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2024 PRODUCT CATALOG

KING AIR



SUPERIOR PERFORMANCE BUILT TO YOUR EXACT SPECIFICATIONS

Ready to take your flight experience to the next level? Augment your aircraft with available configuration options and modifications to meet your requirements. Create a tailor-made transformation by tapping into our OEM expertise, including assistance with design, certification and installation. Browse this catalog to find the parts needed for enhancing your aircraft and achieving mission success.

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B200 & B300 SERIES

PRODUCTS AND MODIFICATIONS

B200 / B300 SERIES

AFT TOILET INSTALLATION

WEIGHT (LBS):

36.00

FAA CERTIFIED

EASA CERTIFIED

An aftermarket left-hand side, aft toilet option includes a composite toilet, both an installation and flushing kit. The installation and flushing kits include a complete restraint system, fittings and hardware, brackets, life vest, overhead light, vent and oxygen drop down. Comprehensive Installation Instructions and Supplemental Type Certificate are included.



B200 / B300 SERIES

RAISBECK HIGH FLOAT GEAR DOOR (HFGD)

WEIGHT (LBS):

23.00

The Raisbeck fully enclosed gear door system adds main gear doors and their related actuation mechanism. The new doors fully enclose the main landing gear when retracted. This system is designed and engineered to protect the main gear from debris, reduce time to climb, increase cruise speed, reduce fuel consumption, and reduce issues resulting from frozen brakes.



B200 / B300 SERIES

KING AIR STRETCHER OPTIONS (AVFAB)

WEIGHT (LBS):

56.00

LENGTH:

72" (183 cm)

Lightweight, easy to install and remove by mounting to the seat track. Ideal for CASEVAC, disaster relief and Non-Emergency Medical Transportation (NEMT) patients when medical equipment is not required. May be utilized with or without Ferno litter when using the included mattress. All materials conform to FAA flame testing standards and include a stretcher unit and cover, Ferno model 12-1 portable aero (folding) litter, mattress with mattress cover, and restraint system. Available for Slick Interior or commercial aircraft and may be installed on the LH or RH side of the cabin.



B200 / B300 SERIES

KING AIR STRETCHER OPTIONS (LIFEPORT)

WEIGHT (LBS):

140.00

Installs a single Patient Loading Utility System (PLUS) unit on the LH or RH side of the cabin including:

- Advanced life support base unit
- 3,500 liter oxygen system with DISS outlets
- 1,000-watt inverter, 115VAC or equivalent
- Vacuum system, 28 vdc, 559 MM HG; DISS outlet
- Compressed air system, 28 vdc with DISS outlet
- Control panel with three (3) AC outlets (115-volt or 230-volt), one (1) DC outlet
- (28-volt), vacuum, and air pressure gages
- Remote fill port for oxygen
- Circuit breakers
- Seat rail adapter
- Manual loading ramp
- AeroSled TS stretcher with a pneumatically controlled backrest adjustable from 0-60° and includes a single hand release for locking and unlocking sled, a 3" foam pad, cover, and patient restraint system
- AeroSled TS arch with an IV pole

Capable of supporting tandem solutions.



B200 / B300 SERIES

KING AIR STRETCHER OPTIONS (SPECTRUM)

WEIGHT (LBS):

385.00

LENGTH:

72" (183 cm)

Used to transport patient to and from the aircraft; attaches to Module Base. Two (2) Spectrum 2200 Series will be installed, including the below equipment:

- Base contains a 1,000-watt inverter, 3,500 L oxygen bottle, dual air pumps (11 Lpm @ 50 psi each), and a vacuum pump (14 Lpm @ 14" hg) Remote fill port for oxygen
- Four (4) AC outlets (115-volt or 230-volt) and one (1) DC outlet (28-volt) circuit breaker
- Includes: Four (4) IV mounts to attach the spectrum modified IV poles and/or patient loader seat rail adapter with a 2" foam pad (operating room grade) covered with staph-check bacteriostatic, flame retardant and anti-static material. The stretcher incorporates a pneumatically assisted fully adjustable backrest, dual left and right armrests, and quick release safety belt harness.
- Tested to 600 lbs (272 kg)
- Also Included:
 - Stretcher bridge
 - IV-Pole assembly
 - 8130-Air worthiness approval tag



B200 / B300 SERIES

**ISOVAC CAPSULES PATIENT ISOLATION UNIT
(LOOSE EQUIPMENT)**

WEIGHT (LBS):
30.00

Provides a portable Patient Isolation Unit (PIU) that attaches to various module bases as loose equipment. Prevents particulate (biological and radiological) cross-contamination between the patient and the external environment. Easily deployed and fully operational within minutes.

- Expanded size (flexible) 24" x 78" x 18" (0.61m x 1.98m x 0.46m)
- Compacts down to 24" x 20" x 18" (0.61m x 0.50m)



B200 / B300 SERIES

**VOYAGER TRANSPORT INCUBATOR
(CARRY-ON EQUIPMENT)**

WEIGHT (LBS):
Varies depending on options selected.

The Voyager Incubator features large intubation chamber with various options for other equipment including pulse oximeter, oxygen analyzer, temperature probe, ventilator, and T1 Monitor.



