



KING AIR B200

SPECIFICATION AND DESCRIPTION

BB-2016 AND ON



Hawker Beechcraft Corporation
10511 E. Central
Wichita, Kansas 67206 USA
+1.316.676.5034 • +1.316.676.6614 fax

Hawker Beechcraft

THIS DOCUMENT IS PUBLISHED FOR THE PURPOSE OF PROVIDING GENERAL INFORMATION FOR THE EVALUATION OF THE DESIGN, PERFORMANCE AND EQUIPMENT OF THE KING AIR B200. IT IS NOT A CONTRACTUAL AGREEMENT UNLESS APPENDED TO AN AIRCRAFT PURCHASE AGREEMENT.

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INTRODUCTION

This document is published for the purpose of general information for the evaluation of the design, performance and equipment of the Beechcraft King Air B200 aircraft. Should more detailed data be required, it can be obtained by contacting:

Hawker Beechcraft Corporation

P.O Box 85
Wichita, Kansas 67201-0085
Attention: Contracts Administration, Dept. 191
Telephone: 316.676.7111
Fax: 316.676.1910

This document describes only the King Air B200 aircraft, serial numbers BB-2016 and on, its powerplants and standard equipment. Also included are the warranties applicable to the King Air B200 aircraft, Pratt & Whitney Canada™ PT6A-42 engine, Rockwell Collins™ Avionics as well as the King Air B200 Crew Training Agreement. In the event of any discrepancy between this document and the Aircraft Purchase Agreement to which it may be appended, terms specified in the Aircraft Purchase Agreement shall govern.

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The term "Aircraft" as used in this document and in the Aircraft Purchase Agreement into which it may be incorporated by reference shall unless otherwise designated include the entire King Air B200 aircraft and all of its parts, components and related publications, including manuals, as more fully described in this Specification and Description.

Throughout this document, Hawker Beechcraft Corporation reserves the right to revise the "Specification and Description" whenever occasioned by product improvements, government regulations or other good cause as long as such revisions do not result in a significant reduction in performance standards.

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1. GENERAL DESCRIPTION

The King Air B200 is a twin turboprop engine executive aircraft utilizing an all metal airframe. The aircraft has provisions for up to seven passengers and their baggage plus a crew of two. The aircraft is certified for single pilot operation.

Powerplants are two Pratt & Whitney Canada PT6A-42 turboprop engines with Hartzell four blade propellers and mounted in a nacelle on the center wing.

The King Air B200 is certified in accordance with FAR Part 23 Normal Category.

Dimensions

Overall Height 14 ft 10 in. (4.52 m)
Overall Length..... 43 ft 10 in. (13.36 m)

Wing

Span (overall) 54 ft 6 in. (16.61 m)
Area 303 sq. ft (28.2 sq. m)
Sweep (at 25% chord)..... 0.0 deg
Dihedral 6.0 deg
Aspect Ratio 9.4
Mean Aerodynamic Chord 5 ft 10 in. (1.78 m)

Horizontal Tail

Span (overall) 18 ft 5 in. (5.61 m)
Area 68 sq. ft (6.32 sq. m)
Sweep (at 25% chord)..... 17 deg
Dihedral 0 deg
Aspect Ratio 5.0

Vertical Tail

Area 52.3 sq. ft (4.86 sq. m)
Sweep (at 25% chord)..... 37.1 deg
Aspect Ratio 1.1

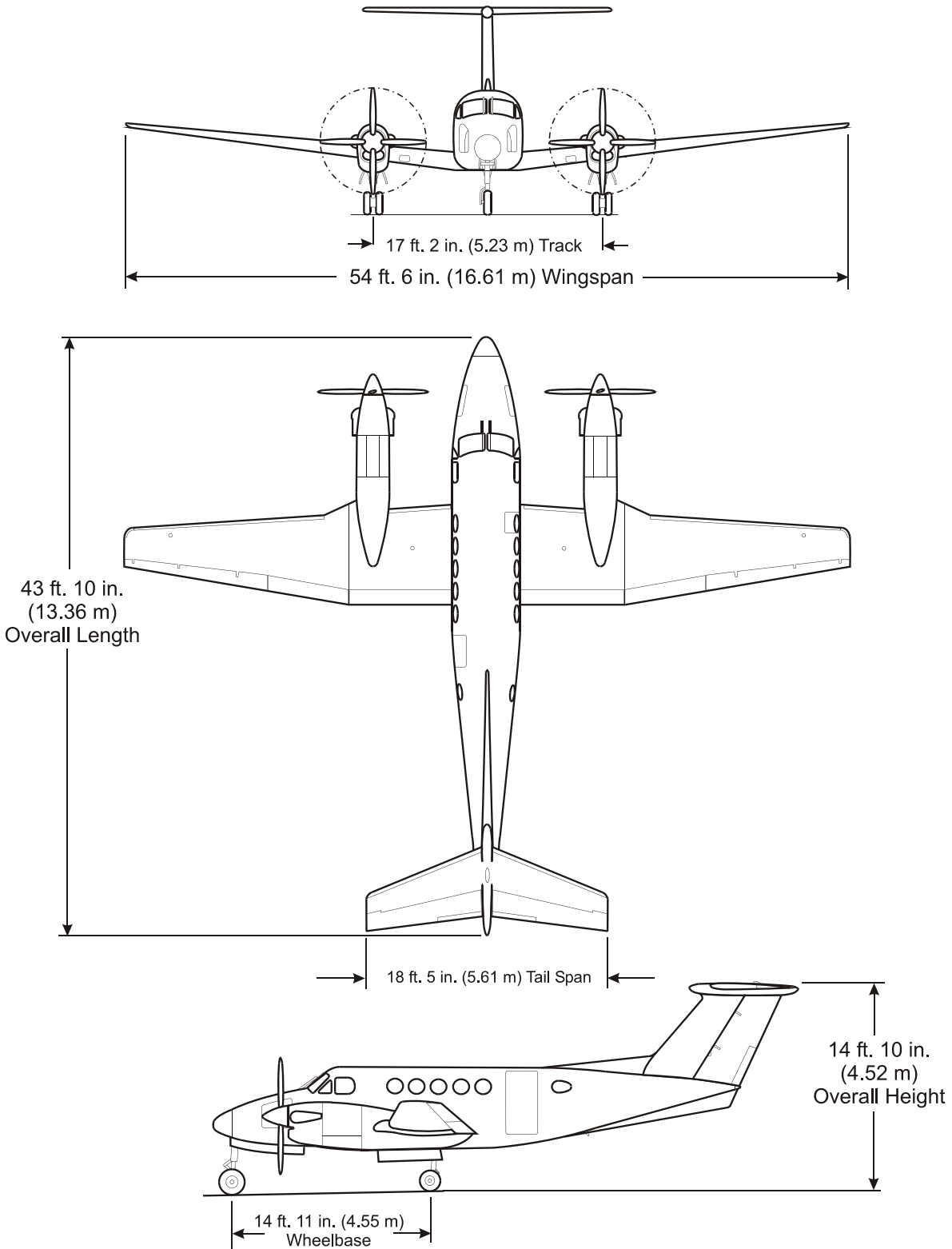
Cabin

Total Pressurized Length..... 22 ft 0 in. (6.71 m)
Length (excluding cockpit)..... 16 ft 8 in. (5.08 m)
Height (max) 4 ft 9 in. (1.45 m)
Width (max) 4 ft 6 in. (1.37 m)
Width - at floor 4 ft 1 in. (1.24 m)

Entrance Door

Height (min)..... 4 ft 3½ in. (1.31 m)
Width (min)..... 2 ft 2¾ in. (0.68 m)

2. GENERAL ARRANGEMENT



3. DESIGN WEIGHTS AND CAPACITIES

Maximum Ramp Weight	12,590 lb (5,711 kg)
Maximum Take-off Weight	12,500 lb (5,670 kg)
Maximum Landing Weight.....	12,500 lb (5,670 kg)
Maximum Zero Fuel Weight.....	11,000 lb (4,990 kg)
Basic Operating Weight *	8,625 lb (3,912 kg)
Fuel Capacity (Useable)	3,645 lb (1,653 kg)
(@ 6.7 lb per U.S gallon)	

* Estimated Basic Operating Weight includes one pilot, unusable fuel, oil, standard interior and avionics

4. PERFORMANCE

All performance data is based on a standard aircraft and International Standard Atmospheric (ISA) conditions. Take-off and landing lengths are based on level, hard surface, dry runways with zero wind.

