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PURPOSE:

This catalog describes available configuration kits and modifications for aircraft customization offered by the Special Mission Aircraft Systems organization of Beechcraft Corporation (“BC”) and their suppliers. The BC Special Mission Aircraft Systems organization can provide OEM expertise to assist with design, certification, and installation of modifications specifically tailored to meet s’ individual requirements.

STANDARD GENERAL TERMS:

BC standard terms and conditions are applicable to all items offered in this catalog. BC will, where possible, accommodate specific contractual requests.

DISCLAIMER:

This document is intended to provide information for evaluation of equipment offered by the BC Special Missions and third party suppliers. Whereas BC makes every effort to ensure that the data contained in this catalog is accurate, it is not intended to be a formal declaration of performance or equipment specification. BC makes no warranty or guarantee that any particular modification will meet the needs of the customer. The Customer shall rely on its own judgment and expertise in determining whether a particular modification is appropriate for the aircraft and the mission.

Although each of the individual items offered in the catalog may have their own airworthiness approval, the installation of multiple modifications could result in a requirement for additional evaluation to ensure airworthiness of the modified aircraft. BC reserves the right to modify, supersede, cancel or declare obsolete any item, configuration, or specification within this catalog without prior notice.
MARKETING MODEL MATRIX

To provide additional insight into the different FAA certified Beechcraft models and associated Beechcraft Market Models the Matrix below is provided.

<table>
<thead>
<tr>
<th>King Air Marketing Model</th>
<th>FAA Model</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>C90GT</td>
<td>C90GT</td>
<td>Ref TCDS 3A20 (Added PT6A-135A engines)</td>
</tr>
<tr>
<td>C90GTi</td>
<td>C90GTi</td>
<td>Ref TCDS 3A20 (Added Collins ProLine 21)</td>
</tr>
<tr>
<td>C90GTx</td>
<td>C90GTi</td>
<td>FAA Model C90GTi with winglets.</td>
</tr>
<tr>
<td>B200</td>
<td>B200</td>
<td>Ref TCDS A24CE</td>
</tr>
<tr>
<td>B200C</td>
<td>B200C</td>
<td>Ref TCDS A24CE</td>
</tr>
<tr>
<td>B200GT</td>
<td>B200GT</td>
<td>Ref TCDS A24CE (Added PT6A-52 engines)</td>
</tr>
<tr>
<td>B200CGT</td>
<td>B200CGT</td>
<td>Ref TCDS A24CE (Added PT6A-52 engines)</td>
</tr>
<tr>
<td>250</td>
<td>B200GT</td>
<td>FAA Model B200GT with added BLR Ultimate Performance Package (UPP)</td>
</tr>
<tr>
<td>250C</td>
<td>B200CGT</td>
<td>FAA Model B200CGT with added BLR Ultimate Performance Package (UPP)</td>
</tr>
<tr>
<td>350</td>
<td>B300</td>
<td>FAA Model B300 has always been marketed as a Super King Air 350</td>
</tr>
<tr>
<td>350i</td>
<td>B300</td>
<td>FAA Model B300 with upgraded interior and cabin management system.</td>
</tr>
<tr>
<td>350C</td>
<td>B300C</td>
<td>FAA Model B300C has always been marketed as a Super King Air 350C</td>
</tr>
<tr>
<td>350ER</td>
<td>B300</td>
<td>FAA Model B300 with Extended Range (ER) fuel tanks, upgraded landing gear, and increased MZFW and MTOW.</td>
</tr>
<tr>
<td>350CER</td>
<td>B300C</td>
<td>FAA Model B300C with Extended Range (ER) fuel tanks, upgraded landing gear, and increased MZFW and MTOW.</td>
</tr>
<tr>
<td>350HW</td>
<td>B300</td>
<td>FAA Model B300 with upgraded landing gear, and increased MZFW and MTOW. This upgrade is similar to the 350ER, without the ER tanks.</td>
</tr>
<tr>
<td>350CHW</td>
<td>B300C</td>
<td>FAA Model B300C with upgraded landing gear, and increased MZFW and MTOW. This upgrade is similar to the 350CER, without the ER tanks.</td>
</tr>
</tbody>
</table>

GENERAL MODIFICATIONS AND SERVICES

Aircraft Specific Electrical Load Analysis

Aircraft: B300(350), B200, B200GT, C90GTi, G58, G36

Description: An aircraft specific Electrical Load Analysis Report (ELA) can be developed to assist non-OEM 3rd parties with post-delivery aircraft modification and certification. An ELA lists the electrical equipment and the associated electrical loads on the sources of electrical power as installed on the airplane prior to delivery unless otherwise noted. It shows that generator capacity is sufficient to supply the electrical load during day or night operations under hot or cold day conditions while maintaining a full charge on the aircraft batteries. This report also calculates the length of time each battery is able to supply power to essential equipment during battery-only emergency conditions.
Installation of Engine Trend Monitor System

Aircraft: B300 (350), B300C(350C), B200, B200C

Owner – Pratt & Whitney Engine Services, Inc.  
ITAR Controlled – No  
FAA Certified – Yes - STC SA00295BO  
EASA Certified – Yes - STC 10039150

Description: A digital Aircraft Data Acquisition System that collects critical flight parameters directly from an ARINC 429 data bus or analog sensors. Monitors and auto-records critical flight parameters on single or dual engines.

Exceedance Event Recording: The ADASd can monitor critical engine parameters and record instances where they have exceeded preset values (exceedances).

Engine Trend Monitoring: The ADASd can gather and store engine data samples for trend analysis.

Cockpit Indication: The ADASd can be configured to warn the pilot of a prior exceedance on start-up or shut-down, and provide system self-test indication.

The ADASd enables the operator to control, quantify, and manage engine maintenance operations and reduce direct operating costs.

The ADASd has been developed specifically to collect critical flight parameters directly from an ARINC 429 data bus. Data that would normally take hours to tabulate and process, is automatically recorded for ground-based analysis using P&WC’s WebECTM© software.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Trend Monitoring System</td>
<td>&lt;1A @ 28VDC</td>
<td>5lb</td>
</tr>
<tr>
<td>B200, B200C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B300(350), and B300C(350C)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*Only applicable on Proline 21 Avionics</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Installation of Flight Data Recorder (FDR)

Aircraft: B300(350), B300C(350C), B200, B200C, B200GT, B200CGT

Owner – Hawker Beechcraft Services
ITAR Controlled – No
FAA Certified – Yes - STC SA10478SC
EASA Certified – Yes - STC EASA.IM.A.S.02217

Description: This STC installs the L3 – Communications FA2300 Modular Airborne Data Recording Acquisition system (MADRAS). The flight data recorder has a minimum recording time of 25 hours. The recorder uses data from the aircraft avionic data bus as well as from discrete sensors. Both a basic configuration and an extended (additional parameters) configuration are available.

Two configurations are available
- Basic; 32 parameter
- Extended; 88 parameter.

Note: The installation of the 88 parameter DFDR does not currently meet the FAA or ICAO requirements for FAR Part 135 10 or more operation.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flight Data Recorder System B200, B200C, B200GT, B200CGT, B300(350), B300C(350C)</td>
<td>1.6A</td>
<td>22.9lb</td>
</tr>
<tr>
<td>* Only applicable to Proline 21 Avionics</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**TCN-500 TACAN Installation Kit (130-3052)**

**Aircraft: B300(350), B300C(350C)**

KIT NO. 130-3052  
Owner – BC  
ITAR Controlled – Yes  
FAA Certified – Yes  
EASA Certified – No

**Description:** This kit installs the TCN-500 TACAN system. The TCN-500 TACAN provides distance, ground speed, time-to-station, station identifier, and TACAN bearing information. Navigation information is provided for display on both the pilot and copilot PFD/MFD displays via Nav Source Selection. TACAN audio selection is available on both pilot and copilot audio panels. A dedicated TACAN control is mounted in the cockpit pedestal. The AN/ARN-153(V) supports four modes of operation: receive mode; transmit receive mode; air-to-air receive mode; and air-to-air transmit-receive mode. The TACAN transceiver, located in the forward avionics compartment, is interfaced with both PFDs, top and bottom mounted antennas, and the audio control panels. The TACAN system receives power through a 5-ampere circuit breaker.

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit Dash #</th>
</tr>
</thead>
<tbody>
<tr>
<td>TCN-500 TACAN</td>
<td>2.7A @ 28VDC</td>
<td>37lb</td>
<td>130-3052 - 0001</td>
</tr>
<tr>
<td>B300(350)/B300C(350C): FL-538, FL-544 &amp; After FM-15 &amp; After</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>* Only applicable to Proline 21 Avionics</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**PT6A-67A Engine Installation (Kit 130-9022)**

**Aircraft:** B300(350), B300C(350C)

- **KIT NO.** 130-9022
- **Owner – BC**
- **ITAR Controlled – No**
- **FAA Certified – Yes**
- **EASA Certified – Yes - STC 10040288**
- **Canada Transport Agency-Yes**

**Description:** This kit installs PT6A-67A Pratt & Whitney engines in place of PT6A-60A engines. At higher field elevations and hotter temperatures the -67A engine provides increased thrust over the -60A engine. This allows the aircraft increased take off and climb performance from airports with high field elevations or airports with very high temperatures or a combination of both.

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>PT6A-67A Engine Installation For 15,000lb Aircraft Model B300(350)/B300C(350C) Collins Pro-line 21 <em>with</em> Keith Products Air Conditioning: FL-493, FL-500 &amp; AFTER FM-14 &amp; AFTER</td>
<td></td>
<td></td>
<td>130-9022-0003</td>
</tr>
<tr>
<td>PT6A-67A Engine Installation For 16,500lb Aircraft Model B300(350)/B300C(350C) Collins Pro-line 21 <em>with</em> Keith Products Air Conditioning: FL-493, FL-500 &amp; After FM-14 &amp; After</td>
<td></td>
<td></td>
<td>130-9022-0049</td>
</tr>
</tbody>
</table>
Engine Wash Rings (Kit 130-9003)

Aircraft: B300(350), B300C(350C)

KIT NO. 130-9003
Owner – BC
ITAR Controlled – No
FAA Certified – Yes
EASA Certified – Yes

Description: This kit provides information and parts required to add engine wash rings to the Model 350 PT6A-60A engines. The wash rings provide an easy method to clean the engine to help prevent corrosion due to a salty or other adverse environment.