B200 / B300 SERIES

KING AIR SEATING OPTIONS

WEIGHT (LBS):

High-Density Seating (with dual armrest with headseat): **27.00**

Single/Dual Jump Seats: **50.00** (total)

Operator Seat: **37.00**

Multi-Mission Lifeport Seat: **87.00**

Observer Seat: **36.00**

- **High-Density Seating**
Installs a lightweight, high-density, forward- or aft-facing seating solution in various floor plan configurations. Includes two (2) armrests, a headrest, lap belt, shoulder harness, life vest pouch, recline capability (fwd-facing configuration only), and cushions (upholstery not included). Features a forward-folding back, unless recline capability or aft-facing options are selected.
- **Single/Dual Aft Jump Seats**
Jump seats that fold down from the side wall of the aircraft in the aft baggage compartment. The seats fold up outboard to allow the space to be used for baggage and can be easily removed. Kit also includes complete restraint system, life vests, overhead lights, vents, and oxygen drop down. In addition, upholstery and painting will be done to match existing interior.
- **Operator Seat**
The King Air operator seats are an industry favored design that is well suited for the demanding requirements of any special mission. Maximum operator comfort is ensured from design features which include vertical seating adjustment of 5", forward or aft floor tracking controlled via conveniently located hand levers, 5-point restraint system, and stowaway arm rests.
- **Multi-Mission LifePort Seat**
The Multi-Mission Chair is certified to 9g, 16g, and 21g, TSO-C39 for both Part 23 and 25 aircraft. Features include an adjustable headrest, flip-up armrests, and the ability to recline 30°. It is also adjustable forward/aft, laterally, and rotates 360° while also offering an industry-first vertical adjustment of 2.8".
- **Observer Seat**
Installs two (2) observer seats in the aft baggage compartment which include a single LH forward-facing toilet and RH seat. The observer seat is available as a post-production modification. The LH toilet weight is 22 lbs. and the RH seat is 14 lbs.



High-Density Seating



Single/Dual Aft Jump Seats



Operator Seat



Multi-Mission Lifeport Seat



Observer Seat

KING AIR MEDICAL SEATING OPTIONS

WEIGHT (LBS):

Two-Place Side-Facing Divan: 60.00

Four-Place Stretcher/Divan System: 42.00

Attendant Seat: 44.50

- **Two-Place Side-Facing Divan**

A two-place divan provides seating for medical attendants that are located on the left-hand side of the aircraft sidewall, facing inward. The divan kit includes storage drawers, seat belts, and track fittings, with lateral tracking that allows the medical attendant to adjust seat to provide closer access to patient while remaining in the restraint system.

- **Four-Place Stretcher/Divan System**

This system installs a four-place stretcher/divan on the existing seat rails allowing for easy conversion between passenger and patient configurations. Operators can carry passengers on one leg of a flight and convert the divan for ambulatory care on the next leg. Occupancy in either configuration is FAA-approved during all phases of operation. Removal of the armrests and side tables along the sidewall of the aircraft is required for installation. For installation in the B300, removal of the two center pyramid cabinets is required.

- **Attendant Seat**

This attendant seat can be installed in multiple configurations to meet the demands of any special mission. Each seat meets the requirements of TSO C39b and 14 CFR Part 25.785 in the forward-, aft- and side-facing positions in both the full upright and 15° recline positions. Each seat is equipped with a 4-point restraint system and has 360° rotation with 7.68" fore/aft tracking and 4.68" lateral tracking.



Two-Place Side-Facing Divan



Four-Place Stretcher/Divan System



Attendant Seat

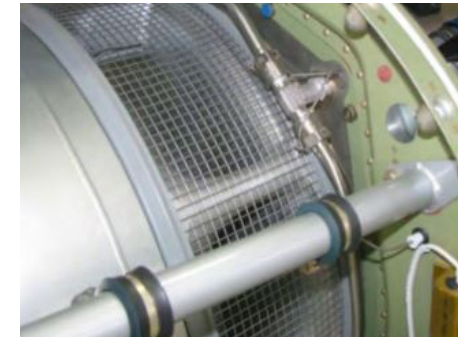
ENGINE WASH RING AND DRAIN KIT

WEIGHT (LBS):

4.60

FAA CERTIFIED

When operating in highly corrosive environments it is important to keep your engine clean. Textron Aviation will install engine wash rings and drain to ease this maintenance action. The wash rings provide an easy method to clean the engine to help prevent corrosion due to a salty or other adverse environment. 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.



PULSELITE CONTROL SYSTEM

WEIGHT (LBS):

N/A

The Pulselite System connects to the existing external landing, taxi, and recognition lights on the aircraft to help increase visibility and decrease collisions and bird strikes by alternately flashing them. Alternately pulses at 45 pulses per minute which allows for the aircraft to become more visible throughout all phases of taxiing and flight, while allowing for the bulbs to run at lower temperatures and stress levels.



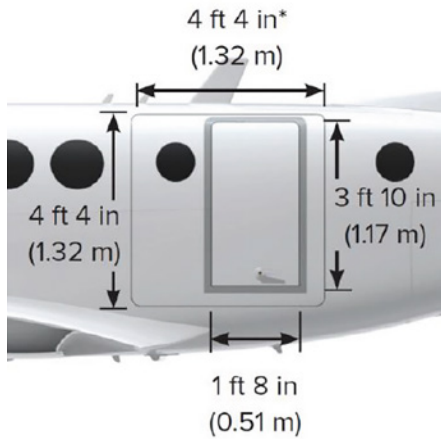
B200 / B300 SERIES
(5025) CARGO DOOR

WEIGHT (LBS):
94.30

The King Air Cargo Door is top hinged, 52" (1.32m) tall by 52" (1.24m) wide. Aircraft retains an entry airstair door incorporated into the cargo door.

