SPECIAL MISSIONS
PURPOSE
This catalog describes available configuration options and modifications for aircraft customization offered by the Special Mission Aircraft Systems organization of Textron Aviation and its suppliers. The Textron Aviation Special Mission Aircraft Systems organization can provide OEM expertise to assist with design, certification and installation of modifications specifically tailored to meet individual requirements.

STANDARD GENERAL TERMS
Textron Aviation standard terms and conditions are applicable to all items offered in this catalog. Textron Aviation will, where possible, accommodate specific contractual requests.
# General Modifications and Services

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Description
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. 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.
TCN-500 TACAN Installation Kit

**AIRCRAFT** B300 (350), B300C (350C)

**FAA CERTIFIED** Yes

**EASA CERTIFIED** No

**Description**

This kit installs the TCN-500 tactical air navigation (TACAN) system. The TCN-500 TACAN provides distance, ground speed, time-to-station, station identifier and TACAN bearing information. Navigation information appears on both the pilot’s and copilot’s primary flight display (PFD) and multi-function display (MFD) 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 the flight displays, top and bottom-mounted antennas, and the audio control panels. The TACAN system receives power through a 5-ampere circuit breaker.

The sale and export of this equipment, associated maintenance support and/or unique technical data generally require USG export license approval under the ITAR (Title 22 CFR Parts 120-130) or the EAR (Title 15 CFR Parts 730-774).
Description
This kit installs PT6A-67A Pratt & Whitney engines in place of PT6A-60A engines. At higher field elevations and hotter temperatures, the PT6A-67A engine provides increased thrust over the PT6A-60A engine. This allows the aircraft increased takeoff and climb performance from airports with high field elevations or airports with very high temperatures, or a combination of both.
Engine Wash Rings

Description
This kit provides information and parts required to add engine wash rings to Pratt & Whitney PT6A-60 and -67A engines. The wash rings provide an easy method to clean the engine and help prevent corrosion due to a salty or other adverse environment.
Engine Wash Rings

Description
This kit provides information and parts required to add engine wash rings to Pratt & Whitney PT6A-41, -42 and -52 engines. The wash rings provide an easy method to clean the engine and help prevent corrosion due to a salty or other adverse environment. Compressor wash drain included for PT6A-52 engine.
PT6A-60A or -67A Engine Compressor Wash Drain (CWD) Installation

Description
The engine compressor wash drain system provides an efficient method for draining fluids from the engine casing without requiring removal of the forward cowls. This modification reduces the maintenance time and manpower required to perform engine compressor/turbine washing and rinsing.
PT6A-42 Engine Compressor Wash Drain (CWD) Installation

Description
The engine compressor wash drain system provides an efficient method for draining fluids from the engine casing without requiring removal of the forward cowls. This modification reduces the maintenance time and manpower required to perform engine compressor/turbine washing and rinsing.
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.
• Aerodynamically area-ruled to maximize drag reduction.
• Constructed of lightweight composites for maximum strength and minimum weight.

AIRCRAFT B300, B300C (350/350ER), B200, B200C, B200GT (250)
FAA CERTIFIED Yes
EASA CERTIFIED Yes
Crown Wing Locker System

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.
- Accommodates skis, snowboards, camping gear and hunting equipment as well as golf bags and luggage.
- 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 aircraft maintenance or inspections.

AIRCRAFT B200, B200GT (250), C90
FAA CERTIFIED Yes
EASA CERTIFIED Yes
Wing Locker Lighting (WLL) Installation

AIRCRAFT B300 (350), B300C (350C), B200C, B200GT

FAA CERTIFIED No

EASA CERTIFIED No

CASA (AUSTRALIA) Yes

Description

The wing locker lighting (WLL) system illuminates the interior of the nacelle wing lockers to improve visibility while loading and securing items in low-light conditions. The system is activated when the locker is opened. Inside each locker, an on/off switch allows the light to be turned off when the locker is open for extended periods, such as during maintenance or in daylight, preventing unnecessary drain on the aircraft’s battery.
Gravel Runway Kit