Range ($\pm 3\%$), High Speed Cruise 1,415 nm (2,621 km)
(1 pilot + 4 passengers. Range allows for taxi, take-off, climb, cruise, descent and NBAA IFR reserve profile with 100 nm alternate)

Stall Speed (Landing configuration)..... 75 kt (139 km/hr) IAS
(at 12,500 lb/5,670 kg)

Maximum Operating Altitude.....35,000 ft (10,668 m)

Take-off Distance over a 50 ft obstacle.....2,579 ft (786 m)
(FAR 23 [Normal Category], Sea Level, ISA, Flaps Approach, Ice Vanes Retracted, 12,500 lb/5,670 kg)

Landing Distance over a 50 ft obstacle.....2,845 ft (867 m)
(FAR 23 [Normal Category], Sea Level, ISA, 12,500 lb/5,670 kg, Without Propeller Reversing)

Cruise Speed ($\pm 3\%$)..... 308 kt (570 km/hr)
(ISA, 26,000 ft (7,925 m) altitude, 11,000 lb (4,990 kg), Max. Cruise Power, 1,800 rpm)

Noise

Take-off.....81.1 dB(A)

5. STRUCTURAL DESIGN CRITERIA

The King Air B200 wing and fuselage are of conventional semi-monocoque construction. It has fully cantilevered wings and a T-tail empennage. Most of the structures are fabricated of high strength aluminum alloy. Steel and other materials are used as needed. The design is based on damage tolerance concepts. The airframe is certified damage tolerant (unlimited life) which ensures continuing structural integrity through an inspection program and appropriate maintenance action. The aircraft structure is divided into three major components, the fuselage, wing and empennage.

Design maneuvering load limits are -1.27 to +3.17 g's.

At the maximum operating altitude of 35,000 ft (10,668 m), a nominal maximum cabin pressure differential of 6.6 psi provides a 10,400 ft (3,170 m) cabin altitude.

Maximum Speeds

V_{MO}	259 KIAS (480 km/hr)
M_{MO}	0.52 M

Flap Extension Speeds

V_{FE} (Approach).....	200 KIAS (370 km/hr)
VFE (Full Down)	157 KIAS (291 km/hr)

Landing Gear Operating and Extension Speeds

V_{LO} (extension)	181 KIAS (335 km/hr)
V_{LO} (retraction)	163 KIAS (302 km/hr)
V_{LO} (emergency operating).....	181 KIAS (335 km/hr)

CG Range

Forward Limit	19.65% MAC at 12,500 lb (5,670 kg)
Forward Limit	13.88% MAC at 11,279 lb (5,116 kg)
(Linear variation between 11,279 lb and 12,500 lb).	
Aft Limit.....	35.75% MAC (at all weights)

6. FUSELAGE

The fuselage is fabricated of high strength aluminum alloy, with appropriate use of steel and other materials. The structural design is based on damage tolerance (fail-safe) principles using multiple load paths, bonded doublers and small panel sizes on the primary structure.

The multiframe fuselage is shaped to provide optimized cabin room and passenger comfort. A maximum internal cabin width of 4 ft 6 in. (1.37 m) and maximum cabin height of 4 ft 9 in. (1.45 m) is provided.

The fuselage is divided into three subsections; an unpressurized nose section, a pressurized flight deck and cabin section and an unpressurized tail section.

Nose Section

The nose section provides the available space for avionics equipment, weather radar antenna, landing lights and nose landing gear. The avionics equipment is located in the upper portion of the nose bay and is accessible through lockable left and right nose access doors. The nose landing gear and landing lights are located in the wheel well in the bottom of the nose section.

Pressurized Cabin Section

The cockpit and passenger cabin comprise the pressurized portion of the fuselage. The pressure vessel extends from the forward pressure bulkhead to the aft pressure bulkhead and has a maximum operational differential pressure of 6.6 psi. The cabin entry door is located on the left rear side of the fuselage while the right forward side of the fuselage incorporates the emergency exit door.

Tail Section

The tail section contains space for the oxygen bottle and cockpit voice recorder.

Flight Compartment Windows

The windshields are a glass and acrylic sandwich and are anti-iced using electro-thermal elements between the panes of glass. Rain removal on the ground and during low speed flight is achieved by use of electromechanical windshield wipers.

7. WING

The wing is of semi-monocoque construction incorporating dual spar structures from wing tip to wing tip. The front and rear spars are similar in construction consisting of upper and lower cap extrusions, stiffeners and webs. The inboard section of each spar consists of a combination of channel fittings, assembled back to back, made from 7075 aluminum plate and forging for the front

and rear spar fittings. The wings are attached to the wing center section at these fittings using eight bolts. The main landing gear attach fittings are installed on the rear spar. Flaps and ailerons are installed on the wing.

The four segment flaps are attached to the trailing edges of the wing. The flaps are attached to rail assemblies on the inboard edge of the wing. The flaps consist of a front spar, a rear spar, ribs, side plates, skins and a fairing.

The wing flaps are electrically operated using an electric flap motor. A safety mechanism is provided to disconnect power to the electric flap motor if an asymmetrical condition occurs. The flap system is operated by a flap control lever located on the center pedestal. The flap control lever has three positions: Up, Approach and Down.

8. EMPENNAGE

The empennage consists of a vertical stabilizer and a fixed incidence horizontal stabilizer in a 'T-tail' design. Elevators are attached to the trailing edge of the horizontal stabilizer and are operated through a cable/pulley assembly connected to the control column. The rudder is attached to the trailing edge of the vertical stabilizer. A rudder trim tab is attached to the lower trailing edge of the rudder.

The leading edges of the horizontal stabilizer are de-iced by use of pneumatic de-icing boots.

A white flashing beacon is located on top of the vertical stabilizer. A white tail position light is located on the top rearmost section of the vertical stabilizer. Tail flood lights are located on the lower surface of the horizontal stabilizer to illuminate the vertical stabilizer. A recognition light is located in the leading edge of each wingtip.

9. LANDING GEAR

The King Air B200 is equipped with retractable tricycle landing gear. The main landing gear uses conventional air over oil struts and retracts forwards into each engine nacelle. The nose gear uses a conventional air over oil shock strut and retracts aft into the nose section. The landing gear is electrically controlled and hydraulically actuated and is enclosed by mechanically actuated doors.

The landing gear position and warning system provides visual and aural indications of landing gear position. Three green indicator lights are located adjacent to the landing gear control handle and a red warning light is located in the knob of the gear handle.

Alternate landing gear extension is accomplished by a manual system that requires the landing gear to be pumped down using the alternate extension handle.

Nosewheel Steering

Nosewheel steering is mechanically actuated by the rudder pedals to provide directional control on the ground. The maximum available steering angle is 49 degrees left or right. Rudder pedal mechanical linkage steering angle is 14 degrees left and 12 degrees right with additional steering obtained through the use of differential braking and asymmetric thrust.

Brakes

The main landing gear wheels are equipped with brakes operated by toe pressure on the rudder pedals.

The aircraft is equipped with four hydraulically operated multi-disc, metallic-lined brake assemblies, one at each main gear wheel. The brakes are applied by toe pressure on the pilot's or copilot's rudder pedals.

Brake De-ice using bleed air heat is fitted as standard.

10. POWERPLANTS

The King Air B200 is powered by two nacelle mounted Pratt & Whitney Canada PT6A-42 turboprop engines rated to 850 shp on a standard day at sea level. The engine is a free turbine (the gas generator and power turbine sections are not physically connected), therefore the power requirements during engine starting are relatively low.

Engine starts may be made using the aircraft battery or external power.

A closed loop fire detection system monitors the engine compartment to detect and warn if a fire occurs. An engine fire extinguishing system is available as an option.

Propulsion System Controls

The propulsion system is operated by three sets of controls: the power levers, propeller levers, and condition levers. The power levers serve to control engine power. The condition levers control the flow of fuel at the fuel control outlet and select fuel cutoff, low idle, and high idle functions. The propeller levers are operated conventionally and control the constant speed propellers through the primary governor.

Power Levers

The power levers provide control of engine power from idle through takeoff power by operation of the gas generator (N1) governor in the fuel control unit. Increasing N1 rpm results in increased engine power.

Propeller Levers

Each propeller lever adjusts the propeller governor, which results in an increase or decrease of propeller rpm. For propeller feathering, each propeller lever releases high pressure oil from the propeller allowing counterweights and feathering spring

to change the pitch. Detents at the rear of lever travel prevent inadvertent movement into the feathering range. In flight, the operating range is 1,600 to 2,000 rpm.

