

KING AIR 350i

SPECIFICATION AND DESCRIPTION



AUGUST 2018

SERIAL NUMBER FL-1161 TO TBD

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INTRODUCTION

This Specification and Description provides general information about the design, performance and standard equipment of the Beechcraft King Air 350i, Serial Number FL-1161 to TBD (hereinafter “King Air 350i” or “Aircraft”). Due to the lapse of time between the date of this publication and Aircraft delivery, Textron Aviation Inc. (hereinafter “Seller”) reserves the right to revise this Specification and Description when occasioned by product improvements, government regulations, or other good cause, as long as the revisions do not result in a material reduction in Aircraft performance. If there is a conflict between this Specification and Description and the Aircraft Purchase Agreement into which it is incorporated, the terms and conditions of the Aircraft Purchase Agreement control.

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THE AIRCRAFT

1. GENERAL DESCRIPTION

The King Air 350i is a twin engine turboprop aircraft. The Aircraft has provisions for up to nine passengers (nine is standard) and is certified for a single pilot. The King Air 350i has one interior and two exterior storage compartments for personal items, baggage, and cargo.

Two Pratt & Whitney Canada PT6A-60A turboprop engines with Hartzell four blade propellers power the King Air 350i, and a fully integrated Rockwell Collins Pro Line Fusion digital avionics suite provides pilot(s) with state-of-the-art touchscreen controls.

1.1 Certification

The King Air 350i is certified in accordance with U.S. 14 CFR Part 23, Commuter Category, including day, night, VFR, IFR, and flight into known icing conditions. The King Air 350i is compliant with RVSM certification requirements.

Note: Specific operator approval is required for operation within RVSM airspace; Seller offers a no-charge service to assist with this process.

1.2 Purchaser's Responsibility

International aircraft certification may require modifications to and the incorporation of additional equipment into the Aircraft. The Aircraft purchaser ("Purchaser") is responsible for the costs of any such modifications and incorporation of additional equipment. In addition, the Purchaser is responsible for obtaining approval to operate the Aircraft from the relevant civil aviation authority and for understanding and complying with applicable crew requirements.