**AIRCRAFT** B300 (350), B300C (350C)

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes

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

The performance supplement for gravel runways is for 15,000-pound 350/350C aircraft and 16,500-pound 350ER/350CER aircraft with no other performance-impacting changes.
Grass Runway Supplement

AIRCRAFT B300 (350), B300C (350C)

FAA CERTIFIED Yes

EASA CERTIFIED Yes

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

Note
The grass runway supplement is only for 15,000-pound 350 and 350C aircraft with no other performance-impacting changes.
# Dirt Runway Supplement

**AIRCRAFT** B300 (350), B300C (350C)

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes

## Description

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

## Note

The dirt runway supplement is only for 15,000-pound 350 and 350C aircraft with no other performance-impacting changes.
Wet and Contaminated Supplement

**AIRCRAFT** B300 (350), B300C (350C)

**FAA CERTIFIED** No

**EASA CERTIFIED** No

**Description**
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-pound and 16,500-pound 350 and 350C aircraft with no other performance-impacting changes.
Special Mission Rudder Installation

**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/300HW.
Special Mission Dual Aft Strakes

**AIRCRAFT** B300 (350), B300C (350C)

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes

**Description**
This kit installs stand-alone dual aft special mission ventral strakes by removing the Raisbeck dual aft ventral strakes installed by STC SA5151NM. 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) and B300C (350C). Performance supplement is included.
Installation of Baggage Door

**Description**
In lieu of the standard factory OEM cargo door option, 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.

**AIRCRAFT**
C90, B200, B300

**FAA CERTIFIED**
Yes

**EASA CERTIFIED**
Yes
Digital Audio Control System (DACS)

**AIRCRAFT** B300 (350), B300C (350C)

**FAA CERTIFIED** Yes

**EASA CERTIFIED** No

**Description**

This STC provides a four-place expandable intercommunications system (ICS) that has the capacity to transmit and receive on eight radios. It is connected to the pilot and copilot audio panels as well as up to four audio panels in the cabin. The DACS also has an isolate function to separate crew from passengers. Also included is a crew call button.
Nose Ballast Installation

**AIRCRAFT** B300 (350), B300C (350C)

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes

**Description**
This kit provides the parts and information required to add up to 190 pounds of ballast in the nose of the aircraft, allowing adjustment of the aircraft’s center of gravity (CG).
400-Amp Generator Installation

Description
This kit provides parts and information to upgrade the standard aircraft 300-amp-rated starter-generator system on a PT6A-60A/67A-equipped King Air 350 with 400 amps. The 400-amp starter generators and generator control units (GCUs) are fully integrated into the existing three-bus electrical power distribution system. The kit includes a 200-amp mission bus from each generator. The mission buses are controlled by a mission power switch located in the cockpit pedestal. The mission bus is automatically load-shed in the event of a generator failure.

AIRCRAFT B300 (350), B300C (350C)
FAA CERTIFIED Yes
EASA CERTIFIED Yes
Extended Pedestal Installation

AIRCRAFT B300 (350), B300C (350C)
FAA CERTIFIED Yes
EASA CERTIFIED Yes

Description
This installation provides a 4-inch-longer pedestal than the standard pedestal in the Beechcraft model B300 and B300C.

Note
This installation restricts opening of solid forward partition stowages.
LCR-100N
Attitude Heading System (AHS)

Description
The LCR-100N AHS excels in high-latitude and polar-region operations. It also complies with RNP-4 airspace operation in oceanic and remote airspace. The AHS is a dual-reference system consisting of two Northrop Grumman Litef LCR-100N attitude and heading reference units (AHRU) and two detachable installation data modules (IDM). The AHRUs replace the standard Rockwell Collins AHC-3000 and FDU-3000. The LCR-100N has an alignment mode and two flight operating modes; navigation and attitude, with two sub modes; and a slaved and directional gyro (DG) mode. The LCR-100N is a TRUE North heading sensor like an IRS, therefore it does not need an external reference from a magnetic sensor or flux detector to determine magnetic heading. Magnetic heading is computed by subtracting magnetic variation derived from the stored NOAA World Magnetic Model (WMM). The WMM is updated every five years. A service information letter (SIL) is issued by the LCR-100N manufacturer to each user stating that a WMM update is available.