Condition Levers

The condition levers have three positions: FUEL CUTOFF, LOW IDLE and HIGH IDLE. Each lever controls the fuel cutoff function of the fuel control unit and limits idle speed at 61% N1 minimum for low idle, and 70% N1 minimum for high idle.

11. PROPELLERS

Each engine is equipped with a conventional Hartzell 93-inch diameter four blade, full feathering, constant speed, counter-weighted, reversing, variable pitch propeller mounted on the output shaft of the reduction gearbox. The propeller pitch and speed are controlled by engine oil pressure, through single action, engine driven governors. Centrifugal counterweights, assisted by a feathering spring, move the blades toward the low rpm (high pitch) position and into the feathered position. Governor boosted engine oil pressure moves the propeller to the high rpm (low pitch) hydraulic stop and reverse position. The propellers have no low rpm (high pitch) stops; this allows the blades to feather after engine shutdown.

Propeller tie-down boots are provided for use on the moored aircraft to prevent windmilling at zero oil pressure.

Propeller Autofeather

With the autofeather system armed, in the unlikely event of an engine failure during takeoff, the propeller on that engine will automatically feather.

Syncrophaser

The King Air B200's syncrophaser system not only synchronizes propeller RPM, but also phases blade positions so that right and left propeller blades do not pass by the fuselage at the same time. This prevents the beating type noise sometimes present in non-phased twin engine aircraft. This system is displayed on the Multi-Function Display (MFD).

12. SYSTEMS

Flight Controls

Dual flight controls are provided. The primary control system is of conventional design and is manually operated through control cables, push-pull rods and mechanical linkages providing pitch, roll and yaw. Pitch attitude of the aircraft is controlled by the elevators. Roll is controlled through the ailerons. Yaw control is accomplished by use of the rudder.

The secondary control system provides manual and electrical trim for the pitch system, roll trim from the manually operated roll trim surfaces and yaw trim from the manually operated rudder trim surface.

A rudder boost system is installed and is armed by setting the pedestal mounted control switch to the Rudder Boost position. The system senses engine torque from both engines. When the difference in torque exceeds a preset level, the electric servo is activated and deflects the rudder, which assists pilot effort.

Four flaps are mounted on the wings. The flaps move along tracks, actuated by the drive mechanism on the wing rear spar. The wing flaps are electrically actuated and are interconnected by a safety system to ensure symmetrical operation. The flap system is controlled by a flap control lever located on the center pedestal.

Fuel System

The King Air B200 features a conventional, large capacity fuel system requiring minimum management. Fuel management is automatic in normal operation.

The fuel system provides an independent fuel supply for each engine and is designed to operate at an altitude up to 35,000 ft within a temperature range of -40°C to +50°C on fuels Jet A, Jet A-1, Jet B, JP-4, JP-5, JP-8 or Chinese No. 3 Jet Fuel. All components in the fuel system are compatible with all fuels approved for the PT6A-42 engine.

The fuel system consists of two separate systems connected by a valve-controlled crossfeed line. The fuel system for each engine is further divided into a main and auxiliary fuel system. The main system consists of a nacelle tank, two wing leading edge tanks, two box section bladder tanks, and an integral (wet cell) tank, all interconnected to flow in to the nacelle tank by gravity. The tanks are filled from the filler near each wingtip.

The auxiliary fuel system consists of a center section tank with its own filler opening, and an automatic fuel transfer system to transfer the fuel into the main fuel system. When the auxiliary tanks are filled, they will be used first.

The engine driven fuel pump (high pressure) is mounted on the accessory case in conjunction with the fuel control unit. The primary boost pump (low pressure) is also engine driven.

Hydraulic System

The hydraulic system is powered by an electric motor-driven pump and provides hydraulic pressure for landing gear retraction and extension.

Electrical System

Electrical power to the aircraft is provided by two 28V DC, 250 ampere each engine driven starter-generators. A 24 volt, 42 ampere-hour maintenance free lead acid battery supplies electrical power for engine starting and emergency requirements. A 28V DC external power receptacle located under the right wing outboard of the nacelle is provided for connection of an external power unit.

Power from these sources is distributed through the DC electrical power distribution system, which provides power to the individual electrical loads through a multi-bus system. Each power source is electrically connected to the distribution system through relays and line contactors.

A 115 volt-ampere inverter located in the right hand wing stub provides 115 volt 60 Hz AC power to four electrical outlets located in the cabin (note: only two outlets can be used at the same time).

Pressurization and Environmental System

The pressurization and environmental systems utilize engine bleed air to pressurize and heat the cabin and de-fog the cabin windows. During normal operation, most functions are automatic. The only manual adjustments required are for individual comfort, such as cabin altitude and cabin rate of climb.

The cabin is pressurized by the flow of air from the cockpit and cabin air outlets. The system uses a variable isobaric controller to drive an outflow valve through a pneumatic relay. Both the outflow and safety valves open automatically at max differential pressure to protect the cabin from overpressure.

Cabin air distribution lines are composed of cold air ducts and warm air ducts. Recycled and/or air-conditioned air is delivered to the cockpit and cabin overhead eyeball outlets and the cockpit glareshield.

If additional cooling power is needed, some air-conditioned air will be diverted to flow out the lower cabin outlets by the temperature controller. Warm air is delivered through the cabin and cockpit floor outlets.

The temperature control system is a digital control unit that automatically regulates the temperature of air delivered to the cabin and the cockpit. The air temperature of the cabin and the cockpit can be individually controlled. The system can also be controlled manually.

The automatic electronic temperature control for both heating and cooling keeps the cabin and cockpit at a constant temperature during climbs and descent. Individual temperature controls for cabin and cockpit, which are located in the cockpit, provides the ability to regulate temperatures in both areas.

Oxygen System

The 115 cubic foot oxygen system provides adequate oxygen flow for crew and passengers for a cabin pressure altitude of up to 35,000 ft. The system consists of an oxygen cylinder-regulator assembly mounted in the tail section.

The crew is provided with quick-donning oxygen masks. Oxygen supplies for passengers are provided through drop down masks that are delivered automatically if the cabin altitude rises above 12,500 ft.

Ice and Rain Protection System

Engine exhaust heat is utilized for heating the engine air inlet lips. Anti-ice protection of the wing and horizontal stabilizer leading edges is provided through engine bleed air driven pneumatic boots. The windshield de-fogging system uses air supplied by the air conditioning system. The windshield, pitot mast, fuel vent, propellers and stall warning vane are electrically heated.

An oil to fuel heat exchanger, located on the engine accessory case, operates continuously and automatically to heat the fuel sufficiently to prevent ice from collecting in the fuel control unit.

Rain removal is achieved by use of a surface seal application. A two speed electromechanical windshield wiper system is also provided for rain removal on the ground and during slow speed flight operations.

Protective Coverings

3M™ protective tape is installed on the leading edge of the vertical stabilizer, both tips of the horizontal stabilizers, both wing tip light glareshields, both wing wraparound fairings, and the air conditioner intake. A 3M protective boot is installed on the bullet (vertical stabilizer tip fairing) and the radome. Akzo Nobel Aerospace™ Coatings protective coating is applied inboard and outboard of the engine nacelles on the wing leading edge. An additional layer of sealant is applied around the exterior of the windshield, both heated engine inlets and all windows (excluding the storm windows).

13. FLIGHT COMPARTMENT AND AVIONICS

The King Air B200 is certified for single or two pilot operation. All the controls and switches are laid out for accessibility to either pilot. Circuit breakers are located on the pilot's and copilot's sidewall and are clearly marked to denote the related electrical bus from which power is provided.

An overhead light control panel, located between the two pilots, contains all the instrument panel light and dimmer switches. A second overhead panel contains generator load monitoring gauges and emergency instrument light controls.

A warning annunciation panel (red) centrally located in the glareshield provides system annunciation, and a caution/advisory/status (CAS) annunciator panel (caution – yellow; advisory – green; status – white) is located on the center subpanel. Two red Master Warning flashers located in the glareshield are part of the system as are two yellow Master Caution flashers (located just inboard of the Master Warning flashers).

