

CenTex Aerospace Halo 350

KING AIR 350 & 360 (B300/B300C)

Fly Longer, Farther & Safer

- Longer – up to 2 hours more fuel
- Farther – up to 560 NM more range
- Safer – Two new safety systems installed

Certification

- FAA ST09934AC
- EASA 10083570
- TCCA SA23-105

Dealers

- Air King Aviation
- Avcon
- Ballard Aviation
- Blackhawk Aerospace
- Bromma Air Maint.
- CanWest Air
- Elliott Aviation
- Fast Air
- Hampton Aviation
- Jet Aviation
- PAL Aerospace
- Stevens Aerospace
- SAI Flight Support
- Textron Service Ctrs



2024 Kit Price

Halo 350: \$95,000

Estimated Labor 30-40 hrs.
(Calibration Flight Required)
(Avionics Mod Labor Additional)

HALO 350 CONVERSION DETAILS

- **15,950 LB Max Takeoff Weight / 15,000 LB Max Landing Weight**
- **Increased Safety Features** – Takeoff trim warning & ice mode stall warning systems are included with the STC. New high strength main landing gear hinge bolts included.
- **Structural Limitations** that currently apply to the aircraft are not changed with the Halo 350 STC. Life limits and inspection schedules also remain unchanged. CenTex ICA 051-30, IPC 051-40 and WDM 051-50 provided.
- **A \$30,000 Down Payment** is required to establish a delivery date for the kit. The remaining balance is due when the Halo kit is completed and ready to ship.
- **Collins Pro Line 21 Compatibility:** The aircraft must have certain PL 21 flight displays and air data units to be eligible (compatible with PL 21 modernization upgrade). The PL 21 Adaptive Flight Displays (AFD) in the cockpit PFD and MFD positions, the Air Data Computers (ADCs), and the electronic standby instrument display unit (ESIS) must be reconfigured to display the airspeed values associated with the Halo 350 STC. Reconfiguration of the AFDs and ADCs is accomplished by changing the strapping configuration. The ESIS is reconfigured by installing a different configuration module (L3 unit) or configuration file (IS&S unit). All required modifications are accomplished in accordance with CenTex Aerospace Drawing No. 051-1006. Parts & labor for the required avionics modifications are not included in the price of the Halo 350 kit.
- **Collins Pro Line Fusion Compatibility:** The aircraft must have Fusion Phase 2 or later to be eligible. The Pro Line Fusion Adaptive Flight Displays (AFD) in the cockpit PFD and MFD positions, the Air Data Computers (ADC), and the electronic standby instrument display unit (ESIS) must be reconfigured to display the airspeed values associated with the Halo 350 STC. Reconfiguration of the AFDs is done by selecting the applicable aircraft subtype. The ADCs require a change in strapping configuration. The ESIS is reconfigured by loading the appropriate configuration file. All required modifications are accomplished in accordance with CenTex Aerospace Drawing No. 051-1007. Parts & labor for the required avionics modifications are not included in the price of the Halo 350 kit.
- **Garmin G1000 Compatibility:** The aircraft must have Garmin G1000 NXi to be eligible. The Garmin G1000 NXi flight displays and standby airspeed indicator or electronic standby instrument (ESIS) must be reconfigured to display the airspeed values associated with the Halo 350 STC. Reconfiguration of the G1000 NXi flight displays is accomplished by selecting the “B300 Heavyweight” configuration. The standby airspeed indicator must be remarked, and the ESIS is reprogrammed with the appropriate airspeed settings. All required modifications are accomplished in accordance with CenTex Aerospace Drawing No. 051-1008. Parts & labor for the required avionics modifications are not included in the price of the Halo 350 kit. Note: Requires purchase of Garmin 010-00330-RO enablement card.
- **Aircraft With Maximum Allowable Airspeed Indicators** (Beechcraft P/N 130-380039-3 or 130-380005-3): Modify the airspeed indicators in accordance with CenTex Aerospace Specification 051-4001. Parts & labor for the required avionics modifications are not included in the price of the Halo 350 kit. Aircraft with airspeed warning units receive a new CenTex overspeed warning switch (adds 12 to 16 man hours to installation time).
- **The Installer** is responsible for determining compatibility of other STC modifications. This STC is compatible with many popular modifications such as Raisbeck mods, MT propellers, -67 engines, IS&S auto-throttles, and more.