EXTERIOR DIMENSIONS

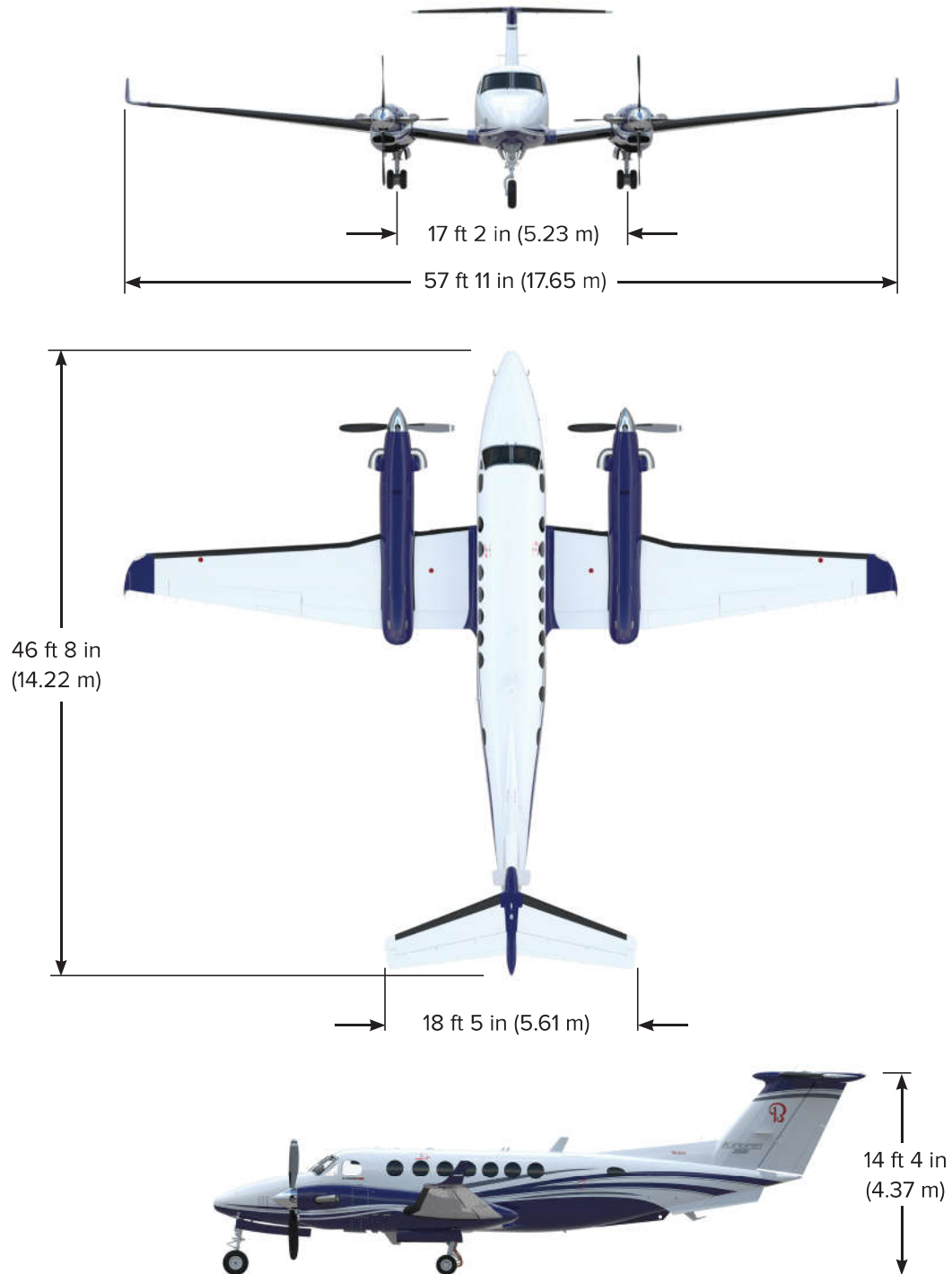


Figure 1: Exterior Dimensions

INTERIOR DIMENSIONS

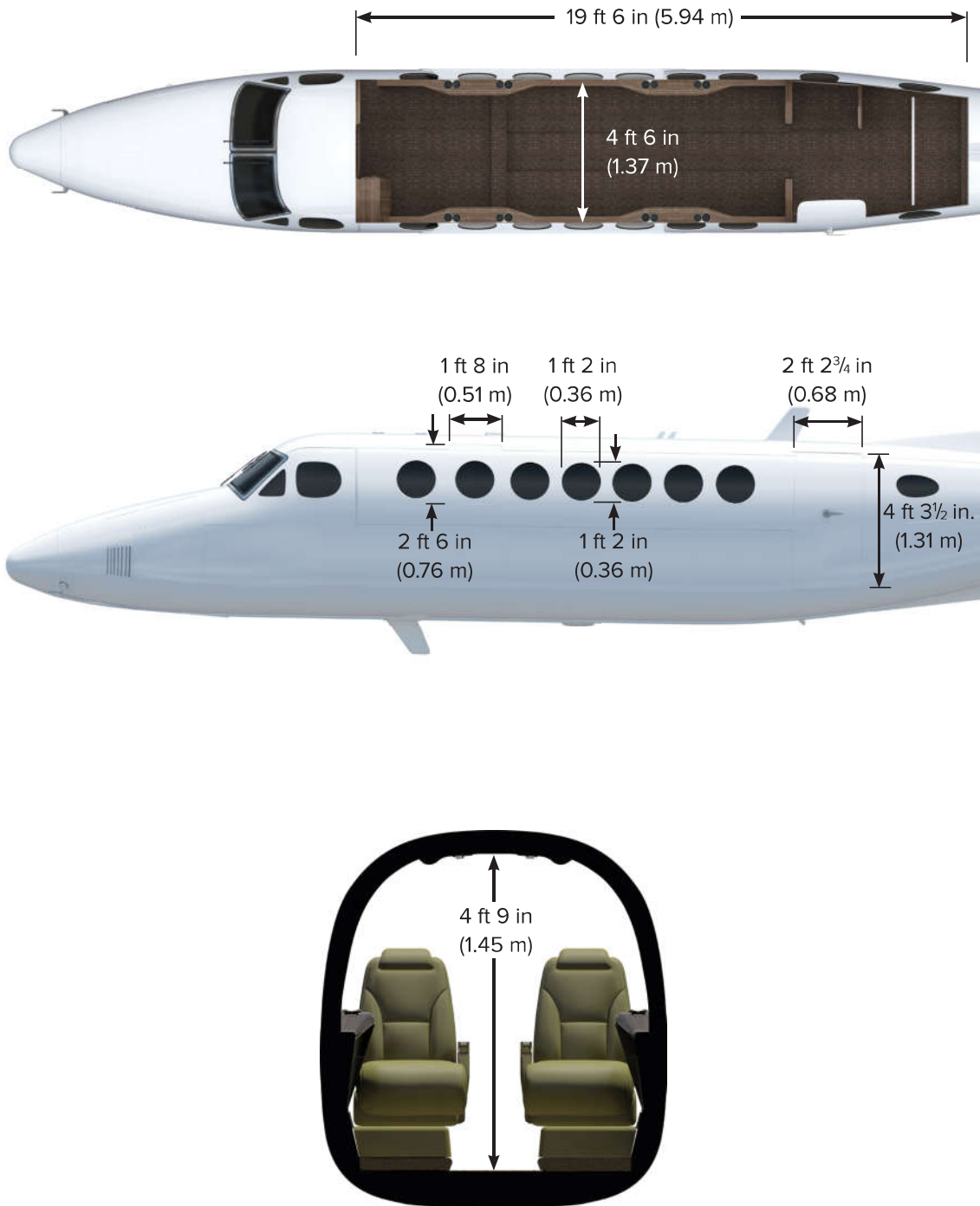


Figure 2: Interior Dimensions

1.3 Approximate Dimensions

OVERALL HEIGHT	14 ft 4 in (4.37 m)
OVERALL WIDTH	57 ft 11 in (17.65 m)
OVERALL LENGTH	46 ft 8 in (14.22 m)
WHEELBASE	16 ft 3 in (4.95 m)

WING	SPAN (overall) 57 ft 11 in (17.65 m)	AREA 310 ft ² (28.8 m ²)	SWEEP (at 25% chord) 0°
HORIZONTAL TAIL	SPAN (overall) 18 ft 5 in (5.61 m)	AREA 68 ft ² (6.32 m ²)	SWEEP (at 25% chord) 17°
VERTICAL TAIL	HEIGHT (overall) 14 ft 4 in (4.37 m)	AREA 52.3 ft ² (4.86 m ²)	SWEEP (at 25% chord) 37.1°

CABIN INTERIOR (with typical interior)	HEIGHT (max) 4 ft 9 in (1.45 m)	LENGTH* 24 ft 10 in (7.75 m)	WIDTH (max) 4 ft 6 in (1.37 m)
		LENGTH** 19 ft 6 in (5.94 m)	

* Cabin Length: Forward pressure bulkhead to aft bulkhead.

** Cabin Length: Cockpit divider to aft bulkhead.

1.4 Design Weights and Capacities

MAXIMUM RAMP WEIGHT	15,100 lb (6,849 kg)
MAXIMUM TAKEOFF WEIGHT	15,000 lb (6,804 kg)
MAXIMUM LANDING WEIGHT	15,000 lb (6,804 kg)
MAXIMUM ZERO FUEL WEIGHT	12,500 lb (5,670 kg)
BASIC OPERATING WEIGHT (1 pilot, 200 lb)	9,955 lb (4,516 kg)