Avionics

The standard flight instrument installation in the King Air B200 is the Rockwell Collins Pro Line 21 integrated avionics system. The system features an Integrated Avionics Processor System (IAPS),

Electronic Flight Instrument System (EFIS), Engine Indicating System (EIS), Air Data System (ADS), Attitude Heading System (AHS), Automatic Flight Guidance System (AFGS), Flight Management System (FMS), Weather Radar System (WXR) and a complete set of navigation and communication radios.

Integrated Flight Information System (IFIS)

The Rockwell Collins ProLine 21 system includes an Integrated Flight Information System (IFIS) with IFIS 6.0 software that provides enhanced map features to traditional displays (e.g., rivers, lakes, national boundaries, airways and airspace depictions). A FSU is connected to an Ethernet capable MFD and provides the control interface to these enhanced features using a Cursor Control Panel (CCP). The FSU also has optional provisions for electronic charts, and up-linked graphical weather.

Rockwell Collins ECH-5000 Electronic Charts software depicting NOTAMS, airport diagrams with aircraft location and approach charts (GPS/ILS) is provided as standard. The charts are integrated into IFIS and preloads the electronic charts to match the FMS flight plan.

A one year subscription service is provided for a customer's home region beginning on date of aircraft acceptance for the following functions: Jepps electronic charts; Rockwell Collins enhanced map overlays; Rockwell Collins navigational database.

Electronic Flight Instrumentation System (EFIS)

- Rockwell Collins AFD-3010 Electronic Flight Instrumentation System.

The Electronic Flight Instrumentation System (EFIS) consists of an AFD-3010 Primary Flight Display (PFD) on the pilot's and copilot's panels and an AFD-3010E Multi-Function Display (MFD) adjacent to the pilot's PFD.

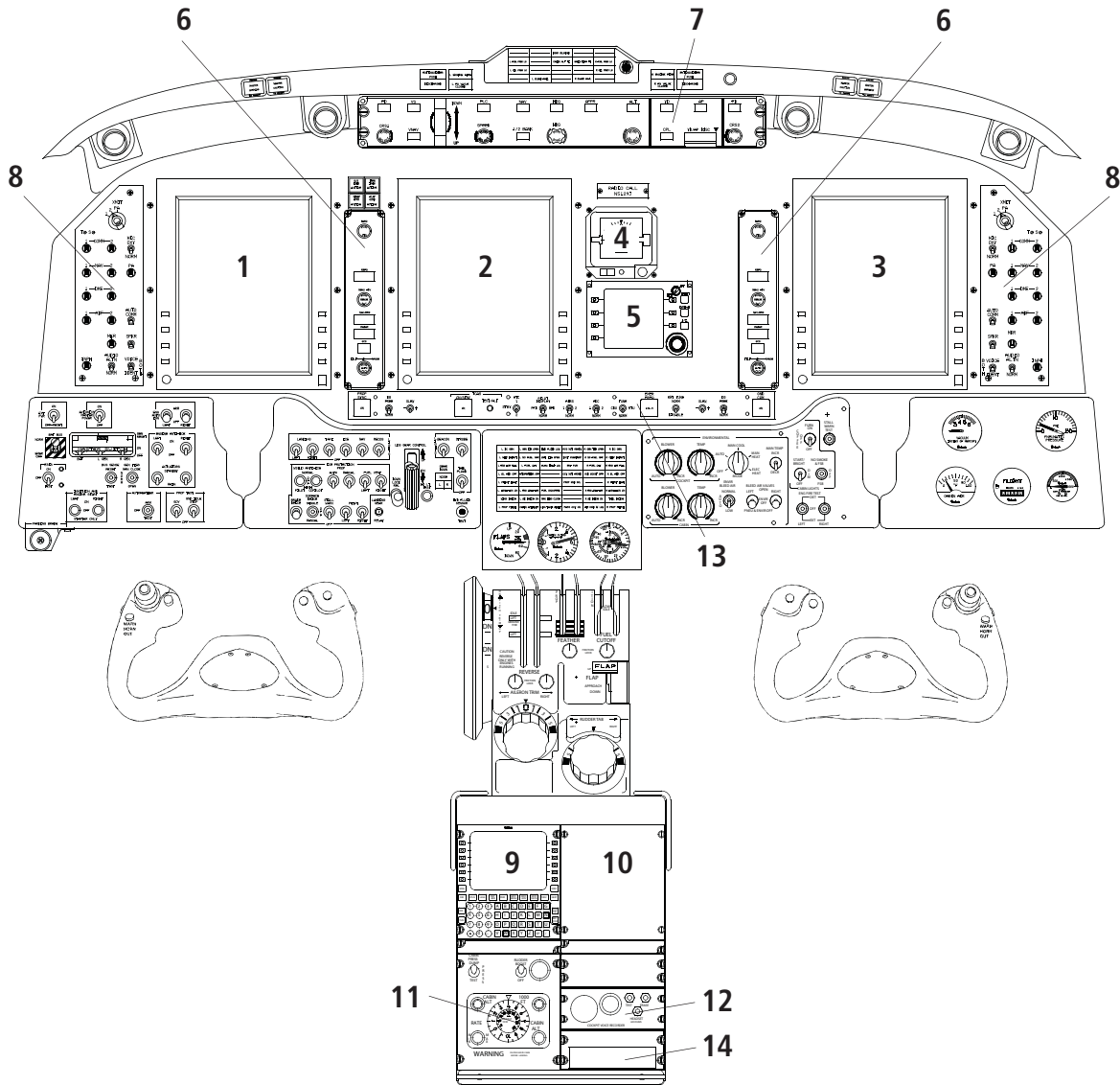
The PFD includes attitude, flight guidance, airspeed, vertical speed, altitude, HSI, navigation and flight guidance mode information.

The MFD displays engine parameters, maps and radar information. Avionics maintenance history can be accessed through the MFD. There is capability for displaying normal checklist, abnormal checklist and emergency checklist items on the MFD.

The DCP-3000 Display Control Panels (DCP) provide barometric pressure correction, secondary engine display control, V-speed reference setting, navigation source selection, bearing source selection, weather radar control and display range selection.

The EFIS displays are also capable of displaying the L3 Communications TCAS I and ACSS TAWS+ terrain information.

King Air B200 Main Instrument Panel



- | | |
|---|------------------------------------|
| 1. Primary Flight Display (PF) | 8. Audio Panels |
| 2. Multi-Function Display (MFD) | 9. Flight Management System |
| 3. Copilot's Primary Flight Display | 10. Optional 2nd FMS/GPS location |
| 4. Electronic Standby Instrument System | 11. Pressurization System Controls |
| 5. Rockwell Collins Radio Tuning Unit (RTU) | 12. Cockpit Voice Recorder |
| 6. Display Control Panel (DCP) | 13. Reversionary Switch Panel |
| 7. Flight Guidance Panel | 14. Database Input Unit (DBU) |

Engine Indicating System (EIS)

The EIS utilizes two DCU-3000 Data Concentrator Units (DCUs) to digitize aircraft engine data for input to the avionics system.

During normal operation, primary engine parameters displayed on the MFD by digital and analog formats are:

- Internal Turbine Temperature
- Propeller Torque
- Propeller Speed
- Turbine Speed.



Secondary engine parameters displayed on the MFD in a digital format are:

- Fuel Flow
- Oil Pressure
- Oil Temperature.

Note: During reversionary mode operation, engine parameters are available on the PFD.

Flight Guidance System (FGS)

- Rockwell Collins FGC-3000 Automatic Flight Guidance System

The FGC-3000 Automatic Flight Guidance System (AFGS) provides an integrated fail-passive three-axis autopilot with yaw damper, flight guidance operation and automatic pitch trim. The AFGS consists of two identical flight guidance computers, three primary servos and a Flight Guidance Panel (FGP).

Two FGC-3000 Flight Guidance Computers (FGCs) provide independent flight guidance computation and operate together to provide 3-axis autopilot, pitch trim and rudder boost functions.

Pilot operation is accomplished through a single integrated FGP-3000 control panel. This panel contains controls for Flight Guidance modes and operation, autopilot operation and yaw damp operation.

Air Data System (ADS)

- Dual Rockwell Collins ADC-3000 Air Data Computers

The Digital Air Data Computers supply digital output signals to the displays (airspeed and altitude), IAPs, AHRS, transponders, Flight Guidance System and autopilot. The system is RVSM capable.

Attitude Heading System (AHS)

- Dual Rockwell Collins AHC-3000 Attitude Heading Reference System (AHRS)

The AHC-3000 AHRS provides precision attitude body rates and three-axis linear acceleration data necessary for precision flight path control. The AHRS system provides the basic attitude and heading data displayed on the Primary Flight Display (PFD).