Contact Centex Aerospace for Additional Information

Waco Regional Airport (KACT) | 7925 Karl May Dr. | Waco, TX 76708 | Phone: (254) 752-4290 | www.centex.aero

IN GOD WE TRUST

CenTex
AEROSPACE INCORPORATED

“Making Aviation Better!”



HALO 350

15,950 POUNDS

MAX TAKEOFF WEIGHT

KING AIR 350 & 360

950 POUNDS

INCREASED GROSS WEIGHT

COMBINE WITH
CENTEX SADDLE TANKS
FOR 2,400 NM RANGE

— IN GOD WE TRUST —

CENTEX
AEROSPACE INCORPORATED

"Making Aviation Better!"

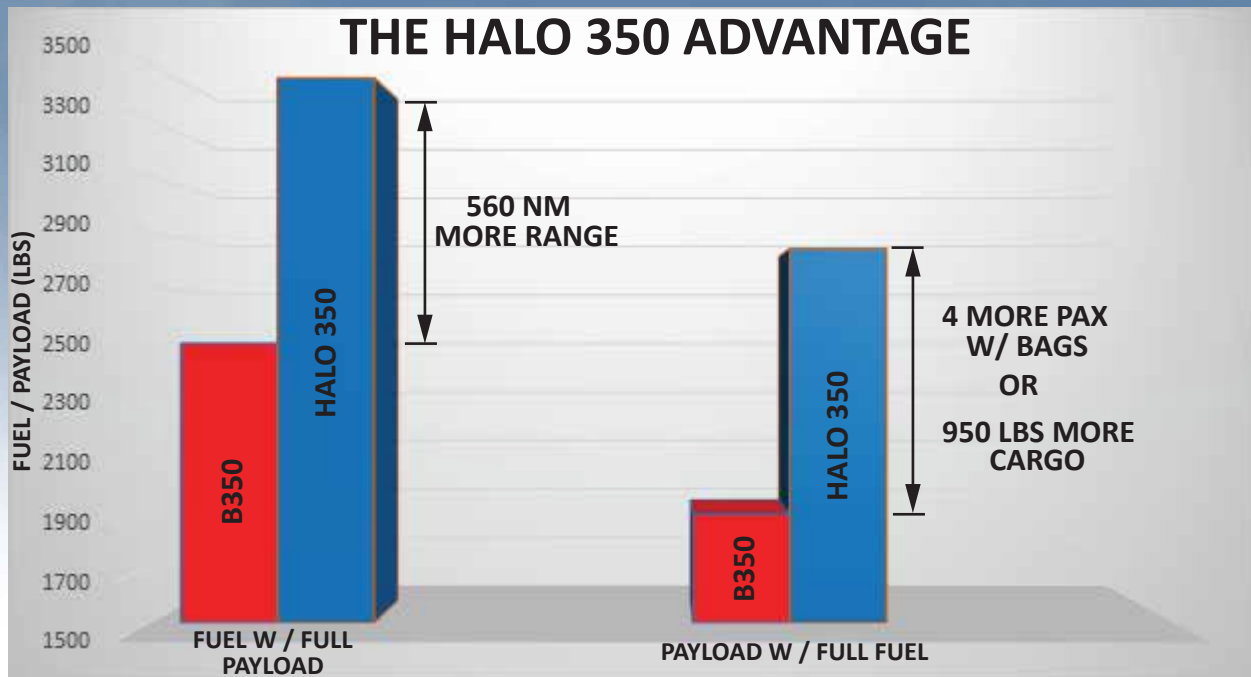
HALO 350

15,950 POUNDS

MAX TAKEOFF WEIGHT



Upgrade your King Air 350 / 360



HALO 350 Information Chart

Increase Max Ramp Weight	15,000 to 16,050
Increase Max Takeoff Weight	15,000 to 15,950
Max Landing Weight	No Change 15,000
Max Zero Fuel Weight	No Change 12,500
Payload Increase	950

Weight and payload shown in pounds.

HALO 350 STC Kit:

The Halo 350 STC kit includes the STC, installation drawings and instructions, AFM Supplement, instructions for continued airworthiness documents, and the required parts and components (except common hardware items) for converting and operating a King Air 350 series airplane at a maximum takeoff weight of 15,950 pounds.

New safety systems installed are takeoff trim warning & ice mode stall warning. Estimated installation labor hours: 20 hours