FUEL CAPACITY (usable at 6.7 lb/gal)	3,611 lb (1,638 kg)

2. PERFORMANCE

All performance data is based on a standard aircraft configuration, operating in International Standard Atmosphere (ISA) conditions with zero wind. Takeoff and landing lengths are based on a flat, even, hard surface at sea level with dry runway. Actual performance will vary with the individual aircraft and other factors such as environmental conditions, aircraft configuration, and operational/ATC procedures.

TAKEOFF FIELD LENGTH (Maximum Takeoff Weight, Flaps Approach, A/C and Bleed Air On)	3,300 ft (1,006 m)
MAXIMUM CERTIFIED ALTITUDE	35,000 ft (10,668 m)
MAXIMUM CRUISE SPEED (+/- 3%) (26,000 feet {7,925 m} altitude; 12,000 pounds {5,443 kg} cruise weight; maximum cruise power)	312 KTAS (578 km/hr)
MAXIMUM FERRY RANGE (One pilot, no payload, Max Range Cruise, NBAA IFR Reserves with 100 NM alternate)	1,806 NM (3,345 km)
NBAA IFR RANGE (Max weight, full fuel payload, one pilot, Max Speed Cruise, 100 NM alternate)	1,485 NM (2,750 km)
LANDING DISTANCE (Maximum Landing Weight, Flaps Down, no Prop Reverse)	2,692 ft (821 m)
CERTIFIED NOISE LEVELS (Complies with 14 CFR 36, Appendix G)	
Takeoff	72.9 dB(A)