Note
STC in work to certify on B200 (250) and to get B200 EASA certification; ECD in the first quarter of 2019.
17,500 Pound Increased Gross Weight

**Description**
This kit provides parts and information to operate the aircraft in the restricted category up to 17,500 pounds, providing performance supplement for the operation. It requires that aircraft is already equipped to operate at 16,500 pounds (ER or heavyweight) before this kit is applied.

**AIRCRAFT** B300 (350), B300C (350C)

**FAA CERTIFIED** Yes

**EASA CERTIFIED** No
Stormscope WX-1000E

**AIRCRAFT** B300 (350), B300C (350C)

**FAA CERTIFIED** Yes

**EASA CERTIFIED** No

**Description**

This kit provides parts and information for the L-3 Stormscope WX-1000E. The Stormscope provides early detection of storm cells and displays lightning at ranges up to 200 nautical miles. It offers four range selections from 25 nm up to 200 nm. The displayed information is integrated on the Fusion primary flight displays. The lightning detection system overlays can be selected for display on either PFD HSI or on the MFD map display.
AN/ARC-210
VHF/UHF/
SATCOM Radio

Description
This kit provides for “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 (V) provides LOS V/UHF capability and HAVEQUICK, HAVEQUICK II and SINCGARS 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.

The sale and export of this equipment, associated maintenance support and/or unique technical data generally require USG export license approval under the ITAR (Title 22 CFR Parts 120-130) or the EAR (Title 15 CFR Parts 730-774).

AIRCRAFT B300 (350), B300C (350C)
FAA CERTIFIED Yes
EASA CERTIFIED No
Avionics Equipment Rack

**Description**

This kit provides 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.

**AIRCRAFT** B300 (350), B300C (350C)

**FAA CERTIFIED** Yes

**EASA CERTIFIED** No
TA-24 Military GPS Receiver

Description
This kit provides parts and information for the TA-24 GPS receiver. The global positioning system (GPS) receiver provides accurate position information in either the standard positioning service (SPS) or the precise positioning service (PPS) mode. The flight management system includes the TA-24 GPS as a third GPS (GNSS3) and operates independently from the other two GPS (GNSS) sensors. Selection of GPS 3 (GNSS3) will automatically deselect GPS 1 (GNSS1) and GPS 2 (GNSS2).

A dedicated control panel for the TA-24 GPS is located in the cockpit pedestal that provides power ON/OFF and operational mode selection switches. The number-three receiver is located in the nose avionics bay, middle shelf. Power is provided through a three-ampere circuit breaker labeled number-three GPS located on either the copilot circuit breaker panel or the auxiliary circuit breaker panel on the cabin avionics rack.

The sale and export of this equipment, associated maintenance support and/or unique technical data generally require USG export license approval under the ITAR (Title 22 CFR Parts 120-130) or the EAR (Title 15 CFR Parts 730-774).

AIRCRAFT B300 (350), B300C (350C)
FAA CERTIFIED Yes
EASA CERTIFIED No
AN/APX-119
Identification
Friend of Foe (IFF)

AIRCRAFT B300 (350), B300C (350C)
FAA CERTIFIED Yes
EASA CERTIFIED No

Description
This kit provides parts and information for the AN/APX-119 IFF system. The AN/APX-119 IFF transponder replaces the existing number two Collins TDR-94 transponder and provides the same capabilities with the additional capability of Mode 4 IFF. A dedicated IFF control panel located in the cockpit pedestal provides all transponder functionality control as well as TCAS II control when the IFF transponder is selected. The IFF transponder provides cooperative Mark XII identification friend or foe (IFF) capability using full diversity selection, as well as mode select (Mode S) capability. In addition, transponder operation provides interface capability with the airplane’s traffic collision and avoidance system (TCAS).