Flight Management System (FMS)

- Single Rockwell Collins FMS-3000 Flight Management System with Database and FMS 4.0 software providing LPV approach capability.

The Rockwell Collins FMS-3000 is a multi-sensor, position blending, navigation/flight management system that derives precise aircraft position. The system is capable of using VOR/DME, DME/DME and GPS signals to determine position. A DBU-5000 Database Loader is provided which provides software update access to the FMS and File Server Unit.

The FMS installation includes a CDU-3000 Control Display Unit (CDU).

Radio System

The avionics package includes the following radio systems:

- Dual Rockwell Collins VHF-4000 VHF Communication Transceivers that operate in the 118.00 to 136.975 MHz frequency range in 8.33 KHz spacing increments. Tuning through CDU or RTU. The VHF-4000 radios meet ICAO Annex 10 FM Immunity requirements.
- Single Rockwell Collins NAV-4000 Navigation Receiver integrates VOR/LOC/Glideslope/ADF/Marker Beacon functions. Tuning through CDU or RTU. The ADF has a frequency reception range from 190 to 1799.5 and 2179 to 2185 KHz (selectable in 500 Hz increments).
- Single Rockwell Collins NAV-4500 Navigation Receiver integrates VOR/LOC/Glideslope/Marker Beacon functions. Tuning through CDU or RTU. The NAV-4000 series radios meet ICAO Annex 10 FM Immunity requirements.
- Single RTU-4200 Comm/Nav Tuning Unit installed in the panel provides primary tuning capability for the Comm and Nav radios. Utilizing the RTU-4200, the number one Comm can be operated while on the ground without turning on the master power switch (to obtain ATIS information and ATC clearances). All of the radio equipment can also be controlled through keyboard operation on the CDU-3000.
- Dual Rockwell Collins TDR-94D 'Diversity' Transponders With Enhanced Surveillance and Flight ID.

- Single Rockwell Collins DME-4000 Distance Measuring Equipment (DME). This unit is able to simultaneously interrogate three DME stations.
- Single Rockwell Collins ALT-4000 Radio Altimeter. The ALT-4000 is a solid-state radio altimeter that provides altitude information from 0 to 2,500 feet (762 m) AGL.
- Single GPS 4000S Global Positioning System (GPS) with WAAS/LPV approach capability. The GPS 4000S sensor processes the transmissions of up to twelve GPS satellites simultaneously and calculates navigation solutions based on information from all satellites in view. The computed position, velocity and time are input to the Flight Management System that integrates this data into the flight plan based navigation solution.

Audio System

- dB Systems™ Model 700 (pilot) / Model 800 (copilot) Audio Systems

Features dual auto COMM and audio switches, crew interphone, dual cockpit speakers, microphone key button on pilot and copilot control wheels, dual hand-held microphones, dual boom microphone headsets, voice and ident filters.

Weather Radar System (WXR)

- Rockwell Collins TWR-850 Weather Radar

The Rockwell Collins TWR-850 Weather Radar is a four color, 6 range weather radar designed to interface with the EFIS, Primary Flight Display (PFD) and Multi-Function Display (MFD). The radar features ± 15 degrees of antenna tilt (12 in. diameter antenna), 14 scans of 120 degrees per minute. Color weather depictions clearly identify the intensity and level of targets in any mode of operation.

Maintenance Diagnostic Computer

- MDC-3110 Maintenance Diagnostic Computer

The central Line Replaceable Unit (LRUs) of the Maintenance System are the Maintenance Diagnostics Computer (MDC), the Flight Guidance Computer (FGC) and the MFD. Maintenance data is displayed and controlled on the MFD through the Line Select keys. Maintenance information may be downloaded via a USB flash drive memory storage device to a laptop computer to allow further examination away from the aircraft.

The Maintenance System capabilities include failure detection, retrieval of current and past failures, displays of current LRU diagnostics and display and control of specified aircraft information. Most LRU's perform self monitoring (failure detection) and report failures to the MDC. The MDC compiles a maintenance record for each reporting LRU and stores this in nonvolatile memory. The pilot or flight-line technician can display LRU status information, current or past failures and real-time aircraft parameters. Aircraft identification, time and date can be entered and stored in the MDC.

Traffic Collision Avoidance System (Level 1)

- L3 Communications™ Skywatch TCAS I

The TCAS interrogates transponders of surrounding aircraft and displays the relative position of the aircraft target on either PFD. The system provides aural and visual traffic advisories to alert the pilot, allowing sufficient time to make visual contact with the threat aircraft and take appropriate action.

Terrain Awareness and Warning System (TAWS)

- ACSS™ TAWS+

The TAWS+ system provides a Terrain Awareness and Warning System Class A (TAWS) displayed on the MFD in normal mode or PFD in reversionary mode.

Electronic Standby Instrument System (ESIS)

- L3 Communications GH-3100

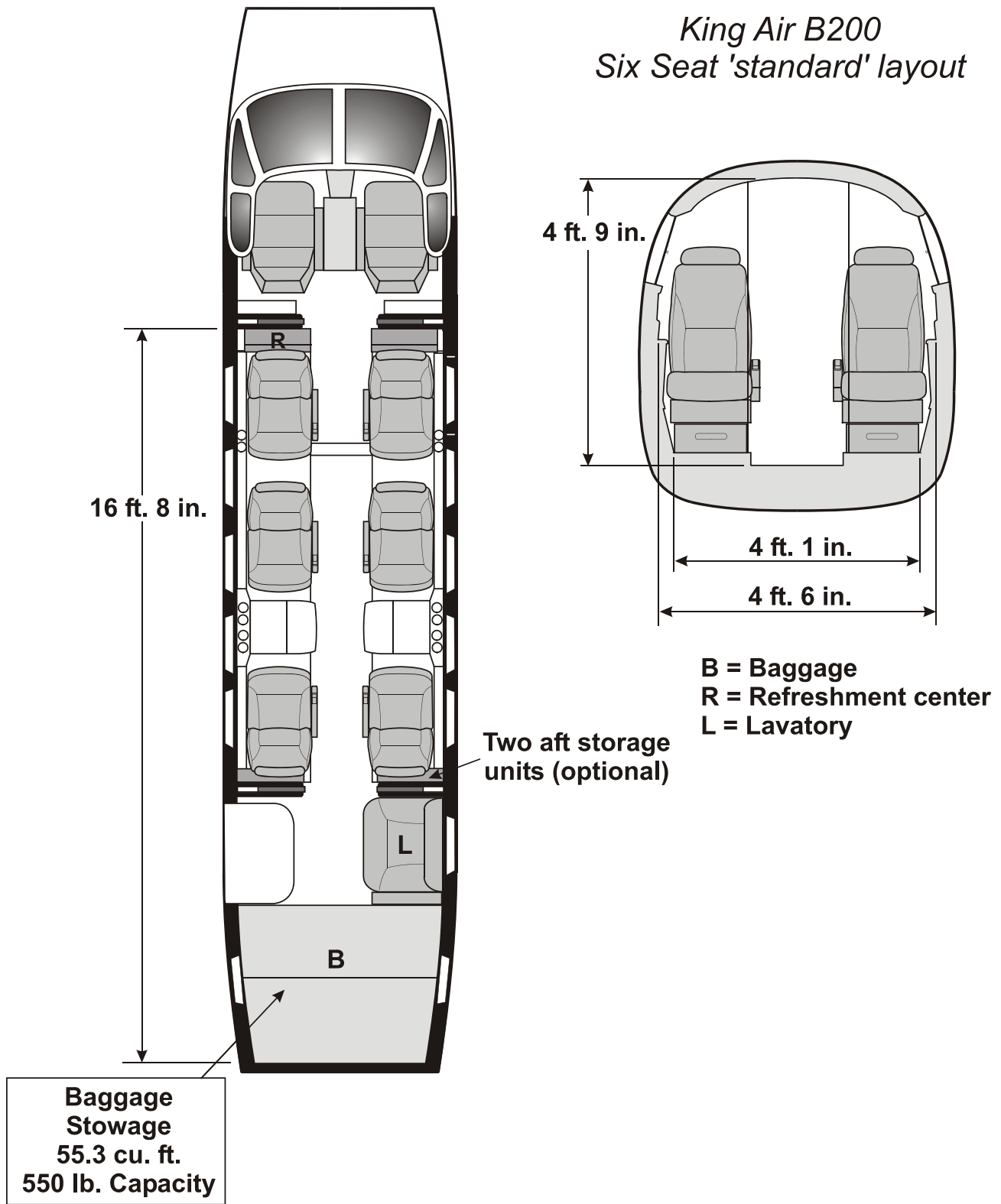
Provides back-up display of attitude, heading, airspeed, altitude and nav with back-up battery.