3. DESIGN LIMITS

DESIGN LOAD LIMITS	
Flaps Up	-1.24 to +3.10G
OPERATING LIMIT SPEEDS	
V_{MO} (sea level to 21,000 ft {6,400 m})	263 KIAS (487 km/hr)
V_{MO} (21,000 ft {6,400 m} to 35,000 feet {10,668 m})	263 to 194 KIAS (487 to 359 km/hr)
M_{MO}	Mach 0.58 (indicated)
FLAP LIMIT SPEEDS	
V_{FE} (Flaps Approach)	202 KIAS (374 km/hr)
V_{FE} (Flaps Full Down)	158 KIAS (293 km/hr)
LANDING GEAR LIMIT SPEEDS	
V_{LO} (extension)	184 KIAS (341 km/hr)
V_{LO} (retraction)	166 KIAS (307 km/hr)
V_{LE} (emergency operating)	184 KIAS (341 km/hr)

4. FUSELAGE

4.1 Design and Construction

The King Air 350i incorporates a “square oval” fuselage of metallic construction with an internal cabin. A dropped aisle in the passenger cabin provides optimized cabin room and passenger comfort.

4.2 Nose Section

The nose section has a contoured radome. The glass and acrylic windshields meet bird resistance requirements of Part 23, Commuter Category; they are electrically heated and defogged.

4.3 Interior Spaces

The flight compartment and cabin are described in Section 10 and 11, respectively.

4.4 Aft Fuselage

The aft fuselage contains space for the oxygen bottle and cockpit voice recorder. An optional flight data recorder may also be located in this area.

5. WING

The Aircraft features a straight wing with semi-monocoque construction incorporating dual spar structures from wing tip to wing tip.

Electrically driven flaps are attached to the trailing edges of each wing.

Winglets of composite construction are fitted at the wingtips to improve performance.

6. EMPENNAGE

The empennage features a vertical and horizontal stabilizer in a T-tail configuration.

7. LANDING GEAR

7.1 Design and Construction

The main landing gear hydraulically retracts forward into each engine nacelle. For back-up operation, the landing gear extension is accomplished by a manual system that requires the landing gear to be pumped down using the alternate extension handle.

7.2 Nosewheel Steering

The nose gear assembly is of conventional strut design. Nosewheel steering is mechanically actuated by the rudder pedals.

7.3 Brakes and Tires

The multi-disc, metallic-lined brake assemblies, one at each main gear wheel, are hydraulically operated. Brake de-ice using engine bleed air is fitted as standard.

The King Air 350i is equipped with dual wheels and tires on the main gear (four tires; two each left and right main) and a single wheel and tire on the nose gear.

	PLY	MAX SPEED RATING	SIZE
NOSE GEAR TIRES	8	160 mph	22 x 6.75-10
MAIN TIRES	10	190 mph	19 x 6.75-8

8. PROPULSION

8.1 Powerplant

The Aircraft is powered by two Pratt & Whitney Canada PT6A-60A turboprop engines installed on the wings. The PT6A-60A engines are free turbines, therefore, the power requirement during engine start is relatively low.

The propulsion system is operated by the power levers, propeller levers, and condition levers.

TAKEOFF POWER RATING (at sea level)	1,050 SHP EACH
FLAT RATED TO	ISA+10°C
HOT SECTION INSPECTION/TBO	1,800 HR/3,600 HR

8.2 Propellers

Each engine is equipped with an aluminum Hartzell 105-inch diameter four blade, full feathering, constant speed propeller.

9. SYSTEMS

9.1 Flight Controls

The manually operated primary flight controls are mechanically operated through a push rod and cable system. The primary flight controls consist of one aileron on each wing, one elevator on the horizontal tail and one rudder on the vertical tail.

Secondary flight controls include mechanical trim for the roll and yaw systems, as well as mechanical and electrical trim for the pitch system. Four flaps, mounted on the wings are electrically operated by the Direct Current (DC) system. All control surfaces are of aluminum construction. A single yaw damper system improves performance and comfort.

9.2 Fuel System

The King Air 350i features a conventional, large capacity fuel system that provides an independent fuel supply for each engine.

There are two separate systems connected by a 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 into the nacelle tank by gravity.

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.

