraft operating cost while reducing wear, fuel burn, scheduling limitations, and risk exposure.

We understand flight school pressures because we collaborate with them.
You are not just buying a simulator, you are investing in reliability, credibility, and training outcomes!

King Air B200 pilots should complete structured recurrent training at least once every 12 months to maintain proficiency in aircraft systems, engine-out procedures, abnormal and emergency operations, IFR procedures, high-altitude operations, pressurization, icing, avionics/autopilot management, and single-pilot or crew coordination. While private Part 91 operators may not always be required by regulation to complete an annual King Air-specific course, annual recurrent training is commonly required by insurance providers and is considered a best practice for safe and professional King Air operations.

Why this supports a simulator

This is exactly where a King Air simulator has value. Many of the most important proficiency items are difficult, expensive, or unsafe to practice repeatedly in the aircraft: engine failure after takeoff, Vmc recognition, single-engine missed approaches, electrical failures, pressurization problems, ice-protection failures, autopilot issues, and emergency descents. A simulator allows those scenarios to be practiced repeatedly without aircraft risk, fuel burn, wear, or operational disruption.



V1 Cuts, Engine Out, CRM and Emergency Procedures

Watch a Video Here:

<https://youtu.be/Kh9CSe28LnM>

<https://youtu.be/u9LPTnEe5RQ>

Why purchase from Precision Flight Controls?

For over 35 years Precision Flight Controls helped flight schools train better pilots, reduce operating costs, increase utilization, and protect long-term investments.

Call For Pricing



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