Effective on:

<table>
<thead>
<tr>
<th>Models/Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Wash Rings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B300(350)/B300C(350C): Engine Wash Rings</td>
<td>6lb</td>
<td>130-9003-1</td>
<td></td>
</tr>
<tr>
<td>FL-1 to FL499 except FL-427 and FL-493</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FM-1 to FM-13</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOTE: -3 Kit is S/A -1 except less the compressor spray ring tube assemblies and the bulkhead tee tube to be purchased separately by kit installer.</td>
<td>5lb</td>
<td>130-9003-3</td>
<td></td>
</tr>
<tr>
<td>Engine Wash Rings</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B300(350)/B300C(350C): Engine Wash Rings</td>
<td>6lb</td>
<td>130-9003-5</td>
<td></td>
</tr>
<tr>
<td>FL-427, FL-493, FL-500 &amp; After</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FM-14 &amp; After</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NOTE: -7 Kit is S/A -5 except less the compressor spray ring tube assemblies and the bulkhead tee tube to be purchased separately by kit installer.</td>
<td>5lb</td>
<td>130-9003-7</td>
<td></td>
</tr>
<tr>
<td>NOTE: -9 Kit should be used when STC SA03698AT Isolate Instrumentation Bus is installed.</td>
<td>6lb</td>
<td>130-9003-9</td>
<td></td>
</tr>
</tbody>
</table>
Engine Wash Rings (Kit 101-9016)

Aircraft: B200

KIT NO. 101-9016
Owner – BC
ITAR Controlled – No
FAA Certified – Yes
EASA Certified – No

Description: This kit provides information and parts required to add engine wash rings to the Model 200 PT6A-42 engines. The wash rings provide an easy method to clean the engine to help prevent corrosion due to a salty or other adverse environment.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>B200: Engine Wash Rings</td>
<td>N/A</td>
<td>10.9lb</td>
<td>101-9016-3</td>
</tr>
<tr>
<td>BB-1444 &amp; After</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>BT-31 &amp; After</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**EPIC GOLD**

**Aircraft: B200, B200GT**

Owner – Raisbeck Engineering  
ITAR Controlled – No  
FAA Certified – Yes - STC SA00752SE, SA3366NM, SA3831NM, SA3591NM and SA4175NM (if high flotation gear equipped)  
EASA Certified – Yes

**Description:** These STCs install each of Raisbeck’s performance systems except propellers while utilizing the OEM Hartzell 4 bladed propellers rather than the Swept Blade Turbofan Propeller. While not capturing all of the performance and noise benefits of the EPIC PLATINUM the EPIC GOLD still results in transformative performance in all phases of flight.

**Benefits**
- FAA-Certified to operate safely into and out of over 3,000 additional airports in the US.  
- Additional FAA certification to FAR Part 25 commercial airline standards, including Balanced Field Lengths.  
- Shorter takeoff, higher climb rates and higher cruise altitudes, increased cruise speeds and range, and shorter landing distances.  
- Your ride, both as pilot and passenger, is measurably quieter, smoother and more stable.

**Performance Data**

<table>
<thead>
<tr>
<th>Effective on:</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B200/B200GT series</td>
<td>N/A</td>
<td>5lb or 29.5 if high flotation gear equipped</td>
</tr>
</tbody>
</table>
**EPIC PLATINUM WITH Swept Blade Turbofan Propellers**

**Aircraft: B200, B200GT**

Owner – Raisbeck Engineering  
ITAR Controlled – No  
FAA Certified – Yes - STC SA2698NM-S, SA3366NM, SA3831NM, SA3591NM and SA4175NM (if high flotation gear equipped)  
EASA Certified – Yes

**Description:** These STCs install all of Raisbeck’s performance systems and result in transformative performance in all phases of flight, documented in an FAA and EASA-approved AFMS.

**Benefits**
- FAA-Certified to operate safely into and out of over 3,000 additional airports in the US alone.
- Additional FAA certification to FAR Part 25 commercial airline standards, including Balanced Field Lengths.
- Shorter takeoff, higher climb rates and higher cruise altitudes, increased cruise speeds and range, and shorter landing distances.

**Performance Data**

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>200/B200/B200GT series</td>
<td>N/A</td>
<td>Typically -8lb or +16.5 if high flotation gear equipped</td>
</tr>
</tbody>
</table>
C90 Series EPIC with Swept Blade Turbofan Propellers

Aircraft: C90GTx

Owner – Raisbeck Engineering
ITAR Controlled – No
FAA Certified – Yes - STC SA3593NM and SA4010NM
EASA Certified – Yes

Description: These STCs install the Raisbeck C90 EPIC package that includes Swept Blade Turbofan Propellers, Dual Aft Body Strakes and a Gross Weight Increase to 10,500 lbs. The Raisbeck C90 EPIC gives you the performance to utilize that additional weight from your airport. Thanks to that EPIC performance increase you can use that extra capacity for additional fuel to turn that one-stop into a non-stop, extra payload, or both.

Benefits
• Increased takeoff (10,500 lbs) and landing (9,700 lbs) weight
• Improved FAA-Certified takeoff and landing field-length performance
• Greater payload/fuel/range capability from shorter runways and hot-high scenarios
• Quieter operations through reduced climb and cruise RPM
• Your ride, both as pilot and passenger, is measurably quieter, smoother and more stable.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>C90 Series including C90GTx</td>
<td>N/A</td>
<td>Typically -2.6lbs</td>
</tr>
</tbody>
</table>
Ram Air Recovery System

Aircraft: B200, B200GT, 250*

Owner – Raisbeck Engineering
ITAR Controlled – No
FAA Certified – Yes - STC SA3366NM
EASA Certified – Yes

Description: This STC installs a curved trailing edge for the ice vane door, fixed turning vane and more porous ice shedder designed to increase airflow to the engine along with improved seals around the inlet plenum and bypass door. *Standard equipment on the 250 production line.

Benefits
• Significantly increase climb and cruise performance in both normal and anti-ice operating modes
• 18° cooler engine operating ITT at equal torque
• 8% increased available horsepower at altitude gives you a faster airplane
• Measurable decrease in fuel flow at equal engine torque, resulting in increased range
• Reduced torque loss with ice vanes deployed
• Protects against FOD....deployable for all ground, takeoff and landing operations

Technology
• Developed and tested in conjunction with Pratt & Whitney of Canada, Ltd
• FAA-Certified for ice-vane deployment on the ground and in the air
• Utilizes coanda-effect aerodynamics for efficient airflow vectoring
• Full inlet plenum sealing through unique full-body diaphragms

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>200/B200/B200GT/250 series</td>
<td>N/A</td>
<td>5lb</td>
</tr>
</tbody>
</table>
Enhanced Performance Leading Edges

Aircraft: B200, B200GT, 250

Owner – Raisbeck Engineering
ITAR Controlled – No
FAA Certified – Yes - STC SA3831NM
EASA Certified – Yes

Description: This STC installs aerodynamically improved inboard leading edges and leading edge to nacelle fairings.

Benefits
• Cruise speeds and range are increased
• Stall speeds and characteristics are improved
• Air conditioning and cooling are more efficient
• Outboard wing fatigue life is inherently enhanced

Technology
• Drag-reducing advanced-technology airfoil
• All-composite construction for strength and weight-savings
• Recessed flush-mounted de-icing boots for minimum drag
• Fully-developed and optimized intercooler inlet for maximum efficiency

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>200/B200/B200GT/250 series</td>
<td>N/A</td>
<td>No change</td>
</tr>
</tbody>
</table>
Swept Blade Turbofan Propellers

Aircraft: B200, B200GT, C90GTx

Owner – Raisbeck Engineering
ITAR Controlled – No
FAA Certified – Yes - STC SA2698NM-S (200 series) and SA3593NM (C90 Series)
EASA Certified – Yes

Description: This STC installs two Swept Blade Turbofan Propellers that offer improved thrust in all phases of flight while lowering noise, particularly in cruise.

Benefits

• Swept-wing technology enables larger (96") diameter for more thrust without increasing noise or vibration
• Quiet and virtually vibrationless operation from takeoff to touchdown
• Certified around the world to meet the most stringent regulations and noise requirements
• Inherently improved performance in all phases of flight
• Made of affordable aluminum
• Trouble-free operation between 6-year, 4,000 hour overhauls

Technology

• Unique combination of aerodynamic technology and computer-aided manufacture
• Lightweight aluminum hubs and blades
• Oversized hydraulic power piston for lock-in propeller synchrophasing
• Grease-lubricated hubs to preclude oil leaks
• Manufactured by Hartzell Propeller, Inc.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>200/B200/B200GT series</td>
<td>No change</td>
<td>-13lb vs. Hartzell aluminum 4 bladed</td>
</tr>
<tr>
<td>C90 Series including C90GTx</td>
<td>No change</td>
<td>-2.61b vs. Hartzell aluminum 4 bladed</td>
</tr>
</tbody>
</table>
Dual Aft Body Strakes

Aircraft: B300(B350), B200, B200GT, 250, C90GTx

Owner – Raisbeck Engineering
ITAR Controlled – No
FAA Certified – Yes - STC SA5151NM (350 Series), SA3591NM (200 Series), SA4010NM (C90 Series)
EASA Certified – Yes

Description: This STC installs Dual Aft Body Strakes replacing the standard single ventral fin. Reduces yaw and drag. Standard equipment on the 350 series production line.

Benefits
• Increased stability improving passenger ride quality
• Pilot control and handling qualities are enhanced
• Air Minimum Control Speed is inherently reduced
• Decreased drag results in increased climb and cruise performance
• Directional stability is increased, eliminating (200) or raising (300, 350) the yaw-damper-inoperative altitude restriction

Technology
• Classic Beech ventral fin is removed
• The shedding wing/body vortices are captured under the aft fuselage, pressurizing and reducing aft-body drag
• Resulting Coanda-effect attaches the aft-body airflow
• Equivalent vertical tail area is increased

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>350 series</td>
<td>N/A</td>
<td>No change</td>
</tr>
<tr>
<td>200/B200/B200GT/250 series, C90 series including C90GTx</td>
<td>N/A</td>
<td>No change</td>
</tr>
</tbody>
</table>
**High Flotation Gear Doors**

**Aircraft: B300(350/350ER)**

Owner – Raisbeck Engineering  
ITAR Controlled – No  
FAA Certified – Yes - STC SA4175NM  
EASA Certified – Yes  

![Image of B300(350/350ER) with high flotation gear doors]

**Description:** This STC installs fully enclosed main landing gear doors, aerodynamically encasing the OEM High Float Gear option.