Fuel is supplied to the engines through an engine driven fuel pump mounted on the accessory case in conjunction with the fuel control unit.

Refueling is accomplished through over wing filler ports with flush mounted fuel caps.

The King Air 350i is certified for a variety of fuels.

Total useable fuel is 3,611 lb (1,638 kg).

9.3 Electrical System

The Aircraft's electrical system is powered by two engine-driven 28V DC, 300 amp, starter/generators. The Aircraft's battery is a 24 volt, 42 ampere-hour lead acid battery, which is located in the right inboard wing leading edge. A 28V DC external power receptacle 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. If all engine-driven power is lost, the Aircraft main battery provides power to the triple-fed bus for a limited period of time.

A 1,000 volt-ampere inverter located in the center fuselage under the floor provides 115 volt 60 Hz AC power to four electrical outlets located in the cabin and one outlet in the cockpit.

9.4 Exterior Lighting System

9.4.1 Primary

Standard exterior lighting consists of recognition lights, landing lights, position lights, white flashing beacons on tail and fuselage, strobe lights on the wing tips and tail, and taxi lights (located on the nose landing gear).

9.4.2 Secondary

Courtesy lights illuminate the entrance door area. 'Logo' lights located in the horizontal tail illuminate the vertical stabilizer. Other secondary lighting includes two wing leading edge ice lights.

9.5 Pressurization and Environmental System

Bleed air from each engine supplies cabin pressurization through a pressurization controller. Manual adjustments, such as cabin altitude and cabin rate of climb, are required for individual comfort. Engine bleed air is also utilized to warm the cockpit and cabin.

CABIN PRESSURIZATION*	
Nominal Maximum Pressurization Differential	6.5 PSID
Cabin Altitude at Aircraft's Certified Ceiling	10,375 ft @ 35,000 ft
*NOTE: Nominal cabin pressurization differential refers to the control setpoint programmed into the pressurization controller. There can be variances from this value due to system design tolerances.	

A supplemental heating system is provided for cabin heating on the ground through the Aircraft electrical system or by a 28V ground power cart.

9.6 Oxygen System

An automatic dropout oxygen mask is provided for each passenger. Pressure demand masks are provided for the crew. Oxygen pressure readout is provided by a gauge located on the co-pilot's right sub-panel.

9.7 Anti-Icing System and Rain Removal

9.7.1 Ice

An inertial separation system is built into each engine air inlet to prevent moisture particles from entering the engine inlet plenum under icing conditions. Engine exhaust heat is utilized for heating the engine air inlet lips. The wing leading edge and horizontal stabilizer leading edge anti-icing boots are driven by bleed air. Electric heat is used to remove ice from the windshield, pitot mast, fuel vent, propellers and stall warning vane.

9.7.2 Rain

The windshield has dual, two speed electromechanical windshield wiper system for rain removal on the ground and during slow speed flight operations.

9.8 Hydraulic System

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

10. FLIGHT COMPARTMENT

10.1 General

The Rockwell Collins Pro Line Fusion is the featured avionics suite on the King Air 350i. Three full-color Electronic Flight Instrumentation System (EFIS) Adaptive Flight Displays featuring touch screen operation are included.

Two complete crew stations are furnished with dual controls, including control columns, adjustable rudder pedals, and brakes. Each crew seat features an adjustable headrest and inboard armrest and includes a five-point restraint harnesses with some storage space provided behind each seat. The oxygen system provides two pressure demand masks with microphones for the crew members. The oxygen masks are stored in the overhead roof panel and circuit breaker panels are located on both the pilot's and co-pilot's sidewalls.

A universal 115V AC outlet is included on the flight deck. Illuminated panels, instrument floodlights, push button switches, and background lighting are standard in the flight compartment.

10.2 Instrumentation



1. Pilot's Primary Flight Display (PFD)	7. Audio Panels
2. Multi-Function Display (MFD)	8. Flight Guidance Panel
3. Copilot's Primary Flight Display (PFD)	9. Electronic Standby Instrument System
4. Multifunction Keypad	10. Cockpit Voice Recorder
5. Cursor Control Panels	11. Pressurization System Controls
6. Single Knob Baro/Tilt Controls	

Figure 3: Instrumentation

10.3 Avionics

The Rockwell Collins Pro Line Fusion integrated avionics system includes three touchscreen LCD panels, flight crew radio communications, Flight Management System, Engine Indicating and Crew Alerting System, Automatic Flight Control System, Air Data System and Attitude/Heading Reference System.