Additional avionics include:

- Cabin Paging System with five speakers.
- Solid-State Cockpit Voice Recorder (SSCVR) Universal Avionics CVR-120R with remote area microphone (120 minutes recording time) and Recorder Independent Power Supply (RIPS).
- Emergency Locator Transmitter (ELT) – Artex™ C406-2 ELT with switch control in cockpit.
- Magnetic compass

King Air B200 Interior Layout

*King Air B200
Six Seat 'standard' layout*



14. INTERIOR

The King Air B200 offers a large and spacious 303 cubic foot (8.58 cu. m) cabin providing comfortable passenger seating. The cabin dimension from the floor to the ceiling is 4 ft 9 in. (1.45 m). Cabin width is 4 ft 6 in. (1.37 m). The length of the cabin is 16 ft 8 in. (5.08 m). At the rear of the passenger compartment is a private lavatory.

The cabin gives King Air B200 passengers a feeling of spaciousness and offers conversation areas similar to an office setting.

The passenger seats are large and luxurious. Each seat is equipped with fore and aft travel, swivel and reclining capability. An armrest that can be raised or lowered is built into the inboard side of the chair. The seat controls are located in the armrest. New tailoring provides additional lumbar support and integrated headrest. Fire blocked seats are supplied as standard.

Cabinetry in the standard aircraft consists of an upright pyramid-style refreshment cabinet on the forward left side of the cabin. Features include water tank, one gallon heated liquid container, two cup dispensers with overboard drain, pullout work surface, three general storage drawers and double ice chest drawer.

Executive writing tables are provided in the club seating areas on both the left and right side of the cabin and stow in the sidewall panels.

In the lavatory area, a belted passenger seat is provided. The seat is certified for take-off and landing. The private lavatory features a flushing recirculating chemical toilet and relief tube. Seat cushion and seat back are tailored to suit aircraft interior.

“Quiet Cabin” Noise Control

The King Air B200 features 32 tuned dynamic vibration absorbers mounted throughout the cabin and flight deck. Each one is electronically tuned to absorb propeller vibrations. Scotchdamp™ skin stiffener and three inches of bagged fiberglass insulation add up to the one of the most effective acoustic treatments in any business aircraft.

15. BAGGAGE COMPARTMENT

Located at the rear of the cabin close to the main entry door is the baggage compartment. All baggage is heated and pressurized and fully accessible in flight. The size of the baggage compartment is 55.3 cubic feet (1.57 cu. m) with a 550 lb. (249 kg) capacity. A baggage curtain is included as standard.

16. EXTERIOR

Distinctive exterior styling featuring polyurethane paint is provided.

17. ADDITIONAL EQUIPMENT

- Propeller Slings (2)
- Engine Inlet Plugs (2)
- Bleed Air Plugs (2)
- Bose® Noise Canceling Headsets (2)
- Fuel Sump Drain Wrench (1)
- Passenger Briefing Cards (6)
- Coat Hangers (6)
- Tow Bar
- Pitot Tube Covers (2)
- Gust Lock Assembly
- Flight Bag
- Full Width Baggage Cargo Web
- Extra Center Aisle Carpet
- Engine Oil Drain Tool
- MedAire™ Program
 - MedAire First Aid Kit
 - MedAire Automated External Defibrillator (AED)
 - One year paid subscription to the MedLink Global Response Center.

18. EMERGENCY EQUIPMENT

- Fire Extinguisher in Cockpit and Cabin
- Crew & Passenger Oxygen
- Flashlight

19. DOCUMENTATION AND TECHNICAL PUBLICATIONS

Publications provided with and considered a part of the Aircraft include:

- Directory - Hawker Beechcraft Corporation Service Centers
- Pilot's Operating Handbook/Aircraft Flight Manual
- Aircraft Technical Log, Section 3, Engine (2)
- Pilot's Checklist
- Aircraft Technical Log, Section 3, Propeller (2)
- Avionics Pilots Guides

- Maintenance Information Sheet
- Flight Log
- Maintenance/Inspection Log
- Supplementary Log
- Hawker Beechcraft Corporation Interactive Maintenance Library CD-ROM including the following manuals:
 - Component Maintenance Manual
 - Wiring Diagram Manual
 - Maintenance Manual
 - Parts Manual
 - Printed Circuit Board Manual

Note: Additional loose equipment not specified here may also be supplied.

20. CAMP SYSTEMS MAINTENANCE TRACKING PROGRAM

CAMP Systems™ maintenance tracking program provides computerized aircraft maintenance tracking with all data being exchanged electronically.

The CAMP Systems program is a full service aviation management system that continually monitors the entire range of aircraft maintenance and inspection requirements and brings them to the attention of the operator as they become due. CAMP Systems maintenance tracking program allows you to accurately track and predict the maintenance requirements of your aircraft.

CAMP Systems provides a dedicated analyst assigned to your aircraft to ensure that your aircraft data is as accurate and complete as possible. This is an aircraft specific program that is tailored to each specific aircraft serial number.

The first year of CAMP Systems service is provided at no charge to Buyers of a new King Air B200. Subsequent years of CAMP are available through an annual subscription.

This program reflects Hawker Beechcraft Corporation's commitment to provide all King Air B200 operators worldwide with the finest support services available.

21. KING AIR B200 NEW AIRCRAFT LIMITED WARRANTY

All new King Air B200 aircraft are covered by the following MANUFACTURER'S LIMITED WARRANTY, which gives Buyer specific legal rights. The law of Kansas applies to this warranty. Note: All warranty work must be accomplished by a Hawker Beechcraft Authorized Service Center rated to perform maintenance on King Air aircraft. (Ref: CSD-34049 Rev. 09/08).

A. HAWKER BEECHCRAFT CORPORATION'S ("HAWKER BEECHCRAFT") LIMITED WARRANTY

(1) Subject to the limitations and conditions hereinafter set forth, Hawker Beechcraft warrants, at the time of delivery by Hawker Beechcraft, each part of the Aircraft structure (fuselage, empennage, wing and control surfaces) to be free from (i) defects in materials or workmanship, and (ii) defects in design that in view of the state-of-the-art as of the date of manufacture should have been foreseen; provided, however, that the defect must be discovered and reported to Hawker Beechcraft within sixty (60) months from the date of delivery of the Aircraft to Buyer.

(2) Subject to the limitations and conditions hereinafter set forth, Hawker Beechcraft warrants, at the time of delivery by Hawker Beechcraft, each part of the Aircraft not mentioned in A. (1) above, except avionics and engines (reference paragraphs D and E below), to be free from (i) defects in materials or workmanship, and (ii) defects in design that in view of the state-of-the-art as of the date of manufacture should have been foreseen; provided, however, that the defect must be discovered and reported to Hawker Beechcraft within twenty-four (24) months or twelve hundred (1,200) hours of aircraft operation, whichever time period first expires or event first occurs from the date of delivery of the Aircraft to Buyer; provided further, however, that with respect to exterior paint and interior finish items designed, manufactured or installed by Hawker Beechcraft the defect must be discovered and reported to Hawker Beechcraft within twenty-four (24) months or four hundred (400) hours of aircraft operation, whichever time period first expires or event first occurs; provided further that with respect to maintenance manuals and other technical publications provided with the Aircraft by Hawker Beechcraft the defect must be discovered and reported to Hawker Beechcraft within the period of the free update subscription also provided with the aircraft for any such manual or publication.