**Benefits**
• Wheel wells, tires, and brakes are kept clean and dry

**Technology**
• Fully encloses the protruding high-flotation gear, wheels, and tires  
• Constructed of lightweight composites for maximum strength and minimum weight

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>350/350ER series equipped with high flotation main landing gear</td>
<td>N/A</td>
<td>24.5lb</td>
</tr>
</tbody>
</table>
High Flotation Gear Doors
Aircraft: B200, B200GT, 250

Owner – Raisbeck Engineering
ITAR Controlled – No
FAA Certified – Yes - STC SA4175NM
EASA Certified – Yes

Description: This STC installs fully enclosed main landing gear doors, aerodynamically encasing the OEM High Float Gear option.

Benefits
• Climb and cruise performance of standard-gear King Airs is restored
• Your cruise speed is increased 8 to 12 knots depending on altitude
• Wheel wells, tires, and brakes are kept clean, warm, and dry
• 350ER loiter time is increased up to 33 minutes.

Technology
• Fully encloses the protruding high-flotation gear, wheels, and tires
• Aerodynamically area-ruled to maximize drag reduction
• Constructed of lightweight composites for maximum strength and minimum weight

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>200/B200/B200GT/250 series equipped with high flotation main landing gear</td>
<td>N/A</td>
<td>24.5lb</td>
</tr>
</tbody>
</table>
Crown Wing Locker System

Aircraft: B300(B350), B200, B200GT, 250, C90GTx

Owner – Raisbeck Engineering
ITAR Controlled – No
FAA Certified – Yes - STC SA5152NM (350 Series), SA3857NM (200 series) and SA2939NM (C90 Series)
EASA Certified – Yes

Description: This STC installs overwing storage lockers and lower flap fairings adding storage with no performance penalty.

Benefits
• FAA-certified to carry 600 pounds total cargo in 16 cubic feet of luggage space
• Returns your cabin to your passengers while accommodating skis, snowboards, camping and hunting equipment as well as golf bags and luggage
• And ... they are factory-installed on all new King Air 350s

Technology
• Lightweight composite construction allows for infinite-life structural certification
• Aerodynamically area-ruled to minimize drag
• Fully self-contained for a clean and dry locker interior
• Removable in minutes for any airplane maintenance or inspections

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>350 series 200/B200/B200GT/250 series</td>
<td>N/A</td>
<td>109lb</td>
</tr>
<tr>
<td>C90 Series including C90GTx</td>
<td>N/A</td>
<td>111lb</td>
</tr>
</tbody>
</table>
**PT6A-60A Engine Compressor Wash Drain (CWD) Installation**

**Aircraft: B300(350), B300C(350C)**

- Owner – Hawker Pacific
- ITAR Controlled – No
- FAA Certified – Yes (8110-3 Major Alteration)
- EASA Certified – No
- CASA (Australia) – Yes (STC)

**Description:** This modification installs an Engine Compressor Wash Drain system to provide an efficient method of draining fluids from the engine casing without requiring removal of the forward cowls, reducing maintenance time, and manpower, required to perform engine compressor/turbine washing and rinsing.

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Compressor Wash Drain B300 &amp; B300C</td>
<td>N/A</td>
<td>Less than 1.0 lb</td>
</tr>
</tbody>
</table>
PT6A-42 Engine Compressor Wash Drain (CWD) Installation

Aircraft: B200, B200C

Owner – Hawker Pacific  
ITAR Controlled – No  
FAA Certified – Yes (8110-3 Major Alteration)  
EASA Certified – No  
CASA (Australia) – Yes (STC)

Description:  This modification installs an Engine Compressor Wash Drain system to provide an efficient method of draining fluids from the engine casing without requiring removal of the forward cowl, reducing maintenance time, and manpower, required to perform engine compressor/turbine washing and rinsing.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Compressor Wash Drain B200 &amp; B200C</td>
<td>N/A</td>
<td>Less than 1.0 lb</td>
</tr>
</tbody>
</table>
**Wing Locker Warning (WLW) Installation (Compatible with Raisbeck Wing Lockers)**

**Aircraft:** B300(350), B300C(350C), B200, B200C, B200GT

Owner – Hawker Pacific  
KIT NO. HP4421-21  
ITAR Controlled – No  
FAA Certified – No  
EASA Certified – No  
CASA (Australia) – Yes (STC)

**Description:** The Wing Locker Warning System provides an immediate warning in the event of an unlocked condition on either of the nacelle wing locker (reference STC SA3857NM or STC SA5152NM) latches. Should any of the latches be unsecured, a WING LOCKER annunciator in the warning annunciator panel will illuminate to alert the pilot of this condition. In addition, the MASTER WARNING flashers, located in the glareshield (one in front of the pilot and one in front of the co-pilot), will flash until manually cancelled.

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300(350)/B300C(350C), B200/B200C, B200GT:</td>
<td>40mA @ 24VDC Max</td>
<td>+4.5 lb</td>
</tr>
</tbody>
</table>
Wing Locker Lighting (WLL) Installation (Compatible with Raisbeck Wing Lockers)

Aircraft: B300(350), B300C(350C), B200, B200C, B200GT

Owner – Hawker Pacific
Kit #: HP4421-49
ITAR Controlled – No
FAA Certified – No
EASA Certified – No
CASA (Australia) – Yes (STC)

Description: The Wing Locker Lighting System provides illumination to the interior of the nacelle wing lockers to improve visibility while loading and securing items in the wing lockers in low light conditions. The system is activated when the locker is opened. An on/off switch is also provided inside each locker to turn the light off for when the locker is open for extended periods such as during maintenance or in daylight, to prevent unnecessary drain on the aircraft’s battery.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300(350)/B300C(350C), B200/B200C, B200GT:</td>
<td>200mA @ 24VDC on ground, 0A @ 24VDC in flight</td>
<td>+4.5 lb</td>
</tr>
</tbody>
</table>
Gravel Runway Kit & Supplement (Kit 130-4008 and Supplement 130-590031-111)

Aircraft: B300(350), B300C(350C)

KIT NO. 130-4008
Owner – BC
ITAR Controlled – No
FAA Certified – Yes
EASA Certified – Yes - with Supplement 130-590031-111
EASA Certified – Yes - with Supplement 130-590031-469

Description: This kit provides parts & information to install gravel guards on the inboard flap, belly anti-collision light and belly antennas.

The performance supplement for gravel runway is 130-590031-111 for 15,000lb 350 and 350C aircraft with no other performance impacting changes. Performance supplement 130-590031-469 is for 16,5000lb 350ER and 350CER aircraft with no other performance impacting changes.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gravel Runway Kit &amp; Supplement For 15,000lb B300(350)/B300C(350C): Gravel Runway Kit FL-1 &amp; After FM-1 &amp; After</td>
<td>N/A</td>
<td>8lb</td>
<td>130-4008-1</td>
</tr>
<tr>
<td>Gravel Runway Kit &amp; Supplement For 16,500lb B300(350)/B300C(350C): Gravel Runway Kit FL-1 &amp; After FM-1 &amp; After</td>
<td>N/A</td>
<td>8lb</td>
<td>130-4008-3</td>
</tr>
</tbody>
</table>
**Grass Runway Supplement (130-590031-109)**

**Aircraft:** B300(350), B300C(350C)

SUPPLEMENT NO 130-590031-109  
Owner – BC  
ITAR Controlled – No  
FAA Certified – Yes  
EASA Certified – Yes

**Description:** This supplement provides performance information for takeoff and landing from grass runways.

**Effective on:** Model B300(350)/B300C(350C), FL-1 & After and FM-1 & After.

**Note:** The grass runway supplement is only for 15,000lb 350 and 350C aircraft with no other performance impacting changes.

**Dirt Runway Supplement (130-590031-101)**

**Aircraft:** B300(350), B300C(350C)

SUPPLEMENT NO 130-590031-101  
Owner – BC  
ITAR Controlled – No  
FAA Certified – Yes  
EASA Certified – Yes

**Description:** This supplement provides performance information for takeoff and landing from dirt runways.

**Effective on:** Model B300(350)/B300C(350C), FL-1 & After and FM-1 & After.

**Note:** The dirt runway supplement is only for 15,000lb 350 and 350C aircraft with no other performance impacting changes.
Wet & Contaminated Supplement (130-590031-153)

Aircraft: B300(350), B300C(350C)

SUPPLEMENT NO. 130-590031-153
Owner – BC
ITAR Controlled – No
FAA Certified – Yes
EASA Certified – Yes

Description: This supplement provides performance information for takeoff and landing from wet & contaminated runways.

Effective on: Model B300(350)/B300C(350C), FL-1 & After and FM-1 & After.

Note: The wet & contaminated runway supplement is only for 15,000lb 350 and 350C aircraft with no other performance impacting changes.
Special Mission Rudder Installation (Kit 130-6003)

Aircraft: B300(350), B300C(350C)

KIT NO. 130-6003  
Owner – BC  
ITAR Controlled – No  
FAA Certified – Yes  
EASA Certified – No

Description: This kit removes the standard rudder and replaces it with a Special Mission Rudder. The Special Mission Rudder has different trim tab gearing and a larger trailing edge bulge for more positive control surface self-centering. The Special Mission rudder is standard on the 350ER/350CER.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Mission Rudder Installation</td>
<td>N/A</td>
<td>+3.7 lbs</td>
<td>130-6003-0001</td>
</tr>
<tr>
<td>B300(350)/B300C(350C) FL-1 &amp; After</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FM-1 &amp; After</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Special Mission Dual Aft Strakes (Kit 130-4404)

Aircraft: B300(350), B300C(350C)

KIT NO. 130-4404  
Owner – BC  
ITAR Controlled – No  
FAA Certified – Yes  
EASA Certified – Yes - STC 10032478

Description: This kit installs stand-alone dual aft Special Mission ventral strakes by removing the Raisbeck dual aft ventral strakes installed by STC SA5151NM. These dual aft strakes are identical to the strakes installed as part of the 130-4015 Belly Radome kits. The purpose of this installation is to provide additional aircraft directional stability should this be required for special mission applications on the King Air B300(350)/B300C(350C). The AFMS for kit 130-4404-0001 is 130-590031-379 while the AFMS for kit 130-4404-0003 is 130-590031-381.