During the normal course of aircraft manufacturing, maintenance, and operation, technicians install or update certain software and data onto standard and optional avionics and other equipment. During the course of such installation, it may be necessary to digitally “accept” or otherwise consent to certain supplier required end-user license agreements (“EULA”) and other terms and conditions in order to proceed with the software or data installation process. These are commonly referred to as “click-wrap” or “click-through” digital agreements. Purchaser hereby authorizes and consents to technicians clicking “accept” on such agreements and agrees to be bound by the terms of such agreements. Purchaser acknowledges and agrees to independently review such “click-wrap” agreements.

10.3.1 Flight Displays

The Pro Line Fusion system includes three 14-diagonal-inch, high-resolution Liquid Crystal Displays (LCD) in widescreen, landscape orientation. The two outer displays are the Primary Flight Displays. The Multi-Function Display is centrally located. The primary and multi-function displays incorporate touchscreen technology to allow for interactive control of display functions.

10.3.1.1 Primary Flight Displays (PFDs)

The two PFDs are located on the pilot’s and copilot’s instrument panels. The PFDs display primary attitude, heading, altitude, airspeed, navigation, flight guidance and pilot selectable formats.

10.3.1.2 Multi-Function Display (MFD)

The MFD provides display of engine indication, crew alerting messages and pilot selectable formats including maps, charts, weather, navigation data, avionics diagnostics and checklist.

All Flight Displays can operate in full-screen or split-screen mode. Multiple reversionary modes provide for control redundancy.

Applicable subscription services are the Purchaser’s responsibility.

10.3.2 Radio System

The radio system includes the Global Positioning System, Wide Area Augmentation System (WAAS) receivers, Very High Frequency (VHF) communication radios, VHF navigation radios and glideslope receivers in addition to supporting input-output processing and Flight Director functions.

10.3.2.1 Global Positioning System (GPS)

The Pro Line Fusion system includes a single GPS with WAAS/LPV receiver.

10.3.2.2 Very High Frequency Radio (VHF)

The Pro Line Fusion system includes two standard VHF voice radios. The VHF voice radios are controlled by the flight crew through the touch screen or multifunction keypad.

10.3.2.3 Navigation Receivers

The Pro Line Fusion system includes two standard VHF navigation radios controlled by the flight crew through the touch screen or multifunction keypad.

10.3.3 Audio System

The dB Systems model 700 amplifiers with Model 804 (pilot) / Model 805 (copilot) Audio Panels feature 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 handsets, voice and ident filters.

10.3.4 Cockpit Voice Recorder (CVR)

A Solid State Cockpit Voice Recorder (CVR) with a 120 minute recording time is included with the Aircraft.

10.3.5 Flight Management System (FMS)

A dual Flight Management System (FMS) is fully integrated into the Pro Line Fusion system. Each FMS provides navigation and flight planning. Supported features include (among others):

- Map Displays — Moving map on the MFD
- Flight Planning — Direct-To navigation, lateral and vertical navigation, procedures, etc.; flight planning is controlled by the touchscreen, cursor control panels or multifunction keypad. Flight plans can also be uploaded via USB.

- Enroute and terminal operations
- Navigational Operations based upon VOR/DME, DME/DME and GPS providing RNP 0.3 accuracy and WAAS/LPV approach capability and Radius-to-fix (RF) legs.

Applicable subscription services are the Purchaser's responsibility.

10.3.6 Electronic Charts

The Electronic Charts function allows the crew to view geo-referenced electronic navigation charts that display "own-ship" aircraft position for enhanced situational awareness during approaches. Airport diagrams can be displayed after landing to make surface navigation easier. Displaying charts on each PFD is an optional feature.

Applicable subscription services are the Purchaser's responsibility.

10.3.7 Surface Management System

The Surface Management System provides automated checks and aural advisories to the flight crew, and adds a visual overlay that highlights the target runway on the airport chart display.

Fusion supports runway awareness by displaying aircraft position during taxi. Should an unsafe takeoff or landing operation occur aural alerts and other annunciators provide additional situational awareness.

10.3.8 Distance Measuring Equipment (DME)

A single DME-4000 unit is integrated into the Pro Line Fusion system. This unit provides DME information to the pilots and provide scanning DME/DME input capability for the Flight Management System.