- Cargo door offers 52"H (132cm) x 52"W (132cm) opening
- Passenger door within cargo door
- Adds 176 lbs / 80 kg to the basic empty weight
- Does not require heavy weight kit installation

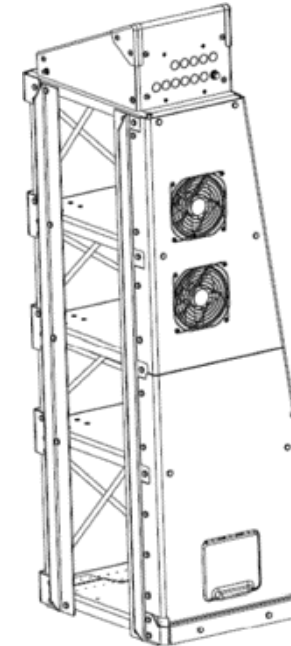
Note: Available for new aircraft orders only.



B200 / B300 SERIES
AVIONICS EQUIPMENT RACK

WEIGHT (LBS):
42.00

An equipment rack to house avionics kits or customer equipment. The rack is located immediately aft of the forward partition on the right-hand side. It has four shelves for mounting equipment and includes cooling fans for air movement and a circuit breaker panel.



B200 / B300 SERIES
ELECTRICAL LOAD ANALYSIS

WEIGHT (LBS):
N/A

An aircraft-specific Electrical Load Analysis (ELA) report can be developed to assist non-OEM third 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. The report generated by an ELA shows that the generator capacity is sufficient to supply the electrical load during day or night operations and under hot or cold day operations while maintaining 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.

DIGITAL AUDIO CONTROL SYSTEM (DACS)

WEIGHT (LBS):

4.11

DACS is a communications management system with the ability to control and distribute all audio in an aircraft, to/from all transceivers, receivers, and audio alert sources. The integrated, multi-channel intercom system and programmable user definition allow the audio system to be configured to suit customer-specific requirements. The panels are capable of isolating the mission crew from the flight crew or the mission crew from the passengers. Indicator lights will be mounted centrally in the cabin to provide visual confirmation whenever the flight crew to mission crew, or patient/passenger to mission crew intercoms are linked. The system has the capacity to transmit and receive. The system connects to VHF-1, VHF-2, Iridium SATCOM, and the Pilot/Co-Pilot audio panels. HF radio and V/ UHF channels are also available. This option provides & installs either a 2 or 4 Position Cabin Digital Audio Control System / Cockpit Audio System (DACS), with locations defined by the customer.



LCR-100N INTERNAL HYBRID NAVIGATOR

WEIGHT (LBS):

7.00

In place of the standard Attitude Heading Reference System (AHRS) on the aircraft, the aircraft will be equipped with the Northrup Grumman LITEF LCR-100N Hybrid Navigation System (HNS). The HNS is a dual reference system consisting of two Northrup Grumman Litef LCR-100N Attitude and Heading Reference Units (AHRU) and two detachable Installation Data Modules (IDM). The LCR-100N, contains a strap down altitude inertial sensor platform without moving parts. The sensor platform is made from inertial grade Fiber Optic Gyros (FOG) and accelerometers with a true heading reference for high latitude and polar region operation. The HNS supplies attitude, stabilized magnetic, free gyro, or true heading, linear acceleration data to the Flight Guidance System, Electronic Flight Instrument System, Integrated Avionics Processor System and Weather Radar System. The HNS also supplies an inertial present position to the Flight Management System for oceanic or remote navigation. The AHRUs are functionally and physically isolated from each other and replace the standard Rockwell Collins AHC-3000 and FDU-3000. The LCR-100N has an alignment mode, two flight operating modes, two sub modes for altitude and heading, and slaved and Directional Gyro (DG) mode.



WEATHER MODIFICATIONS

WEIGHT (LBS):

N/A

The Fargo Jet weather modifications through Supplemental Type Certificates allow for installation of weather research, atmospheric measurement and cloud seeding equipment. The capability outlined below is available with full operational authority and provides the option to utilize Dual Airworthiness Categories: Normal and Restricted.

- Ejectable cloud seeding flares
- Burn-in-place cloud seeding flares
- 3-Dimensional wind measurements
- Cloud condensation nuclei measurements
- Aerosol spectrometer
- Precipitation imaging
- Cloud droplet imaging
- Cloud droplet spectrometer
- Isokinetic aerosol inlet
- Icing rate meter
- Liquid water content (LWC) and total water content (TWC) measurements
- Total air temperature sensor
- Dropsonde deployment system
- Stepped frequency microwave radiometer
- G-band water vapor radiometer
- Data acquisition system
- Pan/tilt/zoom dome camera
- Structural hard points and pylons
- Aircraft power distribution system
- Cabin equipment racks
- Gps-based tracking system
- Integrating nephelometer
- Trace gas measurements NOy, NOx, O₃, SO₂, H₂O, CH₄, CO, CO₂
- Radiation detection
- Iridium satellite communication and data transfer

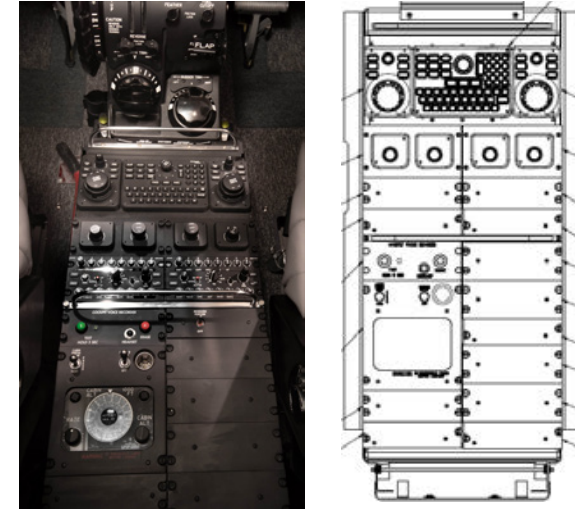


EXTENDED PEDESTAL INSTALLATION

WEIGHT (LBS):

3.00

The 24" Extended Pedestal allows for additional cockpit integration systems. Installed by the factory, the pedestal includes 12 additional "blanks" and a hard cover to ease entry and exit of the cockpit.