(3) Subject further to A. (4) below, the entire extent of Hawker Beechcraft's liability shall be limited to that of either reimbursing Buyer for its costs of purchasing a rebuilt, overhauled or repaired part from either Hawker Beechcraft or a properly Rated Hawker Beechcraft Authorized Service Center or, at Hawker Beechcraft's election, reimbursing Buyer for its costs of having the part repaired at a properly Rated Hawker Beechcraft Authorized Service Center. If Hawker Beechcraft elects not to repair the part and if neither a rebuilt, overhauled or repaired part is, in Hawker Beechcraft's opinion, timely available then Hawker Beechcraft will reimburse Buyer for its costs of purchasing a new part from either Hawker Beechcraft or a properly Rated Hawker Beechcraft Authorized Service Center. The labor necessary to remove from the Aircraft such part or parts and to reinstall in the Aircraft such part or parts, as well as any repair made as the result of improper installations by Hawker Beechcraft, shall be covered by this Warranty, provided the work is performed at a properly

Rated Hawker Beechcraft Authorized Service Center. The part to be replaced must be returned shipping prepaid to Hawker Beechcraft within sixty (60) days after the occurrence of the defect, at Buyer's own expense (including but not limited to, freight, insurance, customs duties, etc.) unless otherwise directed by Hawker Beechcraft Warranty. HAWKER BEEHCRAFT'S LIMITED WARRANTY will apply to any part repaired or replaced by a properly Rated Hawker Beechcraft Authorized Service Center pursuant to HAWKER BEEHCRAFT'S LIMITED WARRANTY: however, the applicable warranty for such part repaired or replaced shall be limited to the unexpired portion of HAWKER BEEHCRAFT'S LIMITED WARRANTY described in A. (1) or A. (2) above, as applicable. In other words, the warranty period of the part repaired or replaced does not start over from the date of reinstallation.

(4) This limited warranty is pro-rated for life-limited parts. For Aircraft parts or systems that have life limitations (including replacement or overhaul intervals) established in the airworthiness section of the Hawker Beechcraft maintenance manual or in other technical publications including Safety Communiqués and Service Bulletins, Hawker Beechcraft's liability hereunder shall be further limited to the remaining pro-rated life of the defective part, calculated as of the date the defect was discovered and reported to Hawker Beechcraft. For example, if a life limited part is found and reported to be defective at 1500 hours of a 2000 hour replacement or overhaul interval (or 750 cycles of a 1000 cycle interval or nine months of a one year age interval), 75% of its life will have been consumed and Hawker Beechcraft will provide 25% of the cost for replacing the part. If the part's life limit is measured by alternative means (such as hours, cycles and/or age), the pro-ration calculation shall be based on the factor nearest to expiring as of the time the defect is discovered and reported. Nothing about this provision shall be construed to extend the total warranty period beyond the applicable time periods stated in A. (1) or A. (2) above. All warranties expire as noted in A. (1) or A. (2) above, regardless of any remaining life limits on parts. All replacement parts are covered only by their own spare parts warranties, if and as applicable and shall have no coverage under this warranty.

(5) Routine services (such as inspections, cleaning, adjustments, etc.) and replacement of items which deteriorate from expected normal wear and tear or exposure (such as paint, upholstery, trim items, bulbs, tires, brakes, hoses, belts, batteries, etc.) are not covered by this LIMITED WARRANTY. Such routine services and replacements required during the course of operation are not considered to be the result of any defect in the Aircraft.

B. LIMITATIONS APPLICABLE TO HAWKER BEEHCRAFT'S LIMITED WARRANTY

(1) Hawker Beechcraft will be relieved of all obligations and liability under this Warranty if:

(i) The alleged defect in the part is due to expected normal wear and tear (such as that is normally expected to paint, upholstery, trim items, etc.), to environmentally induced corrosion or erosion, to foreign object damage, or to misuse or neglect on the part of someone other than Hawker Beechcraft; or

(ii) Hawker Beechcraft's and/or Hawker Beechcraft's supplier's identification mark or name or serial number has been removed from the part in question; or

(iii) The Aircraft and/or equipment have not been maintained, operated or stored either in accordance with applicable manuals, communications or other written instructions (including, but not limited to, Mandatory Service Bulletins), of Hawker Beechcraft or any manufacturer of the part involved, or in accordance with applicable Federal Aviation Regulations and advisory circulars unless Buyer shows that such maintenance, operation or storage was not a contributory cause of the defect; or

(iv) The part or system in question has been modified or altered after delivery other than by the Manufacturer or in accordance with a modification or alteration scheme approved in writing by the Manufacturer. In addition, any part or system of the aircraft affected by a modified or altered part or system will not be covered by Hawker Beechcraft's Limited Warranty; or

(v) The Aircraft is used for purposes other than conventional owner/operator usage. Usage not considered conventional owner/operator includes, but is not limited to, scheduled airline operations, shared ownership fleets, government/ military or special mission operations and flight/pilot training operations.

(2) For the purpose of this Warranty, no part of the Aircraft or equipment will be regarded as breaching the LIMITED WARRANTY merely because, subsequent to its delivery, some modification or alteration becomes necessary for product improvements or in order to meet a change in the requirements of any applicable Federal Aviation Regulation.

(3) TO THE EXTENT ALLOWED BY APPLICABLE LAW, BUYER WAIVES AS TO HAWKER BEEHCRAFT AND SELLER ALL OTHER WARRANTIES, WHETHER OF MERCHANTABILITY, FITNESS OR OTHERWISE. THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF.

(4) TO THE EXTENT ALLOWED BY APPLICABLE LAW, THE OBLIGATIONS OF HAWKER BEEHCRAFT SET FORTH HEREIN SHALL BE THE EXCLUSIVE REMEDIES FOR ANY BREACH OF WARRANTY HEREUNDER, AND, TO THE SAME EXTENT, NEITHER HAWKER BEEHCRAFT NOR SELLER SHALL BE LIABLE FOR ANY INCIDENTAL, INDIRECT, SPECIAL, CONSEQUENTIAL, MULTIPLE OR PUNITIVE DAMAGES, INCLUDING, WITHOUT LIMITATION, ANY DAMAGES FOR DIMINUTION OF MARKET VALUE, LOSS OF USE OR LOSS OF PROFITS, OR ANY DAMAGES TO THE AIRCRAFT CLAIMED BY BUYER OR ANY OTHER PERSON OR ENTITY UPON THE THEORIES OF NEGLIGENCE OR STRICT LIABILITY IN TORT.

(5) ANY ACTION BY BUYER FOR BREACH OF THIS WARRANTY BY EITHER HAWKER BEEHCRAFT OR SELLER MUST BE COMMENCED WITHIN ONE (1) YEAR AFTER THE CAUSE OF ACTION ACCRUES. THE CAUSE OF ACTION ACCRUES WHEN THE BUYER FIRST LEARNS THAT THE WARRANTY HAS BEEN BREACHED.

C. TRANSFER OF WARRANTY

In the event the Aircraft is resold to another person, firm or entity prior to the expiration of the Limited Warranty described in paragraph A above, any remaining term of that Limited Warranty is automatically transferred to subsequent purchasers of the Aircraft, but subject to the limitations described in paragraph B above.

D. AVIONICS EQUIPMENT WARRANTED BY APPLICABLE MANUFACTURERS.

Factory installed standard avionics equipment is warranted by the respective manufacturers for varying periods of time. Details of these programs are available from the applicable manufacturer. The majority, but not all, of the Standard Equipment Avionics Suite is manufactured by Rockwell Collins. The following is a summary of the Limited Warranty provided by Rockwell Collins Commercial Systems Division of Rockwell International with respect to Rockwell Collins Pro Line avionics suite:

STANDARD AVIONICS WARRANTED BY ROCKWELL COLLINS

A. Rockwell Collins agrees to repair or replace at its discretion, without charge, any such equipment, which is defective as to design, workmanship or material, and which is returned to Rockwell Collins at its factory, transportation prepaid, provided:

- (i) Notice of the claimed defect is given Rockwell Collins within five (5) years from date of delivery and equipment is returned in accordance with Rockwell Collins instructions.
- (ii) Such equipment shall not be deemed to be defective, if, due to exposure to any condition in excess of those published in the product specification, it shall fail to operate in a normal manner.
- (iii) Rockwell Collins' obligations with respect to such equipment are conditioned upon the proper installation and operation of such equipment by Buyer in accordance with Rockwell Collins written directions.
- (iv) This warranty shall be void if such equipment is altered or repair is attempted or made by other than Rockwell Collins or Rockwell Collins' authorized service center.

B. Rockwell Collins warrants that any software delivered hereunder, either embedded in equipment described herein or specifically designed for use in or with such equipment, will substantially provide the functions set forth in the applicable specification (or absent a specification, as described in the applicable Service Bulletin). Rockwell Collins will, at its option, without charge, revise or replace such nonconforming software provided:

(i) Notice of the claimed defect is given Rockwell Collins within five (5) years from the date of delivery or one hundred eighty (180) days from the date of first installation, whichever occurs first.