The IFF transponder system is made up of a transponder, two antennas, a crypto applique and a control panel. The IFF transponder receives power from the mission bus and a five-ampere circuit breaker located on the avionics rack auxiliary circuit breaker panel. Installation of the AN/APX-119 IFF kit requires installation of the avionics equipment rack kit to house the IFF transponder.

The sale and export of this equipment, associated maintenance support and/or unique technical data generally require USG export license approval under the ITAR (Title 22 CFR Parts 120-130) or the EAR (Title 15 CFR Parts 730-774).
Pulselite
Control System

**AIRCRAFT** B300 (350), B300C (350C), B200, B200C, B200GT, B200CGT

**FAA CERTIFIED** Yes
**EASA CERTIFIED** No

**Description**

This STC installs a lighting controller that pulses landing, taxi and recognition lights. Includes a traffic collision avoidance system (TCAS) interface to assist in resolution advisory (RA) and traffic advisory (TA).
Aircraft Survivability Equipment (ASE) Structural Provisions

Description
These kits install structural provisions for AN/AAR-47 missile warning sensors and flush-mounted AN/ALE-47 countermeasures dispensers. No line-replaceable units (LRUs), wire harnesses, switches, power supplies or sensors are included with these kits. These kits provide structure and aerodynamic fairings for two forward sensors and two aft sensors as well as structure for two aft fuselage flush-mounted dispensers.

The sale and export of this equipment, associated maintenance support and/or unique technical data generally require USG export license approval under the ITAR (Title 22 CFR Parts 120-130) or the EAR (Title 15 CFR Parts 730-774).

AIRCRAFT B300 (350), B300C (350C)
FAA CERTIFIED Yes
EASA CERTIFIED No
Weather Research Application — CAPS and Hawkeye

**AIRCRAFT C90GTi**

**FAA CERTIFIED** No

**EASA CERTIFIED** Yes

**Description**

This STC modifies a King Air C90GTi for weather research missions. The aircraft’s wingtips are equipped with hardpoints to carry various sensor probes. The weather research probe, named Hawkeye, is from SPEC Inc. (Boulder, CO) and is installed on the right wingtip. A 19-inch rack is installed in the baggage compartment with standard quick-change fittings into seat tracks to carry the Hawkeye measuring and control systems.

A cloud aerosol and precipitation spectrometer (CAPS) probe developed by Droplet Measurement Technologies (Boulder, CO) is mounted on the left-hand wingtip. One passenger seat is superseded by an operator console to control CAPS measuring equipment. An Ethernet socket is integrated into the cupholder to provide a remote control via laptop for all systems. This configuration is approved for flights into known icing conditions.
Cloud Research and Seeding System

Description
This STC modifies a King Air B200 into a cloud research aircraft with a seeding system. The wingtips are equipped with hardpoints to carry special cloud research probes manufactured by Droplet Measurement Technologies (Boulder, CO). Each wing has a flare rack support to release condensation nuclei into the clouds. Operator and equipment racks are installed inside the cabin.
Weather Research and LIDAR Application

**Description**

This STC modifies a King Air C90GTi into an airborne laboratory for atmospheric environmental research. The modification includes a weather research sensor probe and a light detection and ranging (LIDAR) system for 3D georeferencing. The aircraft is equipped on both wingtips with hardpoints to carry various systems so that different configurations are possible. The LIDAR from RIEGL (Horn, Austria) on the left-hand wingtip is shown in the photo. This multipurpose pod consists of a 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 is provided inside the pylon feet on the wingtip for an easy system change.
SKYTRAC

AIRCRAFT B300 (350), B300C (350C), B200, B200C

FAA CERTIFIED Yes
EASA CERTIFIED Yes

Description
This STC installs the ISAT-100, ISAT-200R or ISAT-200A flight following/satcom system, which comprises the CDP-300, DVI-300, antenna and all associated wiring.
Attendant Divan Seat Installation

