CenTex Aerospace Halo 250/275

200, 200C, 200CT, 200T, A200(C-12C), A200C(UC-12B), A200CT(C-12D), A200CT(C-12F), B200, B200C, B200C(C-12F), B200C(UC-12F), B200C(UC-12M), B200C(C-12R), B200CT, B200CGT, B200GT, B200T



2026 Kit Price

Halo 250/275: $129,381

Estimated Labor 200 hrs.

Fly Farther, Faster and Safer

- Farther – up to 2.5 hours more fuel
- Faster – Mmo increases from .52 to .58 Mach
- Safer – Five new safety systems installed

Certification

- FAA SA11103SC
- ANAC 2013S12-15
- EASA 10048797
- TCCA

Dealers

- Air King Aviation
- AirTrex Aviation
- Avcon
- Ballard Aviation
- Blackhawk Aerospace
- Bromma Air Maint.
- Century Avionics
- CanWest Air
- Elliott Aviation
- Fast Air
- Hampton Aviation
- Jet Aviation
- PAL Aerospace
- Stevens Aerospace
- Textron Service Ctrs

IN GOD WE TRUST

CENTEX

"Making Aerospace Better!"

HALO 250/275 CONVERSION DETAILS

- Available in two versions:

HALO 250	**HALO 275** (High Flotation Gear Required)
13,420 LB Max Takeoff Weight	14,000 LB Max Takeoff Weight
12,500 LB Max Landing Weight	13,500 LB Max Landing Weight
11,500 LB Max Zero Fuel Wt (yr model '93 & after)	11,500 LB Max Zero Fuel Wt (yr model '93 & after)

- Airplanes modified with the Halo 250/275 Commuter Category Conversion (Option 2 of the STC) require the Airworthiness Certificate to be changed from Normal Category to Commuter Category.
- Airplanes may be modified with the Halo 250/275 conversion, Option 1, which has all of the safety systems installed but the airplane remains in normal category with a MTOW of 12,500 pounds. This allows flexibility for the pilot to operate the airplane if he has not yet obtained the type rating, and then change to Option 2 after the type rating is obtained. The aircraft may be changed between Option 1 and Option 2, but this requires the airworthiness certificate to be changed each time, so it is not practical to change on a flight to flight basis.
- Increased safety features – trim warning, over speed warning, stall warning ice mode, engine fire extinguisher, emergency cabin lights, and escape path markings.
- Increased safety is also provided by certification requirements for "takeoff field length" because the contingency of an engine failure is included in the takeoff distance.
- The Halo 250/275 STC does not change any of the structural limitations that currently apply to the aircraft. Life limits and inspection schedules also remain unchanged.
- A BE-200 type rating is now required for pilots who operate King Air 200 series airplanes modified with the Halo 250/275 Commuter Category conversion (Option 2) because these airplanes are approved to operate above 12,500 pounds gross weight. The Pilot may attend simulator based training with FlyRight Inc. in Concord, NC, FlightSafety in Wichita, KS, and TRU Simulation + Training in Tampa, FL.
- 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.
- Kit price is reduced $3,000 for airplanes already equipped with engine fire extinguisher system. Time to install the kit is reduced by 80 – 100 hours.
- Kit price is reduced $3,000 for airplanes with Pro Line 21 or Pro Line Fusion avionics which are already equipped with aural over-speed warning.
- The Halo 250 kit does not include the two fire extinguishing cylinders, Beechcraft P/N 30301102, or batteries for the emergency lighting system (Power-Sonic PS-1208, Universal UB1208p, Duracell SLAA 12-0.8WL, or equivalent) which must be provided by the installer.
- King Air 250 (not 200 or B200 or standard B200GT) with Pro Line 21 avionics require older model AFDs to be updated by an authorized Rockwell Collins Service Center per Rockwell Collins Service Bulletin AFD-30X0-31-559.
- King Air 250 (not 200 or B200 or standard B200GT) with Fusion Avionics requires APM files be updated utilizing the applicable Textron kit in order to show the Halo 250/275 airspeeds.
- King Air 200, B200, or B200GT with Garmin 1000 Avionics require the air data computers to be replaced with part number GDC 7400 ADC. For King Air 250 with Garmin 1000, additional changes may be required - contact CenTex.

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