SKYTRAC

WEIGHT (LBS):

6.70

The SkyTrac ISAT-200A provides flight following, satellite communication, data recording, and aircraft systems monitoring, all in a single system. The ISAT-200A offers increased connectivity to various on-board systems as well as a handset interface to enable satellite voice in the cabin. It includes the installation of the Transceiver, Dual GPS/Iridium Combo Antenna, CDP-300G pedestal display, and DVI-300 dialer with toggle switch emergency.





B200 SERIES

PRODUCTS AND MODIFICATIONS

B200 SERIES

RAISBECK CROWN WING LOCKERS

WEIGHT (LBS):

109.00

FAA CERTIFIED

EASA CERTIFIED

Crown Wing Lockers give you the extra secure storage you need outside the cabin with no performance penalty. The lockers can accommodate the manual patient loader and any other long items that cannot be carried inside the cabin. Certified for 600 lbs (300 lbs per locker) in nearly 17 cu ft of stowage space.



B200 SERIES

SINGLE/DUAL/TRIPLE STANDARD CAMERA PROVISIONS

WEIGHT (LBS):

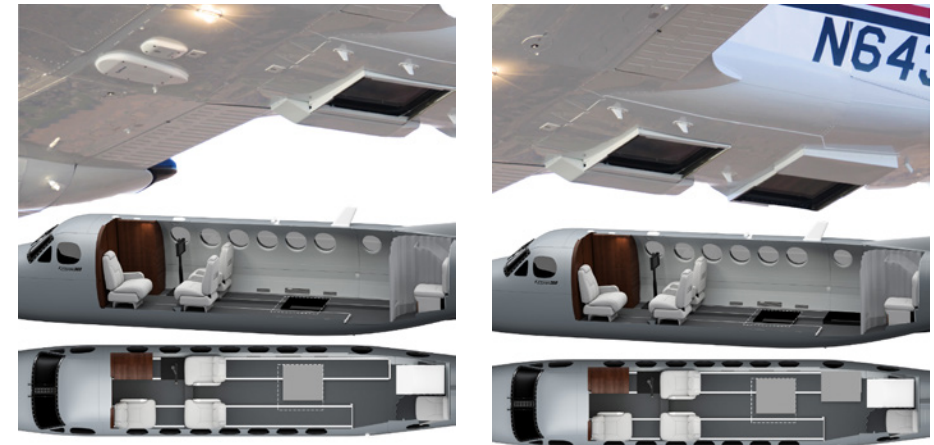
N/A

FAA CERTIFIED

EASA CERTIFIED

Includes One (1) Forward Standard Camera Port, One (1) Optional Aft Standard Camera Port, and One (1) Optional Baggage Compartment Port. All custom modifications to ECS, ICS, antennas location, and electrical provisions will be modified to accommodate the additional sensor(s). All configurations include FOD doors and optical glass with defoggers.

- **Single**
 - Forward standard camera port is 26.75" x 24.00" at FS 233.00, RBL 18.25
- **Dual**
 - Forward standard camera port is 26.75" x 24.00" at FS 233.00, RBL 18.25
 - Aft standard camera port is 26.75" x 22.50" at FS 278.50, RBL 24.00
- **Triple**
 - Forward standard camera port is 26.75" x 24.00" at FS 233.00, RBL 18.25
 - Aft standard camera port is 26.75" x 22.50" at FS 278.50, RBL 24.00
 - Baggage compartment camera port is 21.25" x 20.25" at FS 316.00, RBL 22.35





B300 SERIES

PRODUCTS AND MODIFICATIONS

B300 SERIES

(8000) EXTENDED RANGE (ER) FUEL TANKS

WEIGHT (LBS):

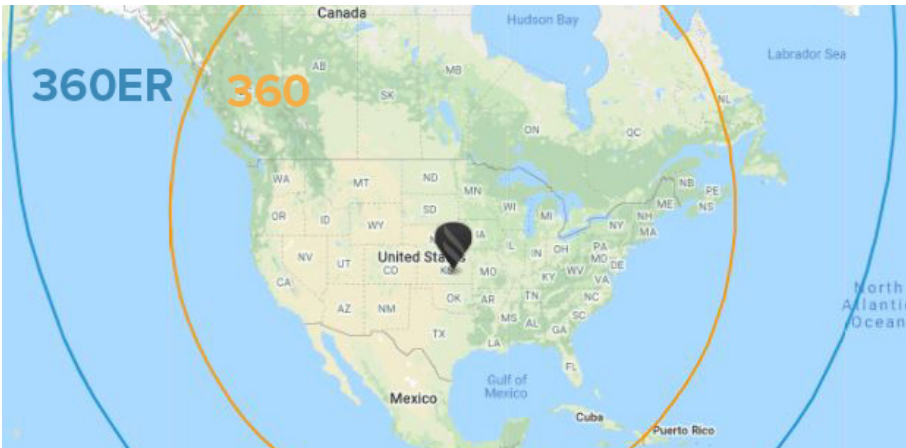
262.00

FAA CERTIFIED

EASA CERTIFIED

High Endurance for Critical Missions

- Increased range and endurance
- Increases total fuel capacity by 236 gal (893 L) to 775 gal (2,934 L)
- Deploy world-wide without ferry tanks
- 2,500+nm range, 12 hour endurance
- Delivers significantly higher mission flexibility
- Includes:
 - Special mission rudder
 - Software upgrade
 - Updated fuel control panel
 - Heavy weight landing gear