**AIRCRAFT** B300 (350), B300C (350C), B200GT, B200CGT, C90GTi

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes

**Description**
This STC installs an attendant divan seat on the existing seat rails opposite a stretcher. The seat can be one-place, two-place or three-place. Optional under-seat stowage drawers are available. Removal of the sidewall armrest and tables is required to facilitate installation. On the B300, installation also requires removal of the two center pyramid cabinets.
Four-Place Stretcher/Divan Installation

Description
This installs a four-place stretcher/divan on the existing seat rails. The stretcher/divan quickly and easily converts between passenger 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. Occupancy in either configuration is FAA-approved during all phases of operation. Removal of the sidewall armrest and tables is required to facilitate installation. On the B300, installation also requires removal of the two center pyramid cabinets.

AIRCRAFT
B300 (350), B300C (350C), B200GT, B200CGT, C90GTi

FAA CERTIFIED Yes
EASA CERTIFIED No
Two-Place Lateral Tracking Attendant Divan Installation

**Description**
This installs a two-place lateral tracking attendant divan on the existing seat rails. The divan 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 are available. Removal of the sidewall armrest and tables is required to facilitate installation.

**AIRCRAFT** B300 (350), B300C (350C), B200GT, B200CGT, C90GTi

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes
Extended Utility Nose

Description
The extended utility nose is a Textron Aviation OEM-engineered customer-requested option. The utility nose is installed post-production in our service center. The utility nose is certified as part of the airframe type certificate.

- Requires MTOW of 16,500 pounds or 17,500 pounds
- Adds approximately 12 cubic feet of stowage space in additional nose compartment
- 33.75 inches in length
- Accommodates up to 250 pounds

The utility nose is compatible with PT6A-60A engines or PT6A-67A engines.

AIRCRAFT B300 (350)
FAA CERTIFIED Yes
EASA CERTIFIED No
King Air 200 Series Aft Toilet Installation

**AIRCRAFT** B200, B200C, B200GT, B200CGT, B300, B300C

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes

**Description**

The STC installs an aft toilet in King Air 200/300 series aircraft. It is also eligible as a passenger seat for occupancy during all phases of aircraft operation. The STC includes oxygen, air and light for the toilet seat.
Provisions for Installation of Tandem Cameras

Description
This STC installs structural provisions for single or dual cameras in the fuselage cabin area of the aircraft. The provisions support a multitude of sensors including digital mapping cameras (medium and large format), as well as LIDAR and hyperspectral systems. Installation includes doors to mitigate FOD damage to the installed sensor during takeoff, landing and taxi operations. Installing the forward camera well provisions requires the relocation of selected aircraft environmental control system components that are installed in a cabinet either just aft of the copilot chair or in the aft right-hand baggage area. The STC also supports the install of a retractable electro-optical infrared (EO/IR) turret in either camera well with an associated pressure dome in the cabin.
Installation of Camera Window With Sliding Door and Drift Sight

**Description**

This STC installs structural provisions for a single camera window in the mid-cabin area of the C90. The camera window supports medium- and large-format film or digital mapping cameras, scanners and LIDAR sensors. Provisions include a sliding door to mitigate 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.

**AIRCRAFT** C90, C90GT, C90GTi

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes
Provisions for Installation of Baggage Scanner

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.