Effective on:

<table>
<thead>
<tr>
<th>Models/Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Special Mission Dual Aft Strakes B300(350)/B300C(350C) FL-1 &amp; After and FM-1 &amp; After (with ER tanks)</td>
<td>N/A</td>
<td>+26 lbs</td>
<td>130-4404-0001</td>
</tr>
<tr>
<td>Special Mission Dual Aft Strakes B300(350)/B300C(350C) FL-1 &amp; After and FM-1 &amp; After (without ER tanks)</td>
<td>N/A</td>
<td>+26 lbs</td>
<td>130-4404-0003</td>
</tr>
</tbody>
</table>
Installation of Baggage Door

Aircraft: C90, B200, B300

STC Owner – Avcon Division of Butler National Corporation
ITAR Controlled – No
FAA Certified – Yes - STC SA00415WI
EASA Certified – Yes - STC 100636439

Description: This STC installs a baggage door in the aft fuselage. The baggage door is 13 inches wide by 38 inches tall and retains the standard airstair door.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Installation of Baggage Door C90, B200, B300(350)</td>
<td></td>
<td>34 lbs</td>
</tr>
</tbody>
</table>
Cabin Digital Audio System (DACS)

Aircraft: B300(350), B300C(350C)

Owner – Hawker Beechcraft Services
ITAR Controlled – No
FAA Certified – Yes - STC SA11049SC-D
EASA Certified – No

Description: This STC provides a four (4) place Intercommunications system (ICS) that has the capacity to transmit and receive and is connected to the HF radio, the VHF-1, the VHF-2 and with the Pilot and Co-Pilot Audio Panels. Two other channels are available for future uses (V/UHF and SATCOM).

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabin Digital Audio Control System (DACS) B300(350)/B300C(350C) FL-493, FL-500 and After FM-14 and After</td>
<td>2.4A @ 28V DC</td>
<td>19.16lbs</td>
</tr>
</tbody>
</table>
16,500 lb Maximum Take Off Weight (MTOW) Non-ER (Kit 130-4030)

Aircraft: B300(350), B300C(350C)

KIT NO. 130-4030
Owner – BC
ITAR Controlled – No
FAA Certified – Yes - STC SA00882CH
EASA Certified – No

Description: This kit installs a special mission rudder, heavy weight landing gear and avionics modifications to increase the GTOW of a King Air 350 from 15,000 lbs to 16,500 lbs without Extended Range (ER) fuel tanks installed. This kit requires the aircraft to have a Beechcraft approved Proline 21 avionics installation.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit Dash #</th>
</tr>
</thead>
<tbody>
<tr>
<td>16,500lb MTOW Model B300(350)/B300C(350C) FL-584 thru FL-724 and FM-25 thru FM-41</td>
<td>N/A</td>
<td>~ +95 lbs</td>
<td>130-4030-0001</td>
</tr>
<tr>
<td>16,500lb MTOW Model B300(350)/B300C(350C) FL-725 &amp; after and FM-42 &amp; after</td>
<td>N/A</td>
<td>~ +95 lbs</td>
<td>130-4030-0003</td>
</tr>
</tbody>
</table>
Nose Ballast Kit (Kit 130-4036-0003)

Aircraft: B300(350), B300C(350C)

Kit No. 130-4036-0003
Owner – BC
ITAR Controlled – No
FAA Certified – Yes
EASA Certified – Yes

Description: This Kit provides the parts and information required to add up to 190lb of ballast in the nose of the aircraft to allow adjustment of the aircraft CG.

- Possible configurations are as follows:

<table>
<thead>
<tr>
<th>NO OF WEIGHTS</th>
<th>WEIGHT (LBS)</th>
<th>FS (IN)</th>
<th>MOMENT (IN-LB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>13.9</td>
<td>69.8</td>
<td>970</td>
</tr>
<tr>
<td>1</td>
<td>39.2</td>
<td>64.6</td>
<td>2532</td>
</tr>
<tr>
<td>2</td>
<td>64.5</td>
<td>64.3</td>
<td>4147</td>
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<tr>
<td>3</td>
<td>89.8</td>
<td>64.8</td>
<td>5,819</td>
</tr>
<tr>
<td>4</td>
<td>115.1</td>
<td>65.5</td>
<td>7,539</td>
</tr>
<tr>
<td>5</td>
<td>140.3</td>
<td>66.3</td>
<td>9,302</td>
</tr>
<tr>
<td>6</td>
<td>165.6</td>
<td>67.2</td>
<td>11,128</td>
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<tr>
<td>7</td>
<td>190.9</td>
<td>68.1</td>
<td>13,060</td>
</tr>
</tbody>
</table>

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nose Ballast Kit B300(350)/B300C(350C): FL-751 &amp; After FM-50 &amp; After</td>
<td>N/A</td>
<td>See table above</td>
</tr>
</tbody>
</table>
400 AMP Generator Installation

Aircraft: B300(350), B300C(350C)

KIT NO. 130-3062
Owner – Hawker Beechcraft Services
ITAR Controlled – Yes
FAA Certified - Yes
EASA Certified – No

This kit provides parts and information to upgrade the standard aircraft 300 amp rated starter-generator system on a PT6A-60A equipped King Air 350 with 400 amps. The 400 amp starter-generators and GCU’s are fully integrated into the existing 3-bus electrical power distribution system. The kit includes a 200 amp mission buss from each generator. The mission busses are controlled by a mission power switch located in the cockpit pedestal. The mission buss is automatically load shed in the event of a generator failure.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>400 AMP Generator Install B300(350)/B300C(350C) FL-500 &amp; AFTER FM-14 AND AFTER</td>
<td>+190A</td>
<td>+42lbs</td>
<td>130-3062-0001</td>
</tr>
</tbody>
</table>

Note: Kit is NOT applicable to new interior (350i) aircraft.
Note: Kit is NOT compatible with -67A Engines.
Extended Pedestal Installation Kit

Aircraft: B300(350), B300C(350C)

KIT NO. 130-5200
Owner – BC
ITAR Controlled – No
FAA Certified – Yes
EASA Certified – No

Description: This kit provides information and parts to install cockpit extended pedestal for Beech model B300 and B300C.

Note: This kit restricts opening of solid forward partition stowages.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extended Pedestal Install</td>
<td>NA</td>
<td>3 lbs</td>
</tr>
<tr>
<td>B300(350) and B300C(350C) FL-329, FL-383 and after FM-12 and after</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Pulselite Control System (3060S – KT4138)

Aircraft: B300(350), B300C(350C) B200, B200C, B200GT, B200CGT

Owner – Precise Flight, Inc.
ITAR Controlled – No
FAA Certified – Yes - STC SA4005NM
EASA Certified – No

Description: This STC installs a Lighting Controller which pulses landing, taxi and recognition lights. Also includes a TCAS interface to assist in RA and TA information.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B200/B200C, B200GT/B200CGT and B300/B300C (350/350C)</td>
<td>11-29 VDC (Control Power)</td>
<td>Approximately 1.0 lbs. (0.45 kg)</td>
</tr>
</tbody>
</table>
Aircraft Survivability Equipment (ASE) Structural Provisions

Aircraft: B300(350), B300C(350C)

KIT NO. 130-3031 & KIT NO. 130-3041
Owner – BC
ITAR Controlled – Yes
FAA Certified – Yes
EASA Certified – No

Description: These kits install structural provisions for AN/AAR-47 missile warning sensors and flush mounted AN/ALE-47 counter measures dispensers. No Line replaceable units (LRU’s), wire harnesses, switches, power supplies or sensors, are included with these kits. Kit 130-3031-0003 provides structure and aerodynamic fairings for (2) forward sensors and (2) aft sensors. Kit 130-3041-0003 provides structure for (2) aft fuselage flush mounted dispensers.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aircraft Survivability Equipment Sensors B300(350)/B300C(350C) FL-600 &amp; after, FM-27 &amp; after</td>
<td>N/A</td>
<td>+11 lbs</td>
<td>130-3031-0003</td>
</tr>
<tr>
<td>Aircraft Survivability Equipment Dispensers B300C(350C) ONLY FM-1 &amp; after</td>
<td>N/A</td>
<td>+64 lbs</td>
<td>130-3041-0003</td>
</tr>
<tr>
<td>Aircraft Survivability Equipment Dispensers (round loads) B300(350) FL-1 &amp; after</td>
<td>N/A</td>
<td>+55 lbs</td>
<td>130-3059-0001</td>
</tr>
<tr>
<td>Aircraft Survivability Equipment Dispensers (square loads) B300(350) FL-1 &amp; after</td>
<td>N/A</td>
<td>+60 lbs</td>
<td>130-3059-0003</td>
</tr>
</tbody>
</table>
Weather Research Application – CAPS and HAWKEYE

Aircraft: C90GTi

Owner – Beechcraft Berlin Aviation GmbH
ITAR Controlled – No
FAA Certified – No
EASA Certified – Yes - STC 10042830

Description:
This STC modifies a King Air C90GTi to a weather research mission aircraft. The A/C is equipped on both wing tips with hard points to carry various sensor probes. A weather research probe, named ‘Hawkeye’, from SPEC Inc. (Boulder, CO) is installed on the right wing tip. A 19”-rack is installed in the baggage compartment with standard quick change fittings into seat tracks to carry the Hawkeye measuring and control systems. On the L/H wing tip a CAPS-Probe (Cloud Aerosol and Precipitation Spectrometer) developed by Droplet Measurement Technologies (Boulder, CO) is mounted. One passenger seat is superseded by an operator console to control CAPS measuring equipment. An Ethernet socket is integrated into the cup holder to provide a remote control via laptop for all systems. This configuration is approved for flights into known icing conditions.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>C90 GTi Weather Research Equipment (Hawkeye and CAPS) All SN’s</td>
<td>28 VDC, total load to all mission systems ~ 120 AMPS</td>
<td>Probes ~ 35 kg (77 lbs) Operator console ~ 50 kg (110 lbs) Hawkeye rack ~ 17 kg (38 lbs)</td>
</tr>
</tbody>
</table>
Cloud Research and Seeding System

Aircraft: B200

Owner – Beechcraft Berlin Aviation GmbH
ITAR Controlled – No
FAA Certified – No
EASA Certified – STC 10014250