B300 SERIES

(8100) PT6A-67A ENGINE UPGRADE

WEIGHT (LBS):

148.00

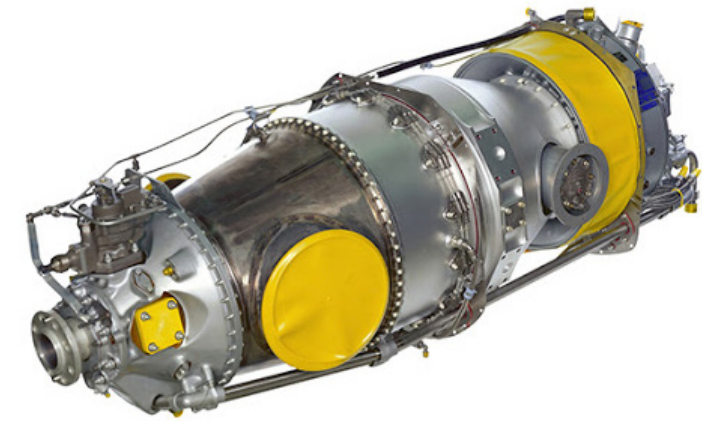
FAA CERTIFIED

EASA CERTIFIED

This option replaces the standard PT6-60A engines with the PTA-67A engines. Included in the upgrade is a new reinforced truss and an additional oil cooler to aid in cooling during high temperature operations.

Performance Benefits:

- Flat rating temp limit increase
- Improved climb performance
- Increased cruise speed of 15+ knots
- Maintain horsepower in high/hot conditions



B300 SERIES

INCREASE GROSS WEIGHT KIT (17,500 LBS)

WEIGHT (LBS):

N/A

FAA CERTIFIED

This kit provides parts and information to increase the gross weight to 17,500 lbs on B300 aircraft equipped with the Extended Range (ER) option. This allows the operator to maximize payload capacity while maintaining full fuel for extended missions.

Note: When this option is installed, the aircraft is considered to be in the restricted category.



B300 SERIES

STORMSCOPE WX - 1000E

WEIGHT (LBS):

17.00

FAA CERTIFIED

The WX-1000E is a long range, high-performance thunderstorm avoidance system allowing display of lightning ranges at 25, 50, and 100 nm. It also provides more display than other Stormscopes. Under normal operation, the display will show thunderstorm activity. If there is a traffic threat, the display will switch automatically to display this information. Once the traffic threat is no longer a factor, the display will revert back to Stormscope mode. (The display can also be switched manually.)

B300 SERIES

TA - 24 MILITARY GPS RECEIVER

WEIGHT (LBS):

12.00

FAA CERTIFIED

EASA CERTIFIED

The SAASM-based TA-24 receiver is a 24-channel Precise Positioning Service (PPS) receiver that uses both the L1 and L2 frequencies and outputs data over multiple ARINC 429 and RS-422/232 channels. The TA-24 meets NAVWAR and SAASM requirements for both military and civilian environments. The kit provides parts and information to install a third GPS system into the B300 or B300C with Fusion avionics installed.

Note: U.S. Government policy restricts the sale of Precise Positioning Service (PPS) equipment to those authorized by the U.S. Department of Defense. Non-U.S. authorized users must purchase PPS equipment through the Foreign Military Sales (FMS) process.



B300 SERIES

TCN - 500 TACAN INSTALLATION KIT

WEIGHT (LBS):

37.00

FAA CERTIFIED

EASA CERTIFIED

The TCN-500 TACAN (Tactical Airborne Navigation) measures the slant-range distance and relative bearing to a selected ground station or airborne beacon up to 390 nm away. The kit provides parts and information to install the TCN- 500 TACAN system on the B300 and B300C equipped with Fusion Avionics.



B300 SERIES

AN/APX-119 IDENTIFICATION FRIEND OR FOE (IFF)

WEIGHT (LBS):

21.00

FAA CERTIFIED

EASA CERTIFIED

The APX-119 IFF is a combined Mk XII, Mode S and Mode 5 capability transponder for commercial and military customers. The kit provides parts and installation for the APX-119 IFF transponder system.

Note: U.S. Government policy restricts the sale of Precise Positioning Service (PPS) equipment to those authorized by the U.S. Department of Defense. Non-U.S. authorized users must purchase PPS equipment through the Foreign Military Sales (FMS) process.

B300 SERIES

AN/ARC - 210 VHF/UHF/SATCOM RADIO

WEIGHT (LBS):

12.20

FAA CERTIFIED

EASA CERTIFIED

This kit provides safe carriage for the AN/ARC-210 multi-mode integrated communications system, which provides two-way multi-mode voice and data communications over the 30–512 MHz frequency range in either normal, secure or jam-resistant modes via LOS or satellite communications (SATCOM) links. The AN/ARC-210 provides Line of Sight (LOS) V/UHF capability and HAVEQUICK, HAVEQUICK II and SINGARS ECCM waveforms. The voice communications or data are fed to the C-12561 control/indicator mounted in the pedestal. Installation of the AN/ARC-210 radio kit requires installation of the avionics equipment rack kit to house the radio equipment.

Note: U.S. Government policy restricts the sale of Precise Positioning Service (PPS) equipment to those authorized by the U.S. Department of Defense. Non-U.S. authorized users must purchase PPS equipment through the Foreign Military Sales (FMS) process.