(ii) Software shall not be deemed to be defective if the software or the host medium is exposed to any computer virus or to any conditions in excess of those published in the applicable specification(s).

(iii) Rockwell Collins' obligations are conditioned upon the proper installation and operation of software and the host medium in accordance with Rockwell Collins' written instructions.

(iv) This warranty shall be void if such software (or its host medium) is altered (or alterations are attempted) by other than Rockwell Collins or Rockwell Collins' authorized service center.

NO OTHER WARRANTIES, EXPRESSED, IMPLIED, OR STATUTORY, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE SHALL BE APPLICABLE TO ANY EQUIPMENT SOLD OR SOFTWARE DELIVERED HEREUNDER, AND THE FOREGOING SHALL CONSTITUTE THE BUYER'S SOLE RIGHT AND REMEDY.

E. ENGINES WARRANTED BY PRATT & WHITNEY CANADA.

Engines are warranted by their manufacturer, Pratt & Whitney Canada. Details of the engine warranty is available from Pratt & Whitney Canada. An outline of that engine warranty is as follows:

WARRANTY FOR NEW ENGINES.

Pratt and Whitney Canada (P&WC) warrants that at the time of delivery, all parts of a new engine comply with the relevant specification and are free from defects in material and workmanship and that the engine shall be free from defects in design, having regard to the state of the art at the time of said design and the requirements for the engine as installed on the aircraft.

This warranty shall take effect immediately upon acceptance of the engine by the Buyer, either installed in an aircraft or delivered as a spare, and shall remain in force until the expiration of five (5) years from delivery to the first operator or the completion of 2,500 operating hours, whichever occurs first. This warranty is transferable to subsequent operators.

COVERAGE.

During the warranty period, P&WC will repair or replace any parts found to be defective (including resultant damage to the engine) during the warranty period. Such replacement may, at P&WC's option, be made with new parts or serviceable parts.

P&WC will pay reasonable troubleshooting labor, engine removal and reinstallation costs and transportation costs (excluding insurance, duties and taxes) to and from a repair facility designated by P&WC Warranty Administration.

When a rental engine is required to support an engine removal covered by the terms of this warranty, P&WC will provide a special warranty engine rental rate based on the reasonably expected engine maintenance cost for the operator's mission profile.

The operator is responsible for the costs of scheduled maintenance during the warranty period, including but not limited to, routine line maintenance and adjustments, hot section inspection and refurbishment, and engine overhaul. Removal of a part from service because of hourly, cyclic, normal wear and tear or other limitations on its continued use specified in P&WC maintenance or service documents, will not constitute a defect under this warranty, but may be supported on a pro rata (pay for use) basis under the Primary Parts Service Policy.

Notice of a warranty defect must be provided to P&WC within thirty (30) days of the occurrence, and P&WC reserves the right to refuse any warranty claim received more than 180 days after removal from operation of any engine or engine part.

APPLICATION.

This Warranty For New Engines applies only to engines operated in non-military aircraft used for commercial, corporate, or private transportation service.

OPERATOR'S RESPONSIBILITIES.

The operator is responsible for operating and maintaining the engine, and the cost thereof, in accordance with applicable manuals and recommendations. This includes, but is not limited to, routine line maintenance and adjustments, hot section inspection and refurbishment and engine overhauls described in P&WC manuals and required by regulatory authorities. All warranty repairs must be carried out at a facility designated by P&WC warranty administration. P&WC shall not be responsible for defects or damages, and the costs thereof, resulting from improper use or maintenance, normal wear and tear, accident, foreign object damage (FOD), erosion, corrosion, sulphidation or any other cause beyond the control of P&WC.

LIMITATIONS.

This is the only warranty applicable to the engine and is given and accepted in place of all other warranties or remedies, express or implied, including without limitation any warranties as to MERCHANTABILITY or fitness for purpose. In no event shall P&WC be responsible for incidental or consequential damages.

OTHER TERMS AND CONDITIONS APPLY TO THE WARRANTY. A COMPLETE COPY OF THE WARRANTY FOR NEW ENGINES MAY BE OBTAINED FROM P&WC PARTS AND COMMERCIAL SERVICES ON REQUEST.

22. KING AIR B200 CREW TRAINING AGREEMENT

TRAINING

Seller shall provide to Buyer (first retail buyer), as a part of the Total Aircraft Purchase Price, a training package consisting of a training/familiarization program for two (2) suitably qualified pilots and one (1) suitably qualified maintenance personnel. Training shall be conducted by FlightSafety International™ (FSI) located in Wichita, Kansas or at another FSI training location as appropriate. For specific details regarding the training course, course requirements, or completion options contact FSI.

PILOT TRAINING

Two (2) pilots – Initial course

- Minimum pilot qualification prerequisites: valid U.S. FAA Private Pilot Certificate with multi-engine aircraft rating or a valid foreign equivalent.
- Preferred pilot qualifications: valid U.S. FAA Commercial Pilot Certificate with multi-engine aircraft instrument rating or a valid foreign equivalent, 1000 hours total aircraft pilot time with 250 hours multi-engine time, and previous completion of turbine and high altitude training.

FSI shall employ its standard established training curriculum consisting of ground school and flight simulator training currently developed to lead to achievement of a King Air B200 aircraft training completion certificate. Should additional ground or flight training be required beyond the established course syllabus, the schedule, number of flight hours, and other details will be mutually agreed at such time between Buyer and FSI. All additional ground or flight training shall be the responsibility of Buyer, will be accomplished in a Buyer provided aircraft, and all expenses associated with the additional training and/or operation of the aircraft shall be the responsibility of Buyer.

MAINTENANCE TRAINING

One (1) maintenance personnel – Initial course

- Minimum maintenance personnel qualification prerequisites: valid U.S. FAA Maintenance Technician Certificate or a valid foreign equivalent.

FSI shall employ its standard training curriculum which currently consists of classroom instruction utilizing systems mock-ups and simulations. Should additional training be required beyond the established course syllabus, the schedule and/or number of hours will be mutually agreed at such time between Buyer and FSI. All expenses associated with additional training shall be the responsibility of Buyer.

PERFORMANCE STANDARDS AND COMPLETION OF TRAINING

FSI is responsible for developing course curriculum and satisfactory performance standards in accordance with all current FAA Regulations, Seller requirements, and appropriate industry standards. Seller and FSI cannot guarantee or otherwise assure successful completion of training or final qualification for any license, certificate, or rating. Neither Seller nor FSI shall be responsible for the competency of Buyer's crew during and after training. Neither does Seller or FSI assume any responsibility or liability for training delay or incompleteness due to factors beyond their control.

DURATION OF TRAINING SERVICES

Buyer must avail itself of entire Seller provided crew training package within, and no later than, one (1) year following the delivery date of the aircraft. No credit or any other financial adjustment shall be allowed for any training not used by Buyer within the one (1) year time period. FSI shall schedule all training, provide Buyer specific details regarding the training course, course requirements, and completion options, and endeavor to schedule training at a convenient time for Buyer.

BUYER'S EXPENSES

Buyer shall be responsible for all expenses incurred by Buyer's personnel in conjunction with training, including but not limited to: food, lodging, transportation, car rental, and all costs of operating, maintaining, and insuring the aircraft if utilized for training. Buyer shall also be responsible for all costs involved in acquiring an interpreter if Buyer's personnel are not conversant in English or Spanish.

In consideration of the above, Buyer hereby releases and will indemnify and save harmless the Seller and FSI, their respective officers, employees, agents, subcontractors, and insurers against any and from all liabilities, claims, actions, and causes of action whatsoever, including any claims for damage to the Aircraft, regardless of the cause thereof (excluding however, any liability or claim relating to the manufacture of the Aircraft and except the negligence of willful misconduct of Seller and their respective officers, employees, agents, and insurers) and all expenses in connection therewith (including reasonable counsel fees) arising directly or indirectly out of or in connection with the use of the Aircraft for the training described above.

Buyer's execution of Aircraft Purchase Agreement, of which the Specification and Description is a part, constitutes Buyer's acceptance of the foregoing terms and conditions pertaining to the training to be furnished thereunder.

Pratt & Whitney Canada, Rockwell Collins, 3M, Akzo Nobel Aerospace, dB Systems, L3 Communications, ACSS, Meggitt, Artex, MedAire, CAMP Systems and FlightSafety International are trademarks of their respective owners.



+1.316.676.0800
www.hawkerbeechcraft.com

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