10.3.9 Engine Indicating and Crew Alerting System (EICAS)

The Engine Indicating and Crew Alerting System (EICAS) provides an electronic display of primary engine operating information and provides alerts and display changes when operating outside limits. Crew alerts include caution, warning, advisory and status annunciators on the MFD.

10.3.10 Flight Guidance System (FGS)

The Automatic Flight Control System (AFCS) is part of the Pro Line Fusion system. The AFCS can be divided into the following functions:

- Flight Director—The Flight Director provides vertical/lateral mode selection and processing, command bars showing pitch/roll guidance, and pitch/roll commands to the autopilot.
- Autopilot—The autopilot provides automatic flight control in response to Flight Director steering commands, attitude and rate information and airspeed.
- Yaw Damper—The yaw damp actuator provides Dutch roll damping and turn coordination in response to yaw rate, roll angle, lateral acceleration and airspeed.
- Automatic Pitch Trim—The pitch trim system provides automatic pitch trim when the autopilot is engaged.

10.3.11 Air Data System

The Air Data System (ADS) supplies digital output signals (airspeed and altitude) to the AHRS, transponders and Flight Guidance System. The system is RVSM capable.

10.3.12 Attitude/Heading Reference System (AHRS)

The Attitude/Heading Reference System (AHRS) provides attitude, heading and flight dynamics information to the flight control and display system.

10.3.13 Transponders with ADS-B Out Capability

The Pro Line Fusion system includes dual TDR-94D solid-state, airborne, Mode A/C/S air traffic control Transponders with Flight ID and is ADS-B Out compliant with the DO-260B standard.

10.3.14 Weather Radar

Weather radar information is provided via the solid state color Multi-Scan RTA-4112 weather radar system. The system combines multiple radar scans at pre-selected tilt angles in order to detect short, mid, and long range weather. The display presentation represents an optimized weather picture regardless of the aircraft altitude or the range selected. The radar is fully automatic and offers ground clutter suppression as well as turbulence detection.

10.3.15 Radio Altimeter

The Pro Line Fusion system includes one standard ALT-4000 radar altimeter unit that provides altitude information from 0 to 2,500 feet (762 m) AGL.

10.3.16 Traffic Collision Avoidance System (TCAS II)

A Rockwell Collins TTR-4100 system is included, providing traffic and resolution advisories. This system is compliant with Change 7.1 regulatory requirements.

10.3.17 Integrated Terrain Awareness Warning System (iTAWS)

The Rockwell Collins iTAWS system includes a Class A Terrain Awareness and Warning System (TAWS) displayed on the PFD and MFD. The system provides predictive warnings with enhanced TAWS visual cues including TAWS alerts shown on the synthetic vision.

10.3.18 Synthetic Vision Technology (SVT)

Pro Line Fusion Synthetic Vision Technology (SVT) is included. The system presents terrain and obstacle information on the PFDs in a dynamic, three-dimensional format, providing for increased situational awareness. Airports, runways, heading, traffic, color-coded terrain alerts and a flight path indicator display through the SVT.

Applicable subscription services are the Purchaser's responsibility.

10.3.19 Emergency Locator Transmitter (ELT)

An Artex C406N Emergency Locator Transmitter (ELT) is located in the tail of the aircraft with switch control located in the cockpit. The ELT transmits on 121.5, 234 and 406 MHz.

10.3.20 Standby Instrumentation

An L3 Communications GH-3900 Electronic Standby Instrument System (ESIS) provides back-up display of attitude, heading, airspeed, altitude and nav with back-up battery.

10.3.21 Onboard Maintenance System

The Onboard Maintenance System provides data to the flight line technician to be used for aircraft maintenance. The system collects data from the various components of the avionic system and provides fault detection and analysis as well as identification, recording and display of maintenance information on the MFD.

11. INTERIOR

11.1 Cabin

There is one main cabin door, with integral air stairs, that is manually operated. The cabin is separated from the flight compartment by a door. The cabin extends from the flight compartment door to the aft pressure bulkhead. A dropped aisle extends aft of the wing spar through the cabin. Two emergency exit hatches are located on the left and right hand side.

The cabin is sized to offer passenger comfort in a standard nine-passenger, double club seating arrangement.