Description:
This STC modifies a King Air B200 to a cloud research aircraft with seeding system. The wing tips are equipped with hard points to carry special cloud research probes manufactured by Droplet Measurements Technologies (Boulder, CO). Each wing has a flare rack support to release condensation nucleis into the clouds. Operator and equipment racks are installed inside cabin.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B200 Flare racks and weather probe on each wing, operator console inside cabin All SN’s</td>
<td>28 VDC, total load to systems ~ 55 AMPS</td>
<td>Probes &gt; 35 kg (77 lbs) Flare Racks (incl. 12 flares) ~ 25 kg (55 lbs) Operator Console ~ 50 kg (110 lbs)</td>
</tr>
</tbody>
</table>
Weather Research and LIDAR Application

Aircraft: C90GTi

Owner – Beechcraft Berlin Aviation GmbH
ITAR Controlled – No
FAA Certified – No
EASA Certified – STC 10042830

Description: This STC modifies a King Air C90GTi with a light detection and ranging system (LIDAR) for 3D geo-referencing application together with a weather research sensor probe to an airborne laboratory for atmospheric environmental research aircraft. The aircraft is equipped on both wing tips with hard points to carry various systems, so that different configurations are possible. Here, the LIDAR from RIEGL (Horn, Austria) on the L/H wing tip is shown. This multi-purpose pod consists of Laser Scanner, Camera, Data Recorder, Inertial Measurement Unit (IMU) and Computer Controlled Navigation System (CCNS4). The entire system combines aircraft guidance, mission planning and direct geo-referencing. A quick change interconnection panel for an easy system change is provided inside the pylon feet on the wing tip.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>C90GTi LIDAR and Weather Research Equipment (LIDAR and Hawkeye) All SN’s</td>
<td>28 VDC, total load to all mission systems ~ 120 AMPS,</td>
<td>LIDAR-POD ~ 62 kg (137 lbs) Operator console ~ 50 kg (110 lbs) Hawkeye Probe ~ 35kg (77 lbs)</td>
</tr>
</tbody>
</table>
Skytrac

Aircraft: B300(350), B300C (350C), B200, B200C

Owner – SkyTrac Systems
ITAR Controlled – No
FAA Certified – Yes - STC SA02363NY
EASA Certified – Yes - STC 10031804

Description: This STC installs the ISAT-100, ISAT-200R or ISAT-200A Flight Following/Satcom System, comprised of the CDP-300, DVI-300, antenna and all associated wiring.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B200, B200C</td>
<td>28VDC, 1A (1.5A Transmitting)</td>
<td>6.5lbs</td>
</tr>
<tr>
<td>B300, B300C</td>
<td>28VDC, 1A (1.5A Transmitting)</td>
<td>6.5lbs</td>
</tr>
</tbody>
</table>
AvFab 2-Place Attendant Divan Seat Installation

Aircraft: B300 (350), B300C (350C), B200GT, B200GTC, C90GTi

Owner – Aviation Fabricators
ITAR Controlled – No
FAA Certified – Yes - STC SA4157SW
EASA Certified – Yes - STC 10032903

Description: This STC installs a 2-place Attendant Divan Seat on the existing seat rails opposite a stretcher. Seat can be one-place, two-place or three-place. Optional under seat stowage drawers is available. Requires sidewall armrest and tables to be removed to facilitate installation; on the B300/B300C this also requires removal of the two center pyramid cabinets if the three-place seat is installed.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>C90GTi, B200GT/B200CGT and B300/B300C (350/350C)</td>
<td>N/A</td>
<td>35lbs*&lt;br&gt;*Optional Drawers 5lbs. ea.</td>
</tr>
</tbody>
</table>

*Optional Drawers
AvFab 4-Place Stretcher-Divan Installation

Aircraft: B300(350), B300C (350C), B200GT, B200GTC, C90GTi

Owner – Aviation Fabricators
ITAR Controlled – No
FAA Certified – Yes - STC SA2630CE (C90), SA2633CE (B200 and B300)
EASA Certified – No

Description:
This installs a 4-Place Stretcher-Divan on the existing seat rails. Quickly and easily converts between Pax and Patient configurations. You can carry passengers on one leg of a flight and then convert it for an ambulatory person on the next leg. FAA approved for occupancy in either configuration during all phases of operation. Requires sidewall armrest and tables to be removed to facilitate installation; on the B300/B300C this also requires removal of the two center pyramid cabinets.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 place Stretcher-Divan Installation (C90Gti, B200GT/B200CGT and B300/B300C (350/350C)</td>
<td>N/A</td>
<td>42 lbs*</td>
</tr>
<tr>
<td></td>
<td></td>
<td>*does not include upholstery</td>
</tr>
</tbody>
</table>
AvFab 2-Place Lateral Tracking Attendant Divan Installation

Aircraft: B300(350), B300C (350C), B200GT, B200GTC, C90GTi

Owner – Aviation Fabricators
ITAR Controlled – No
FAA Certified – Yes - STC SA4157SW
EASA Certified – Yes - 1003203

Description:
This installs a 2-place Lateral Tracking Attendant Divan on the existing seat rails. Allows seated passenger attendants 3 inches of lateral mobility for improved patient access, without having to unbuckle the restraint system. Optional under seat stowage drawers is available. Requires sidewall armrest and tables to be removed to facilitate installation.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-Place Lateral Tracking Attendant Divan Installation (C90GTi, B200GT/B200CGT and B300/B300C (350/350C))</td>
<td>N/A</td>
<td>65lbs*</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Optional Drawers 5lbs. ea.</td>
</tr>
</tbody>
</table>
AvFab King Air 200 Series Aft Toilet Installation

Aircraft: B200, B200C, B200GT, B200GTC

Owner – Aviation Fabricators
ITAR Controlled – No
FAA Certified – Yes - STC SA02468LA
EASA Certified – Pending

Description: This STC installs an Aft Toilet in King Air 200 series aircraft. It is also eligible as a passenger seat for occupancy during all phases of aircraft operation. STC includes oxygen, air and light for the toilet seat.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B200/B200C and B200GT/B200GTC</td>
<td>24-28 VDC, 4.0 – 6.0 Amps</td>
<td>36 lbs</td>
</tr>
</tbody>
</table>
AERIAL SURVEY MODIFICATIONS AND SERVICES

Provisions for Installation of Tandem cameras

Aircraft: B300(350), B300C(350C) B200, B200C, B200GT, B200CGT

Owner – Avcon Division of Butler National Corporation
ITAR Controlled – No
FAA Certified – Yes - STC SA2429CE
EASA Certified – Yes

Description: This STC installs structural provisions for single camera or dual cameras in the fuselage cabin area of the aircraft. The provisions support both film or digital mapping cameras (medium and large format), as well as LiDAR and Hyperspectral systems. A drift (navigation) site can also be installed as part of this installation but is not necessarily required. Installation includes doors to mitigate foreign object debris (FOD) damage to the installed sensor during takeoff, landing and taxi operations. Install of the forward camera well provisions on the B300/B300C requires relocation of selected aircraft environmental control system components that are installed in a cabinet either just aft of the co-pilot chair or in aft right hand baggage area.

The STC also supports the install of a retractable EO/IR turret in either camera well with an associated pressure dome in the cabin.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dual Camera installation B200, B200C, B200GT, B200CGT, B300/(350), B300C(350C)</td>
<td>28Vdc 50A to 150A based on customer requirements</td>
<td>Each well +61.5 lbs. Oversized forward +86.5lbs</td>
</tr>
</tbody>
</table>
Provisions for Installation of Baggage Scanner

Aircraft: B300, 200, 200CT, 200T, B200, B200C, B200CT

Owner – Avcon Division/Butler National Corporation
ITAR Controlled – N/A
FAA Certified – Yes - STC SA2428CE
EASA Certified – N/A

Description: This STC installs structural provisions for selected medium format cameras or scanners on the right hand side of the King Air baggage compartment. Provisions can include a pressure dome if required.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>200, 200CT, 200T, B200, B200C, B200CT, B300</td>
<td>28V DC</td>
<td>Baggage Scanner 32 lbs Optical Glass +2 lbs</td>
</tr>
</tbody>
</table>
Installation Provisions for a Magnetometer

Aircraft: B300(350) B200

Owner – Avcon Division of Butler National Corporation
ITAR Controlled – No
FAA Certified – Yes - STC SA2464CE (B300(350)), SA2430CE (B200/B200C)
EASA Certified – No

Description: This STC installs provisions for a magnetometer boom on the aft fuselage area.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Magnetometer B200 and B300(350)</td>
<td>N/A</td>
<td>102.5 lbs</td>
</tr>
</tbody>
</table>
Installation of Camera Window with Sliding Door and Drift Sight

Aircraft: C90, C90GT, and C90GTi

Owner – Avcon Division of Butler National Corporation
ITAR Controlled - No
FAA Certified – Yes - STC SA1726CE
EASA Certified – No

Description: This STC installs structural provisions for a single camera window in the mid-cabin area of the C90. Camera window supports medium and large format film or digital mapping cameras, scanners and Lidar sensors. Provisions include a sliding door to mitigate foreign object debris (FOD) damage to the sensor lens during takeoff, landing and taxi operations. An optional drift (navigation) sight is also available. A retractable EO/IR turret with pressure dome can also be installed.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Camera Window C90, C90GT, and C90GTi</td>
<td>28Vdc 50A to 150A based on customer requirements</td>
<td>61.5 lbs</td>
</tr>
</tbody>
</table>
## AIR AMBULANCE MODIFICATIONS AND SERVICES

### LifePort Stretcher, Patient Loading, and Support System

**Aircraft:** B300(350), B300C(350C), B200

- **Owner –** LifePort, Inc
- **ITAR Controlled –** No
- **FAA Certified –** Yes - STC SA00273WI
- **EASA Certified –** Yes - STC 10015551

**Description:** This STC installs a complete air ambulance system including stretcher, patient loading system and life support systems. **One or Two AeroSled® TS PLUS Patient Handling Systems are installed with the following medical components in each system:**

- One or two 3500-liter oxygen bottle system with free-flowing gas outlet (provides approximately 3.8 hours of oxygen at 15 LPM)
- One 1000-Watt, 115 VAC, 50 Hz, 8.2 amp output or 1000W, 230 VAC
- One Vacuum System, 28 VDC, rated at 559 mm of Mercury with gas outlet
- One compressed air system
- One Remote Oxygen Fill Port
- Other equipment is available as options under this STC

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Ambulance B200, B300(350), B300C(350C)</td>
<td>28VDC, 160 amp aircraft load. 115vac 50 hz 8.2 amp output (per PLUS unit) 230 VAC approved</td>
<td>Single Sled Max w/o cargo =292lbs Max w cargo = 574lbs</td>
</tr>
</tbody>
</table>
LifePort Stretcher, Patient Loading, and Support System

Aircraft: B200GT, 250

Owner – LifePort, Inc
ITAR Controlled – No
FAA Certified – Yes - STC SA02235LA
EASA Certified – No

Photo of B300 install for pictorial purposes only.