AIRCRAFT B300, B200GT, B200CGT
FAA CERTIFIED Yes
EASA CERTIFIED No
Installation
Provisions for Magnetometer

AIRCRAFT B300 (350), B200
FAA CERTIFIED Yes
EASA CERTIFIED No

Description
This STC installs provisions for a magnetometer boom on the aft fuselage area.
High-Density Seating

**AIRCRAFT** B300 (350), B300C (350C), B200, B200C, B200GT

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes

**Description**

This STC installs up to nine 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.
Aft Jump Seat

**AIRCRAFT** B300 (350), B300C (350C), B200, B200C, B200GT

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes

**Description**

This STC installs an aft jump seat (left-hand, right-hand or dual) and includes the necessary seat(s), occupant restraint system, attachment feet, oxygen drop-down system, overhead lights and overhead vents.
LifePort
Stretcher, Patient Loading and Support System

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

• One or two 3,500-liter oxygen bottle systems with free-flowing gas outlet (providing approximately 3.8 hours of oxygen at 15 LPM)

• One output delivering 1,000 watts, 115 VAC, 50 hertz, 8.2 amps (or 1,000 watts, 230 VAC)

• One vacuum system, 28 VDC, rated at 559 millimeters of mercury with gas outlet

• One compressed air system

• One remote oxygen fill port

• Other equipment is available as options under this STC

• King Air 350: one or two stretchers

• King Air 250: one or two stretchers

• King Air 90: one stretcher

AIRCRAFT B300 (350), B300C (350C), B200, B200GT, B200CGT, C90GT

FAA CERTIFIED Yes

EASA CERTIFIED Yes
Spectrum Aeromed Air Ambulance Conversion

Description
This STC installs a Spectrum Aeromed air ambulance system, including stretchers and life support systems. Optional MedWall can be provided with the following stretcher installations:

- King Air 350: one or two stretchers
- King Air 250: one or two stretchers
- King Air 90: one stretcher
- Dual air pumps: 11 LPM at 50 psi (in ALS systems only)
- Vacuum pump: 14 LPM at 14 inches of mercury (in ALS systems only)
- Electrical supply: one 28-volt DC outlet and two 115-volt AC outlets, or four 230-volt AC outlets (in ALS systems only)
- Inverter: several 115-volt AC and 230-volt AC options (in ALS systems only)
- Oxygen supply: 3,500 liters

AIRCRAFT B300 (350), B300C (350C), B200, B200C, C90GTi, B200GT, B200CGT, C90GT

FAA CERTIFIED Yes
EASA CERTIFIED Yes
AvFab Stretcher Installation

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

AIRCRAFT B300 (350), B300C (350C), B200GT, B200CGT
FAA CERTIFIED Yes
EASA CERTIFIED No
Flight Inspection Installation

**AIRCRAFT B300 (350)**

**FAA CERTIFIED** No

**EASA CERTIFIED** Yes

**Description**

The 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 perfectly following the selected flight inspection track.

The sale and export of this equipment, associated maintenance support and/or unique technical data generally require USG export license approval under the ITAR (Title 22 CFR Parts 120-130) or the EAR (Title 15 CFR Parts 730-774).
Flight Inspection System — UNIFIS 3000

Description
With the UNIFIS System from Norwegian Special Mission, the King Air B300 is modified for flight inspection purposes. 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 (SRA) and interconnection panel for quick release and easy maintenance of the system.

The sale and export of this equipment, associated maintenance support and/or unique technical data generally require USG export license approval under the ITAR (Title 22 CFR Parts 120-130) or the EAR (Title 15 CFR Parts 730-774).

AIRCRAFT B300 (350)
FAA CERTIFIED No
EASA CERTIFIED Yes
Radome and EO/IR Fairing

**Description**

This modification 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-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 typically included:

- Relocated antennas
- Relocated and additional anti-collision light
- Relocated radio altimeters
- Manual supplements
- Some configurations include special mission rudder installation
- Special mission rudder and strakes

The sale and export of this equipment, associated maintenance support and/or unique technical data generally require USG export license approval under the ITAR (Title 22 CFR Parts 120-130) or the EAR (Title 15 CFR Parts 730-774).
Radar Pressure Box

Description
In conjunction with the radome and EO/IR fairing installation, this installation adds a pressure box vessel. The pressure box has unobstructed dimensions of 12.7 inches forward to aft, 12.3 inches left to right and 7.7 inches deep, giving a minimum usable volume of 1,214 cubic inches.