B300 SERIES

400 AMP STARTER GENERATOR

WEIGHT (LBS):

47.60

FAA CERTIFIED

EASA CERTIFIED

This upgrade to the aircraft electrical system replaces the standard 325-(no longer 300AMP) Ampere Starter-Generators with 400-Ampere units and the addition of two mission buses. The mission buses are powered through a mission power switch located in the cockpit center pedestal. Location of the Mission Power switch may vary within the pedestal. Replacement of the Starter-Generator units includes replacement of the following electrical system components: Generator Control Units (GCUs), Battery Bus Tie, Load Meter Shunts and Starter Relays. In addition, the following electrical system components have been added: Bus Shed Relays, 200-Ampere Current Limiters for each Mission Bus, Power and Logic Relays and a Mission Power Switch.

The Left and Right Generator Buses provide power through individual 200-Ampere current limiters and Mission Power Relays to Left and Right Mission Buses. The Mission Power Switch is magnetically latched in the ON position and relaxes to OFF if either generator fails or is turned off, or if either the Left Bus Tie or Right Bus Tie opens.



B300 SERIES

WET AND CONTAMINATED SUPPLEMENT

WEIGHT (LBS):

N/A

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

Note: The wet and contaminated runway supplement is only for 15,000 lbs and 16,500 lbs B300 aircraft with no other performance impacting changes.

B300 SERIES

GRAVEL RUNWAY KIT

WEIGHT (LBS):

N/A

FAA CERTIFIED

EASA CERTIFIED

Installs a gravel runway kit with protective hardware that includes gravel guards on the inboard flaps and wire cages over the belly anti-collision light and antennas. Includes a performance manual for operation on gravel runways.



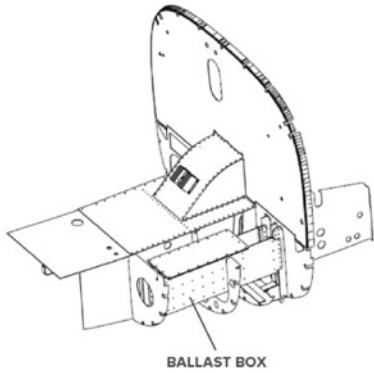
B300 SERIES
NOSE BALLAST KIT

WEIGHT (LBS):
190.00

FAA CERTIFIED

EASA CERTIFIED

For any aircraft with extended range tanks and surveillance type mission equipment, the center of gravity of the aircraft is pushed aft. The Nose Ballast installation installs up to 190 lbs (86 kg) of ballast in the nose of the aircraft allowing more flexibility of additional fuel or payload.



B300 SERIES
SPECIAL MISSION DUAL AFT STRAKES

WEIGHT (LBS):
15.00

FAA CERTIFIED

EASA CERTIFIED

This installation replaces the standard B300 strakes with larger, more durable, stand-alone dual aft ventral strakes. The purpose of this installation is to provide additional aircraft directional stability should this be required for special mission applications.

Performance supplement is included.



B300 SERIES
RADAR PRESSURE BOX FOR RADOME

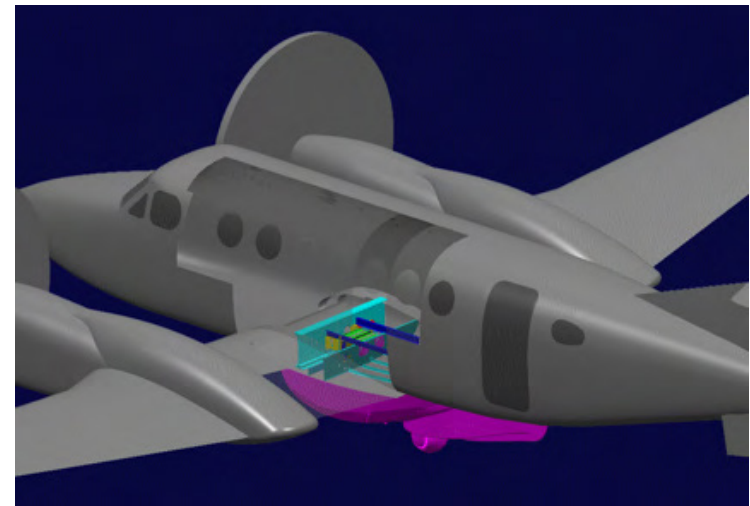
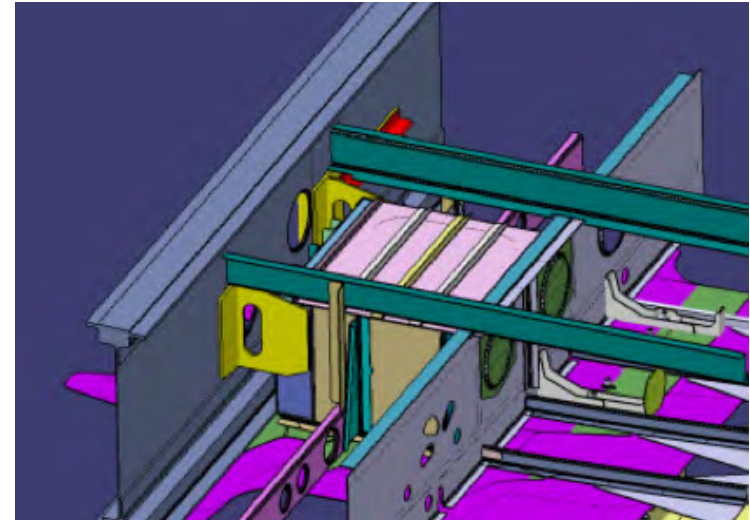
WEIGHT (LBS):
27.00

FAA CERTIFIED

EASA CERTIFIED

To allow for a larger array of search radars to fit within the confines of the radome, a radar pressure box will be installed. This pressure box allows for a radar antenna gimbal to be recessed into the pressure vessel. The 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 1,214 in³.