Description: This STC installs a complete air ambulance system including stretcher, patient loading system and life support systems. One or Two AeroSled® TS PLUS Patient Handling Systems are installed with the following medical components in each system:

- One or two 3500-liter oxygen bottle system with free-flowing gas outlet (provides approximately 3.8 hours of oxygen at 15 LPM)
- One 1000-Watt, 115 VAC, 50 Hz, 8.2 amp output or 1000w, 230 VAC
- One Vacuum System, 28 VDC, rated at 559 mm of Mercury with gas outlet
- One compressed air system
- One Remote Oxygen Fill Port
- Other equipment is available as options under this STC

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Ambulance System B200GT and 250</td>
<td>28VDC, 160 amp aircraft load. 115vac 50 Hz 8.2 amp output (per PLUS unit) 230 VAC approved</td>
<td>Single Sled Max w/o cargo =258lbs Max w cargo = 540lbs (incubator, TD, cargo)</td>
</tr>
</tbody>
</table>
Spectrum Aeromed Air Ambulance Conversion

Aircraft: B300(350), B300C(350C), B200, B200C, C90GTi

Owner – Snaky Creek Enterprises, LLC (Spectrum Aeromed)
ITAR Controlled – No
FAA Certified – Yes - STC SA01213CH
EASA Certified – Yes STC 10036411
STC 10016412
STC 10016413

Description: This STC installs single or dual Spectrum Aeromed air ambulance system including the stretcher and life support systems. System can consist of one or two medical sleds. Optional Medwall can be provided and installed as part of the stretcher installation.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Ambulance C90GTi, B200, B200C B300(350) and B300C(350C)</td>
<td>28 VDC</td>
<td>200 to 400 lbs Weight dependent on medical equipment required</td>
</tr>
<tr>
<td>Also applicable to numerous Legacy King Air models</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Spectrum Aeromed Air Ambulance Conversion**

**Aircraft:** B300(350), B300C(350C), B200, B200C,

Owner – Snaky Creek Enterprises, LLC (Spectrum Aeromed)
ITAR Controlled – No
FAA Certified – Yes - STC SA00882CH
EASA Certified – Yes - STC 10016349

**Description:** This STC installs a single or dual Spectrum Aeromed air ambulance system including the stretcher and life support systems. Dedicated overhead panels can be installed for patient support.

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Ambulance B200, B200C, B300(350), B300C(350C)</td>
<td>28 VDC</td>
<td>450 lb</td>
</tr>
</tbody>
</table>
AvFab Stretcher Installation

Aircraft: B300(350), B300C(350C), B200, B200C,

Owner – Aviation Fabricators
ITAR Controlled – No
FAA Certified – Yes - STC SA2671CE
EASA Certified – Yes

Description: This installation installs a stretcher on the seat rails. Generally requires that the cabin sidewall armrests and tables be removed. A version is available that allows retention of standard cabin sidewalls and tables. Aft cabin partition with sliding doors must be removed to facilitate the loading and unloading the stretcher with patient onboard.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stretcher Installation</td>
<td>N/A</td>
<td>45 lbs</td>
</tr>
<tr>
<td>B200/B200C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B300(350)/B300C(350C)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
FLIGHT INSPECTION MODIFICATIONS AND SERVICES

Flight Inspection Installation

Aircraft: B300(350)

Owner – Aerodata
ITAR Controlled – No
FAA Certified – No
EASA Certified – Yes - STC 10036103

Description: This installs the Aerodata AeroFIS flight inspection system in a Model 350 aircraft. The aircraft needs to be equipped with the Collins Proline 21 system.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flight Inspection System</td>
<td>510 W</td>
<td>AFIS in cabin</td>
</tr>
<tr>
<td>B300(350)</td>
<td>(nom.)</td>
<td>typical 280 lb</td>
</tr>
</tbody>
</table>
Flight Inspection Installation

Aircraft: B300(350)

Owner – Aerodata AG  
ITAR Controlled – Yes  
FAA Certified – No  
EASA Certified – Yes - STC 10039634

Description:

The modification consists of the installation of Aerodata's flight inspection system system AeroFIS® into Hawker Beechcraft B300 (Super King Air 350i) aircraft equipped with a full set of flight inspection antennas. Besides the established radio navigation systems the AD-AFIS-270 provides also the capability to inspect advanced ADS-B and RNAV procedures. The future installation of equipment for the inspection of GBAS procedures is provided.

Pilots are supported by a Cockpit Information Display (CID) which displays the flight inspection profile and the way to intercept this profile.

Besides the integration of the fully automatic flight inspection system AeroFIS® an advanced autopilot interface is integrated, which increases flight accuracy and measurement accuracy, minimizes the cockpit work load and provides better dynamic steering for following perfectly the selected flight inspection track.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300(350)</td>
<td>1232 W (nom.)</td>
<td>AFIS in cabin typical 673 lb</td>
</tr>
</tbody>
</table>
Flight Inspection Installation

Aircraft: B300(350)

Owner – Aerodata AG
ITAR Controlled – No
FAA Certified – No
EASA Certified – Yes - STC 10036103

Description:

The modification consists of the installation of Aerodata's flight inspection system system AeroFIS® into Hawker Beechcraft B300 (Super King Air 350) aircraft equipped with a full set of flight inspection antennas. Besides the established radio navigation systems the AD-AFIS-112 provides also the capability to inspect advanced ADS-B and RNAV procedures. The future installation of equipment for the inspection of GBAS procedures is provided.

Pilots are supported by a Cockpit Information Display (CID) which displays the flight inspection profile and the way to intercept this profile.

Besides the integration of the fully automatic flight inspection system AeroFIS® an advanced autopilot interface is integrated, which increases flight accuracy and measurement accuracy, minimizes the cockpit work load and provides better dynamic steering for following perfectly the selected flight inspection track.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300 (350)</td>
<td>510 W (nom.)</td>
<td>AFIS in cabin typical 280 lb</td>
</tr>
</tbody>
</table>
Flight Inspection Installation

Aircraft: B300(350)

Owner – Aerodata AG
ITAR Controlled – Yes
FAA Certified – No
EASA Certified – Yes - STC10027987

Description:
The modification consists of the installation of Aerodata's flight inspection system system AeroFIS® into Hawker Beechcraft B300 (Super King Air 350) aircraft equipped with a full set of flight inspection antennas. The AD-AFIS-260 system architecture comprises: FIS receivers and sensors, AFIS computer system, position determining reference system, FIS peripheral equipment, test equipment and equipment for the calibration of the FIS receivers, as well as providing the capability to inspect advanced ADS-B and RNAV procedures. The future installation of equipment for the inspection of GBAS procedures is provided.

Pilots are supported by a Cockpit Information Display (CID) which displays the flight inspection profile and the way to intercept this profile.

Besides the integration of the fully automatic flight inspection system AeroFIS® an advanced autopilot interface will be integrated, which increases flight accuracy and measurement accuracy, minimizes the cockpit work load and provides better dynamic steering for following perfectly the selected flight inspection track.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300 (350)</td>
<td>775 W (nom.)</td>
<td>AFIS in cabin typical 520 lb</td>
</tr>
</tbody>
</table>
**Flight Inspection Installation**

**Aircraft: B300(350)**

Owner – Aerodata AG  
ITAR Controlled – Yes  
FAA Certified – No  
EASA Certified – Yes - STC 10014515 (A.S. 02591)

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**Description:**

The modification consists of the installation of Aerodata's flight inspection system system AeroFIS® into Hawker Beechcraft B300 (Super King Air 350) aircraft equipped with a full set of flight inspection antennas. Besides the established radio navigation systems the AD-AFIS-220 provides also the capability to inspect advanced ADS-B and RNAV procedures. The future installation of equipment for the inspection of GBAS procedures is provided.

Pilots are supported by a Cockpit Information Display (CID) which displays the flight inspection profile and the way to intercept this profile.

Besides the integration of the fully automatic flight inspection system AeroFIS® an advanced autopilot interface will be integrated, which increases flight accuracy and measurement accuracy, minimizes the cockpit work load and provides better dynamic steering for following perfectly the selected flight inspection track.

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description/ Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300 (350)</td>
<td>2640 W (nom.)</td>
<td>AFIS in cabin typical 636 lb</td>
</tr>
</tbody>
</table>
**Flight Inspection Installation**

**Aircraft: B300(350)**

Owner – Aerodata AG  
ITAR Controlled – Yes  
FAA Certified – No  
EASA Certified – Yes - STC 10027409

**Description:**

The modification consists of the installation of Aerodata's flight inspection system system AeroFIS® into Hawker Beechcraft B300 (Super King Air 350) aircraft equipped with a full set of flight inspection antennas. Besides the established radio navigation systems the AD-AFIS-150 provides also the capability to inspect advanced ADS-B and RNAV procedures. The future installation of equipment for the inspection of GBAS procedures is provided.

Pilots are supported by a Cockpit Information Display (CID) which displays the flight inspection profile and the way to intercept this profile.

Besides the integration of the fully automatic flight inspection system AeroFIS® an advanced autopilot interface will be integrated, which increases flight accuracy and measurement accuracy, minimizes the cockpit work load and provides better dynamic steering for following perfectly the selected flight inspection track.

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300 (350)</td>
<td>1008 W (nom.)</td>
<td>AFIS in cabin typical 573 lb</td>
</tr>
</tbody>
</table>
Flight Inspection Installation

Aircraft: B300(350)

Owner – Aerodata AG
ITAR Controlled – No
FAA Certified – No
EASA Certified – Yes - STC 10014930

Description:
The modification consists of the installation of Aerodata's flight inspection system AeroFIS® into Beech King Air B300Hawker Beechcraft B300 aircraft equipped with a full set of flight inspection antennas. Besides the established radio navigation systems the AD-AFIS-230 provides also the capability to inspect advanced ADS-B and RNAV procedures. The future installation of equipment for the inspection of GBAS procedures is provided.