The sale and export of this equipment, associated maintenance support and/or unique technical data generally require USG export license approval under the ITAR (Title 22 CFR Parts 120-130) or the EAR (Title 15 CFR Parts 730-774).

AIRCRAFT B300 (350), B300C (350C)
FAA CERTIFIED Yes
EASA CERTIFIED Yes
EO/IR Lift

**AIRCRAFT** B300 (350), B300C (350C)

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes

**Description**
This installs a lift for an 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 lift’s 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 for installation of an EO/IR lift control panel in the operator’s console, if desired. This system will accommodate a sensor up to 18 inches in diameter and weighing up to 135 pounds.

**Note**
This lift must be used concurrently with radome and EO/IR fairing lift.

The sale and export of this equipment, associated maintenance support and/or unique technical data generally require USG export license approval under the ITAR (Title 22 CFR Parts 120-130) or the EAR (Title 15 CFR Parts 730-774).
Bubble Window

**Description**

Two bubble windows, approximately 17 inches wide, 22 inches 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 during search and rescue operations. The windows are independently defogged with heated air. The windows are comprised of laminated stretched acrylic.

In order to facilitate this installation, the following modifications are typically included:

- Special mission strakes

**Note**

NOT applicable to cargo aircraft.
Drop Hatch

**AIRCRAFT** B300 (350)

**FAA CERTIFIED** Yes

**EASA CERTIFIED** Yes

**Description**

This kit installs a drop hatch that allows an operator to drop surveillance or rescue equipment. The drop hatch is located on the right side of the aircraft between FS312 and FS339. The diameter of the drop hatch is approximately 20 inches and has a separate integral hatch to drop dye markers. There is a safety restraint added for the person opening the hatch. An annunciator alerts the flight crew when the drop hatch is opened or not latched securely.

**Note**

NOT applicable to cargo aircraft.
Maritime Surveillance Aircraft

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 AeroMission mission management system into King Air B200 aircraft. AeroMission provides situational awareness for maritime patrol aircraft (MPA) missions by integrating a 360-degree bell-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 takeoff weight of 14,000 pounds in the restricted category.

The sale and export of this equipment, associated maintenance support and/or unique technical data generally require USG export license approval under the ITAR (Title 22 CFR Parts 120-130) or the EAR (Title 15 CFR Parts 730-774).
### Acronyms and Abbreviations

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>A</td>
<td>Amperes</td>
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<tr>
<td>AFMS</td>
<td>Airplane flight manual supplement</td>
</tr>
<tr>
<td>CAPS</td>
<td>Cloud aerosol and precipitation spectrometer</td>
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<tr>
<td>EASA</td>
<td>European Aviation Safety Agency</td>
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<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
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<tr>
<td>FAR</td>
<td>Federal Aviation Regulation</td>
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<tr>
<td>FDR</td>
<td>Flight data recorder</td>
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<tr>
<td>FOD</td>
<td>Foreign object debris</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>U.S. pounds (unit of weight)</td>
</tr>
<tr>
<td>LIDAR</td>
<td>Light detection and ranging</td>
</tr>
<tr>
<td>LPM</td>
<td>Liters per minute</td>
</tr>
<tr>
<td>MM</td>
<td>Millimeters (unit of length)</td>
</tr>
<tr>
<td>MTOW</td>
<td>Maximum takeoff weight</td>
</tr>
<tr>
<td>MPA</td>
<td>Maritime patrol aircraft</td>
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<tr>
<td>STC</td>
<td>Supplemental type certificate</td>
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<tr>
<td>TBD</td>
<td>To be determined</td>
</tr>
<tr>
<td>VAC</td>
<td>Volts of alternating current</td>
</tr>
<tr>
<td>VDC</td>
<td>Volts of direct current</td>
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**DISCLAIMER**

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Textron Aviation makes no warranty or guarantee that any particular modification will meet the needs of the customer. The customer shall rely on his or her own judgment and expertise in determining whether a modification is appropriate for the aircraft and the mission.

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