Note: Radar Pressure Box Kit is installed via Type Certificate.

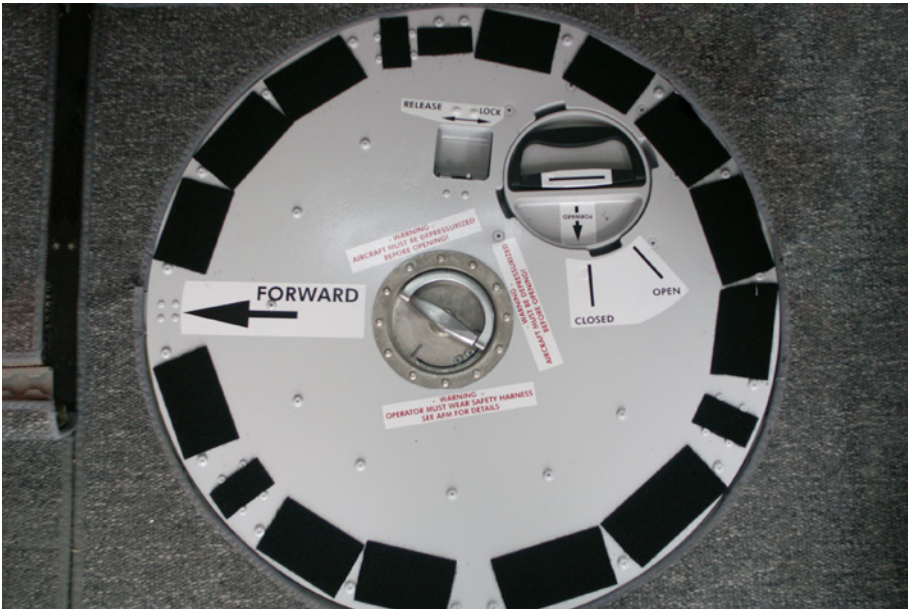


B300 SERIES DROP HATCH

WEIGHT (LBS):
41.00

FAA CERTIFIED
EASA CERTIFIED

To assist with search and rescue operations, a drop hatch can be provided that allows an operator to drop surveillance or rescue equipment out of the aircraft. The drop hatch is located on the right side of the aircraft approximately between F.S. 312 and F.S. 339. The diameter of the drop hatch is approximately 20" and has a separate integral hatch (4") to drop dye markers. For operators, a safety harness will be equipped near the drop hatch. In addition, a CAS message will alert the flight crew if the drop hatch has been opened or is not secured properly.



B300 SERIES X-BAND RADOME AND EO/IR FAIRING

WEIGHT (LBS):
102.80

FAA CERTIFIED
EASA CERTIFIED

This kit provides an aerodynamic belly radome that covers the proposed radar and its associated electronics as well as an aerodynamic fairing that encompasses the Electro-optic infrared (EO/IR) system to mitigate parasitic drag. The two piece belly mounted radome is radar transmissive in the X-band. The EO/IR fairing is attached to the aft portion of the radome on the lower fuselage of the aircraft. The belly radome affords a maximum of 270° of coverage (135° left and right of bore sight).

In order to facilitate this installation, Manual Supplements and the following modifications are included with the kit:

- Replaces the standard dual ventral fins with large aerodynamic SM strakes
- Relocates antennas
- Relocates and adds one anti-collision light
- Relocates radio altimeters



B300 SERIES
EO/IR LIFT

WEIGHT (LBS):
71.00

FAA CERTIFIED
EASA CERTIFIED

This kit installs a lift for an Electro-Optical Infrared (EO/IR) camera system in the belly mounted radome. The lift requires modification to the center cockpit pedestal to install the EO/IR lift control panel. The 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 desired. This system will accommodate a sensor up to 18" in diameter weighing up to 135 lbs.

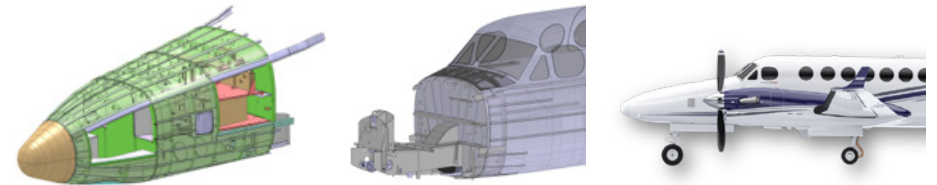


B300 SERIES
UTILITY NOSE KIT

WEIGHT (LBS):
97.50

The utility nose option extends the nose of the aircraft by 33.75" (0.86 m), providing an equipment bay to store mission equipment. All avionics and weather radar typically installed in the nose cone remain. The equipment bay offers 12 cu ft of storage and can hold up to 250 lbs.

- Integrated to original airframe structure to maximize space and weight
- Zero impact on aircraft life
- Adds approx. 12 cu ft of stowage space in additional nose compartment
- New aircraft OEM airframe warranty remains intact
- Adds approximately 97.5 lbs (44.2 kg) of weight
- Improves aircraft CG to allow additional cabin loading



B300 SERIES
UTILITY NOSE LIFT KIT

WEIGHT (LBS):
87.50 - 92.60

The Utility Nose Lift kit installs an EO/IR turret lift system that is compatible with sensors up to 16.5" in diameter and 130 lbs in weight. An optional conversion kit provides the parts necessary to make the lift system accommodate a sensor up to 21" in diameter and 210 lbs in weight. Once installed in the Utility Nose, the lift mechanism is controlled from the cockpit with a dedicated control panel that allows the pilot to extend and retract the EO/IR sensor.