Pilots are supported by a Cockpit Information Display (CID) which displays the flight inspection profile and the way to intercept this profile.

Besides the integration of the fully automatic flight inspection system AeroFIS® an advanced autopilot interface will be integrated, which increases flight accuracy and measurement accuracy, minimizes the cockpit work load and provides better dynamic steering for following perfectly the selected flight inspection track.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300 (350)</td>
<td>1217 W (nom.)</td>
<td>AFIS in cabin typical 555 lb</td>
</tr>
</tbody>
</table>
**Flight Inspection Installation**

**Aircraft: B300(350)**

Owner – Aerodata AG  
ITAR Controlled – No  
FAA Certified – No  
EASA Certified – Yes - STC 10013930

**Description:**

The modification consists of the installation of Aerodata's flight inspection system AeroFIS® into Hawker Beechcraft B300 (Super King Air 350) aircraft equipped with a full set of flight inspection antennas. Besides the established radio navigation systems the AD-AFIS-112 provides also the capability to inspect advanced ADS-B and RNAV procedures. The future installation of equipment for the inspection of GBAS procedures is provided.

Pilots are supported by a Cockpit Information Display (CID) which displays the flight inspection profile and the way to intercept this profile.

Besides the integration of the fully automatic flight inspection system AeroFIS® an advanced autopilot interface will be integrated, which increases flight accuracy and measurement accuracy, minimizes the cockpit work load and provides better dynamic steering for following perfectly the selected flight inspection track.

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300 (350)</td>
<td>514 W (nom.)</td>
<td>AFIS in cabin typical 315 lb</td>
</tr>
</tbody>
</table>
**Flight Inspection Installation**

**Aircraft: B300(350)**

- Owner – Aerodata AG
- ITAR Controlled – No
- FAA Certified – No
- EASA Certified – Yes - STC 10015270

**Description:**

The modification consists of the installation of Aerodata's flight inspection system AeroFIS® into Hawker Beechcraft B300 (Super King Air 350) aircraft equipped with a full set of flight inspection antennas. Besides the established radio navigation systems the AD-AFIS-111 provides also the capability to inspect advanced ADS-B and RNAV procedures. The future installation of equipment for the inspection of GBAS procedures is provided.

Pilots are supported by a Cockpit Information Display (CID) which displays the flight inspection profile and the way to intercept this profile.

Besides the integration of the fully automatic flight inspection system AeroFIS® an advanced autopilot interface will be integrated, which increases flight accuracy and measurement accuracy, minimizes the cockpit work load and provides better dynamic steering for following perfectly the selected flight inspection track.

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300 (350)</td>
<td>523W (nom.)</td>
<td>AFIS in cabin typical 271 lb</td>
</tr>
</tbody>
</table>
Flight Inspection Installation

Aircraft: B300(350)

Owner – Aerodata AG
ITAR Controlled – Yes
FAA Certified – No
EASA Certified – Yes - STC 10040364

Description:
The modification consists of the installation of Aerodata's flight inspection system system AeroFIS® into Hawker Beechcraft B300 (Super King Air 350iER) aircraft equipped with a full set of flight inspection antennas. Besides the established radio navigation systems the AD-AFIS-280 provides also the capability to inspect advanced ADS-B and RNAV procedures. The future installation of equipment for the inspection of GBAS procedures is provided.

Pilots are supported by a Cockpit Information Display (CID) which displays the flight inspection profile and the way to intercept this profile.

Besides the integration of the fully automatic flight inspection system AeroFIS® an advanced autopilot interface will be integrated, which increases flight accuracy and measurement accuracy, minimizes the cockpit work load and provides better dynamic steering for following perfectly the selected flight inspection track.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300(350)</td>
<td>561 W (nom.)</td>
<td>AFIS in cabin typical 514 lb</td>
</tr>
</tbody>
</table>
**Flight Inspection Installation**

**Aircraft: B200**

Owner – Aerodata  
ITAR Controlled – No  
FAA Certified – No  
EASA Certified – Yes - STC 10015136

**Description:**

The modification consists of the installation of Aerodata's flight inspection system AeroFIS® into Hawker Beechcraft B200 and B200GT. The modification consists of the installation of Aerodata's flight inspection system AeroFIS® into Hawker Beechcraft B200 and B200GT aircraft equipped with a full set of flight inspection antennas. Besides the established radio navigation systems the AD-AFIS-120 provides also the capability to inspect advanced ADS-B and RNAV procedures. The future installation of equipment for the inspection of GBAS procedures is provided.

Pilots are supported by a Cockpit Information Display (CID) which displays the flight inspection profile and the way to intercept this profile.

Besides the integration of the fully automatic flight inspection system AeroFIS® an advanced autopilot interface will be integrated, which increases flight accuracy and measurement accuracy, minimizes the cockpit work load and provides better dynamic steering for following perfectly the selected flight inspection track.

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B200</td>
<td>906 W (nom.)</td>
<td>AFIS in cabin typical 445 lb</td>
</tr>
</tbody>
</table>
Flight Inspection System - UNIFIS 3000

Aircraft: B300(350)

Owner – Beechcraft Berlin Aviation GmbH
ITAR Controlled – No
FAA Certified – No
EASA Certified – Yes - STC 10043630

Description:
Kingair B300 is modified for flight inspection purposes with an UNIFIS 3000 System from Norwegian Special Mission. The installation consists of 14 antennas, a Flight Inspection Operator Console (FIOC), Flight Inspection Data Analysis Rack (FIDAR), Laser Altimeter, Camera, Inertial Reference System (IRS) and Course Direction Indicator (CDI), to meet the defined tasks. Principal system details and connections are shown in the block diagram. Seat Rail Adapter (SRA) and Interconnection Panel for quick release and easy maintenance of the system are provided.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B300 series Flight inspection system All SN’s</td>
<td>28 VDC; total load to the systems ~ 100 AMPS</td>
<td>FIOC ~ 120 kg (265 lbs) FIDAR ~ 80 kg (176 lbs) SRA ~ 8.3 kg (18 lbs) plus Antennas, cables and other small items</td>
</tr>
</tbody>
</table>
SURVEILLANCE MODIFICATIONS AND SERVICES

Radome and EO/IR Fairing (Kit 130-4015)

Aircraft: B300(350), B300C(350C)

KIT NO. 130-4015
Owner – BC
ITAR Controlled – No
FAA Certified – Yes
EASA Certified – Yes

Description: BC kit 130-4015 provides an aerodynamic belly radome that covers the installed radar and its associated electronics as well as an aerodynamic fairing that encompasses the EO/IR system to mitigate parasitic drag. The two (2) piece belly mounted radome is provided in X- or Ku-Band. The EO/IR fairing is attached to the aft portion of the radome on the lower fuselage of the aircraft. In order to facilitate this installation, the following modifications are included with the 130-4015 kit:

- Dual Ventral Fin Replacement
- Relocated Antennas
- Relocated and Additional Anti-collision Light
- Relocated Radio Altimeters
- Avionics Strapping (Required for non-ER aircraft)
- Manual Supplements
- Some Configurations include Special Mission Rudder Installation.

See Effectivity on next page.
<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
</table>
| Radome and EO/IR Fairing  
For 16,500lb Aircraft  
B300(350)/B300C(350C); X-Band Radome  
FL-597 & After  
FM-35 & After |  | 130-4015-0001 |
| Radome and EO/IR Fairing  
For 15,000lb Aircraft  
B300(350)/B300C(350C); X-Band Radome  
FM-37 & After |  | 130-4015-0003 |
| Radome and EO/IR Fairing  
For 15,000lb Aircraft  
B300(350)/B300C(350C); X-Band Radome *  
FL-715 & After  
FM-37 & After |  | 130-4015-0029 |
| Radome and EO/IR Fairing  
For 15,000lb Aircraft  
B300(350)/B300C(350C); X-Band Radome  
FL-597 Thru 714  
FM-35 & 36 | 3.2A @ 28VDC  
125lb | 130-4015-0031 |
| Radome and EO/IR Fairing  
For 15,000lb Aircraft  
B300(350)/B300C(350C); X-Band Radome *  
FL-597 Thru 714  
FM-35 & 36 |  | 130-4015-0033 |
| Radome and EO/IR Fairing  
For 16,500lb Aircraft  
B300(350)/B300C(350C); Ku-Band Radome  
FL-597 & After  
FM-35 & After |  | 130-4015-0035 |
| Radome and EO/IR Fairing  
For 15,000lb Aircraft  
B300(350)/B300C(350C); Ku-Band Radome  
FL-715 & After  
FM-37 & After |  | 130-4015-0037 |
| Radome and EO/IR Fairing  
For 15,000lb Aircraft  
B300(350)/B300C(350C); Ku-Band Radome *  
FL-715 & After  
FM-37 & After |  | 130-4015-0039 |
| Radome and EO/IR Fairing  
For 15,000lb Aircraft  
B300(350)/B300C(350C); Ku-Band Radome  
FL-597 Thru 714  
FM-35 & 36 |  | 130-4015-0041 |
| Radome and EO/IR Fairing  
For 15,000lb Aircraft  
B300(350)/B300C(350C); Ku-Band Radome *  
FL-597 Thru 714  
FM-35 & 36 |  | 130-4015-0043 |

* - Includes Special Mission Rudder with this Kit (Others require SM rudder already be installed)
**Radar Pressure Box (Kit 130-4038)**

**Aircraft: B300(350), B300C(350C)**

KIT NO. 130-4038  
Owner – BC  
ITAR Controlled – No  
FAA Certified – Yes  
EASA Certified – Yes

**Description:** This kit installs a pressure box to allow a radar antenna gimbal to be recessed into the pressure vessel. The 130-4038 Pressure Box Kit can only be installed on aircraft that will be outfitted with the 130-4015 Radome and EO/IR Fairing Kit. The pressure box has unobstructed dimensions of 12.7” forward to aft, 12.3” left to right, and 7.7” deep, giving a minimum usable volume of 1214 cubic inches.