The following are included in the typical arrangement:

- A left-hand refreshment center featuring an insulated carafe, ice container, trash container, chilled wine bottle storage and customizable storage inserts;
- Eight fully-adjustable, pedestal-mounted passenger seats each with an extendable headrest and fold-down armrest. All passenger seats adjust fore and aft, track laterally into the aisle for additional space, recline and swivel 180-degrees. Each seat is equipped with a seat belt, a shoulder harness strap with inertia reel, and an over-water life vest stored under the seat;
- Four fold out tables with ample work area are included. Side ledges have multipurpose areas for cups and personal electronic devices;
- An adjustable reading light at each seat position;
- Four individual Universal 115V AC outlets;
- A private lavatory compartment with side facing flushing recirculating chemical toilet that is belted for an additional passenger seat. A relief tube, air, light and oxygen outlet are also included; and
- Four low level pyramid cabinets located on the front right side, center right and left sides (between club arrangements) and on the rear right side.



Figure 4: Cabin Configuration

A selection of fabrics, leathers, carpets, laminates and finishes are used for the interior furnishings to meet a wide variety of customer tastes. Certified burn-resistant materials are used throughout the cabin and flight compartment. Cabin noise and vibration from the propellers is reduced through the use of bagged insulation, sound dampening trim panels and a number of dynamic vibration absorbers mounted throughout the cabin and flight deck.

11.2 Windows

Fourteen cabin windows are equipped with electronically dimmable window darkeners. Two additional clear windows are located in the rear baggage compartment.

11.3 Cabin Lighting System

11.3.1 Direct Lighting

General LED lighting, entrance door step and emergency exit lights are located in the passenger cabin. The master switch panel is mounted on the refreshment center.

11.3.2 Indirect Lighting

Accent lighting is located in the dropped aisle.

11.3.3 Emergency Lighting

Emergency Exit Lighting (in the cabin and over the wing) runs via the Emergency Lighting Battery Pack in case of a power interruption.

11.4 In Flight Wi-Fi Connectivity

The system offers wireless internet access for multiple users in the aircraft cabin and cockpit and is compatible with IEEE 802.11 wireless-equipped personal devices such as laptops, tablets, and handheld devices.

Average connection speeds vary depending upon the number of users and other factors.

Installed system will depend on intended usage. Customers can select from either:

Domestic

- Gogo ATG 5000 transceiver with Gogo Biz Service

Provides a broadband data connection operational above 10,000 feet above ground level (AGL) in the U.S and portions of Canada and Alaska, providing a mobile broadband experience.

Requires Gogo Biz Data Subscription Service.

International

- The Aviator 200 system uses Inmarsat’s I-4 geostationary satellites, which offer service coverage in multiple regions around the world.

Gogo Business Aviation SwiftBroadband service charges apply.

11.5 Interior Storage

A main baggage compartment is located in the aft cabin area. This area is heated and pressurized.

	WEIGHT	VOLUME
MAIN BAGGAGE AREA* Max: 38 in (0.32 m) L x 48 in (1.22 m) W x 54 in (1.37 m) H	550 lb (249 kg)	55.3 ft ³ (1.57 m ³)

*The main baggage area reduces in size to 40 in (1.02 m) wide and 42 in (1.07 m) high at the rear with a 3 in (7.5 cm) step on the floor.

12. EXTERIOR

Distinctive exterior styling featuring polyurethane paint in a variety of colors is provided.

The available registration number of Purchaser’s choice will be painted on the Aircraft at no additional cost to Purchaser. It may be necessary to use a temporary registration number until the number selected by Purchaser is assigned to the Aircraft by the appropriate aviation authority.

12.1 Exterior Storage

Two exterior compartments located in the wing nacelles offer external storage. These areas are unheated and unpressurized.

	WEIGHT	VOLUME
EXTERIOR STORAGE AREA (each nacelle) Max: 72 in (1.83 m) L 28 in (0.71 m) W 12 in (0.30 m) H	300 lb (136 kg)	8.0 ft ³ (0.23 m ³)

13. LOOSE EQUIPMENT

Bleed Air Plugs (2)

Bose Aviation Headset (2)

Cargo Web - Baggage - Full Width (1)

Coat Hangers (8)

Engine Inlet Plugs (2)

Extra Center Aisle Carpet

Flight Bag

Fuel Sump Drain Wrench (1)

Gust Lock Assembly

First Aid Kit

Passenger Briefing Cards (8)

Pitot Tube Covers (2)

Propeller Slings (2)

14. EMERGENCY EQUIPMENT

Crew & Passenger Oxygen

Dual-cell Life Vests (10)

Fire Extinguisher in Cockpit and Cabin

Flashlight