Sensor Extended

Sensor Retracted

B300 SERIES

FLIGHT INSPECTION SYSTEM - AERODATA AEROFIS

WEIGHT (LBS):

286.00

EASA CERTIFIED

This modification consists of installing Aerodata's AeroFIS flight inspection system into B300 aircraft equipped with a full set of flight inspection antennas. The AD-AFIS system provides established radio navigation systems and the ability to inspect advanced automatic dependent surveillance-broadcast (ADS-B) and area navigation (RNAV) procedures. A cockpit information display (CID) shows pilots the flight inspection profile and the way to intercept this profile. The fully automatic AeroFIS flight inspection system comes with an integrated advanced autopilot interface, which increases flight and measurement accuracy, minimizes the cockpit workload and provides better dynamic steering for following the selected flight inspection track.



B300 SERIES

FLIGHT INSPECTION SYSTEM - UNIFIS 3000LCR

WEIGHT (LBS):

235.00

EASA CERTIFIED

The UNIFIS System is a solution for the King Air B300 with a mission of Flight Inspection. The installation consists of multiple antennas, an optional Flight Inspection Operator Console (FIOC), optional Flight Inspection Data Analysis Rack (FIDAR), laser altimeter, camera, Inertial Reference System (IRS) and Course Direction Indicator (CDI) to meet the defined tasks. The modification provides a seat rail adapter and interconnection panel for quick release and easy maintenance of the system.



B300

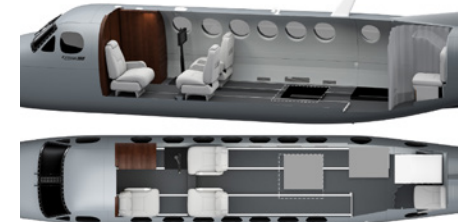
SINGLE/DUAL/TRIPLE STANDARD CAMERA PROVISIONS STC

WEIGHT (LBS):

N/A

Includes One (1) Forward Standard Camera Portal, One (1) Optional Aft Standard Camera Portal, and One (1) Optional Baggage Compartment Portal. All custom modifications to ECS, ICS, antenna location, and electrical provisions will be modified to accommodate the additional sensor(s). All configurations include FOD doors and optical glass with defoggers.

- **Single**
 - Forward standard camera portal is 26.75" x 24.00" at FS 267.00, RBL 18.25
- **Dual**
 - Forward standard camera portal is 26.75" x 24.00" at FS 267.00, RBL 18.25
 - Aft standard camera portal is 26.75" x 22.50" at FS 312.50, RBL 24.00
- **Triple**
 - Forward standard camera portal is 26.75" x 24.00" at FS 267.00, RBL 18.25
 - Aft standard camera portal is 26.75" x 22.50" at FS 312.50, RBL 24.00
 - Baggage compartment camera portal is 21.25" x 20.25" at FS 350.00, RBL 22.35



B300 SERIES

SINGLE/DUAL/TRIPLE CAMERA PROVISIONS WITH FWD OVERSIZED CAMERA PORTAL STC

WEIGHT (LBS):

N/A

Includes one (1) forward oversized camera portal, one (1) optional aft standard camera portal, and one (1) optional baggage compartment camera portal. All custom modifications to ECS, ICS, antennae location, and electrical provisions will be modified to accommodate the additional sensor(s).

- **Single**
 - Forward oversized camera portal is 29.50" x 29.25" at FS 264.25, RBL 18.25.
- **Dual**
 - Forward oversized camera portal is 29.50" x 29.25" at FS 264.25, RBL 18.25.
 - Aft standard camera portal is 26.75" x 22.50" at FS 312.50, RBL 24.00
- **Triple**
 - Forward oversized camera portal is 29.50" x 29.25" at FS 264.25, RBL 18.25.
 - Aft standard camera portal is 26.75" x 22.50" at FS 312.50, RBL 24.00.
 - Baggage compartment camera portal is 21.25" x 20.25" at FS 350.00, RBL 22.35



B300 SERIES

LIFE RAFT SOFT PACK W/ 406MHZ ELT 11 PERSON (LOOSE EQUIPMENT)

WEIGHT (LBS):

58.00

When you want the highest rated, TSO'd life raft in the industry, but size and weight are a consideration, the Collins Winslow Ultra-Light is the life raft for you. Without compromising on details, the Winslow Ultra-Light Type One (UL) Life Raft was created to meet your needs. Available in both soft valise and hard packs, a wide variety of survival equipment packs are offered to meet your operational requirements. FAR Part 91 and Part 135 options available. This Ultra-Light Type One life raft fits 11 people with an overload capacity of 16 people. Includes Dual Frequency 406Mhz ELT w/Speech Capability and Embedded GPS. Dimensions: 6.5" x 20" x 34". Weighing 52-58 lbs.



B300 SERIES

BUBBLE WINDOW

WEIGHT (LBS):

48.00

FAA CERTIFIED

EASA CERTIFIED

This kit installs two bubble windows approximately 17" wide and 22" high, extending out from the fuselage approximately 7" 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 or search and rescue operations. The windows are independently defogged with heated air. The windows are comprised of laminated stretched acrylic.

Note: Requires Special Mission Strakes. Observer Seats are not included. Not compatible with FM (cargo) units.