**Effective on:**

<table>
<thead>
<tr>
<th>Models</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radar Pressure Box Install</td>
<td>N/A</td>
<td>30.5lb</td>
<td>130-4028-0001</td>
</tr>
<tr>
<td>B300(350)/B300C(350C) FL-667 &amp; After</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FM-35 &amp; After</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**EO/IR Lift (Kit 130-4023)**

**Aircraft:** B300(350), B300C(350C)

- KIT NO. 130-4023
- Owner – BC
- ITAR Controlled – No
- FAA Certified – Yes - STC SA02331LA
- EASA Certified – Yes - STC 10036742
  (For -0027 Configuration Only)

**Description:** This kit installs a lift for an Electro-Optical Infrared (EO/IR) camera system in the belly mounted radome. The kit also modifies the center cockpit pedestal to install the EO/IR lift control panel. This control panel allows the pilot to lift and lower the EO/IR Lift / Turret (when installed) and also gives an indication of the lifts position via indicator lights. Logic is added to the landing gear handle position system so that when the contact is broken (moving the landing gear handle to the DN position) the lift system, if down, will stow automatically. Wiring provisions are located in the cabin to allow installation of an EO/IR lift control panel in an operators console if the desires. This system will accommodate a sensor up to 18” in diameter and weighing up to 135 lbs.

**Effective on:**

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>EO/IR Lift</td>
<td>11.8A @ 28VDC MAX</td>
<td>73lb</td>
<td>130-4023-0027</td>
</tr>
<tr>
<td>B300(350)/B300C(350C) FL-667, 680, 682, 683 &amp; After</td>
<td>(Must be used with the -0001)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** This kit must be used concurrently with 130-4015 Radome and EO/IR Fairing Kit.
Bubble Window (Kit 130-4026)

**Aircraft: B300(350)**

KIT NO. 130-4026  
Owner – BC  
ITAR Controlled – No  
FAA Certified – Yes  
EASA Certified – Yes - STC 10032478

**Description:** Two bubble windows, approximately 17” wide, 22” high and extending out from the fuselage are installed in the aft cabin compartment, one on each side. These windows facilitate low altitude visual observation and use of a hand-held camera during surveillance / search and rescue operations. The windows are independently defogged with heated air. The windows are comprised of laminated stretched acrylic.

**Effective on:**  
*B300(350) All kits applicable FL-384 & After*

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windows, Observer Seats, L-Shaped Baggage Web, L-Shaped Privacy Curtain, and Dual Ventral Fins *</td>
<td>+69lb</td>
<td>130-4026-0001</td>
<td></td>
</tr>
<tr>
<td>Windows, Observer Seats and Dual Ventral Fins  (Note: -0003 kit must be used concurrently with 130-4024 Drop Hatch Kit) *</td>
<td>+78lb</td>
<td>130-4026-0003</td>
<td></td>
</tr>
<tr>
<td>Windows and Dual Ventral Fins *</td>
<td>+74lb</td>
<td>130-4026-0005</td>
<td></td>
</tr>
<tr>
<td>Windows, Observer Seats, L-Shaped Baggage Web, L-Shaped Privacy Curtain, and Dual Ventral Fins with Special Mission Rudder</td>
<td>N/A</td>
<td>130-4026-0069</td>
<td></td>
</tr>
<tr>
<td>Windows, Observer Seats and Dual Ventral Fins with Special Mission Rudder  (Note: -0071 kit must be used concurrently with 130-4024 Drop Hatch Kit)</td>
<td>+82lb</td>
<td>130-4026-0071</td>
<td></td>
</tr>
<tr>
<td>Windows and Dual Ventral Fins with Special Mission rudder</td>
<td>+78lb</td>
<td>130-4026-0073</td>
<td></td>
</tr>
<tr>
<td>Windows, Observer Seats  (Note: -0075 kit must be used concurrently with 130-4024 Drop Hatch Kit and Dual Ventral Fins) *</td>
<td>+52lb</td>
<td>130-4026-0075</td>
<td></td>
</tr>
<tr>
<td>Windows, Observer Seats  (Note: -0077 kit must be used concurrently with 130-4024 Drop Hatch Kit and Dual Ventral Fins)</td>
<td>+52lb</td>
<td>130-4026-0077</td>
<td></td>
</tr>
</tbody>
</table>

Table continued on next page.
<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windows, L-Shaped Baggage Web, and L-Shaped Privacy Curtain *</td>
<td></td>
<td>+39lb</td>
<td>130-4026-0081</td>
</tr>
<tr>
<td><em>(Note: -0081 kit must be used concurrently with Dual Ventral Fins)</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windows*</td>
<td></td>
<td>+48lb</td>
<td>130-4026-0083</td>
</tr>
<tr>
<td><em>(Note: -0083 kit must be used concurrently with Dual Ventral Fins)</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windows, L-Shaped Baggage Web, and L-Shaped Privacy Curtain</td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>(Note: -0085 kit must be used concurrently with Dual Ventral Fins)</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Windows</td>
<td></td>
<td>+48lb</td>
<td>130-4026-0087</td>
</tr>
<tr>
<td><em>(Note: -0087 kit must be used concurrently with Dual Ventral Fins)</em></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* - Applicable to Heavyweight or ER Aircraft only.

**Note**: Kits are NOT applicable to cargo or new interior (350i) aircraft.

**Note**: Aircraft must be fitted with forward facing aft toilet and jump seat provisions to facilitate -0001, -0003, -0005, -0069, -0071 and -0073 configurations. For -0075 and –0077 configuration there must be provisions provided for a forward facing aft toilet.
Drop Hatch (Kit 130-4024)

Aircraft: B300(350)

KIT NO. 130-4024  
Owner – BC  
ITAR Controlled – No  
FAA Certified – Yes  
EASA Certified – Yes

Description: This kit installs a drop hatch that allows an operator to drop surveillance or rescue equipment out of. The drop hatch is located on the right side of the aircraft approx. between FS312 and FS339. The diameter of the drop hatch is approx. 20 in and has a separate hatch in the middle of the removable plug cover to drop dye markers. There is a safety restraint added for the person opening the hatch to attach themselves to when opening the drop hatch. There is an annunciator added to the center pedestal that alerts the flight crew as to when the drop hatch is opened or not latched securely.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
<th>Kit #</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drop Hatch</td>
<td>96mA @ 28VDC</td>
<td>49lb</td>
<td>130-4024-0001</td>
</tr>
<tr>
<td>B300(350) FL-680 &amp; After</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note: Kit NOT applicable to cargo or new interior (350i) aircraft.
Maritime Surveillance Aircraft

Aircraft: B200

Owner – Aerodata
ITAR Controlled – Yes
FAA Certified – No
EASA Certified – Yes - STC 10034248

Description:
The modification consists of the installation of a belly mounted radome with integrated EO/IR elevator, a drop hatch and bubble windows and the integration of Aerodata’s mission management system AeroMission into King Air B200 aircraft. AeroMission provides situational awareness for MPA missions by integrating a 360° belly mounted search radar, an EO/IR camera system, direction finding and data / voice communication equipment into one operator work station. To enhance cabin/crew communication cockpit links are provided to transfer mission flight plans, mission video streams and moving map data in the cockpit. The King Air can be operated up to an extended take-off weight of 14,000 lbs in the restricted category.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>B200</td>
<td>AeroMission typical maximum 80A</td>
<td>AeroMission in cabin typical 350lb</td>
</tr>
</tbody>
</table>
UTILITY / TRANSPORT MODIFICATIONS AND SERVICES

High Density Seating
Aircraft: B300(350), B300C(350C), B200, B200C, B200GT

- Owner – Aviation Fabricators
- ITAR Controlled – No
- FAA Certified – Yes - STC SA2774CE
- EASA Certified – Yes - 10032446

Description: This STC installs up to 8 high density seats in the B200 aircraft, and up to 13 in the 350 aircraft, not including an aft toilet or aft jump seat. A Flight Data Recorder is required to be installed with this installation on B300 aircraft.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>High Density Seating B200/B200C/B200GT B300(350) and B300C(350C)</td>
<td>N/A</td>
<td>21 - 24 lbs per seat depending on options * excluding upholstery</td>
</tr>
</tbody>
</table>
Aft Jump Seat

Aircraft: B300(350), B300C(350C), B200, B200C, B200GT

Owner – Aviation Fabricators
ITAR Controlled – No
FAA Certified – Yes - STC SA00635WI
EASA Certified – Yes - 10015339

Description: This STC installs:
This installs an Aft Jump seat (LH, RH, or Dual) and includes necessary seat(s), occupant restraint system, attachment feet, oxygen drop down system, overhead lights, and overhead vents.

Note: A Flight Data Recorder could be required depending on aircraft configuration.

Effective on:

<table>
<thead>
<tr>
<th>Models/ Description/Serial Effectivity</th>
<th>Power</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aft Jump Seat Installation B200/B200C, B200GT, B300 (350)/B300C (350C)</td>
<td>N/A</td>
<td>69 lbs for Dual* *excluding upholstery</td>
</tr>
</tbody>
</table>
# ACRONYMS AND ABBREVIATIONS

<table>
<thead>
<tr>
<th>A</th>
<th>Amperes</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFMS</td>
<td>Airplane Flight Manual Supplement</td>
</tr>
<tr>
<td>EASA</td>
<td>European Aviation Safety Agency</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
<tr>
<td>FAR</td>
<td>Federal Aviation Regulation</td>
</tr>
<tr>
<td>FDR</td>
<td>Flight Data Recorder</td>
</tr>
<tr>
<td>HBS</td>
<td>Hawker Beechcraft Services</td>
</tr>
<tr>
<td>ICS</td>
<td>Intercommunications system</td>
</tr>
<tr>
<td>ISR</td>
<td>Intelligence Surveillance and Reconnaissance</td>
</tr>
<tr>
<td>ITAR</td>
<td>International Traffic in Arms Regulations</td>
</tr>
<tr>
<td>LB</td>
<td>US Pounds, unit of weight</td>
</tr>
<tr>
<td>LPM</td>
<td>Liters Per Minute</td>
</tr>
<tr>
<td>MM</td>
<td>Millimeter, unit of length</td>
</tr>
<tr>
<td>MTOW</td>
<td>Maximum Take Off Weight</td>
</tr>
<tr>
<td>MPA</td>
<td>Maritime Patrol Aircraft</td>
</tr>
<tr>
<td>STC</td>
<td>Supplemental Type Certificate</td>
</tr>
<tr>
<td>TBD</td>
<td>To Be Determined</td>
</tr>
<tr>
<td>VAC</td>
<td>Voltage Alternating Current</td>
</tr>
<tr>
<td>VDC</td>
<td>Voltage Direct Current</td>
</tr>
</tbody>
</table>
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