POLLARD AIRCRAFT SALES, INC.   **1-888-KING-AIR**
400 Gulfstream Rd., Hangar 9S   **(817) 626-7000**
FT.WORTH, TX 76106   **FAX: (817) 887-2777**

1999 KING AIR B200
N720AM/ BB-1663

Airframe
5,102.8 Hours Since New
6,950 Cycles Since New

- *New!! Garmin G1000 NXi Platinum Avionics Suite w/Autoland*
- *BLR Winglets*
- *Dual Aft Jump Seats*
- *Recent Phase 1-4 Inspections*
  - *Recent Prop Overhauls*
  - *Recent Landing Gear Overhaul*

Engines
Pratt & Whitney PT6A-42
LH Engine Serial Number PCE-PJ0290
RH Engine Serial Number PCE-PJ0291
5,102.8 Hours Since New/6,950 Cycles Since New
1,589.6 Hours Since Overhauls/1,829 Cycles Since Overhauls
93.8/344.0 Hours Since Hot Section Inspections

Propellers
Left Propeller: **Hartzell HC-E4N-3G** (Serial Number HH-1553) 1.6 Hours Since Overhaul
Right Propeller: **Hartzell HC-E4N-3G** (Serial Number HH-2550) 1.6 Hours Since Overhaul

AVIONICS PANEL FILE PHOTO

Avionics
Garmin G1000 NXi
G1000 NXi Platinum Package
Garmin Surface Watch
Garmin GTS 825 TIS
Collins DME-42
LumaTechnologies LED Annunciators
Gear LED annunciator
Garmin AutoThrottle
G1000 AutoLand

The Garmin G1000 NXi Avionics Suite will consist of the following:
• Dual integrated radio modules, providing WAAS-certified GPS; VHF navigation with ILS; and VHF communication with 16-watt transceivers and 25 khz or 8.33 khz channel spacing (GIA 64E)
• Dual Mode-S transponders with ADS-B out and in (One GTX 345R and one GTX 335R)
• Dual solid-state Attitude and Heading Reference and dual digital air data computers all in one System (GSU 75B)
• Three-axis digital Automatic Flight Control System (GFC 700)
• Four-color digital weather radar with stabilization (GWX 75)
• Integrated Class-B TAWS terrain alerting with worldwide terrain and U.S. database
• SXM Satellite Radio datalink receiver (GDL 69A)
• RVSM airframe certification
• MD 302 Standby Attitude Module (SAM)
NXi upgrade features:
• Displays initialize within seconds after start-up, less than 10 seconds
• Faster, modern processing power that supports faster map rendering and smoother panning throughout the displays.
• Improved readability with new LED back-lighting, increased display brightness as well as improved dimming performance.
• Enables simpler and faster replacement of LRUs
• Automatically loads correct software and configuration to replacement unit
• Reduces need to reload entire system software and configuration when a unit is replaced
• Unique fleet and configuration IDs ensure the correct aircraft configuration is loaded
• Higher resolution 15" MFD
• Optional Flight Stream 510 which enables Database Concierge, wireless transfer of aviation databases from Garmin Pilot app.
• FS 510 supports two-way flight plan transfer (Garmin and ForeFlight)
• Crew can select visual approaches that will provide vertical guidance based on a 3-degree glideslope. Pilots can intercept and fly a visual approach coupled to the autopilot.
• HSI Map Overlay on PFD
Supports display of:
Weather Radar
FIS-B Weather (This feature is not available with TCAS II)
Safe Taxi
Relative Terrain
XM Weather
• Weather radar overlay on moving map (MFD)
• Supports ADS-B In (FIS-B) and Garmin's TargetTrend technology (This feature is not available with TCAS II)
• COMM frequency identification

• Display of VFR and IFR sectional charts
• Animated SXM weather
• Vertical Situation Display incorporates terrain profile view on the MFD, taking into consideration the active flight plan, altitude constraints and winds aloft.
• New Three-color terrain shading with improved contouring.
Green-2,000 FT.
Yellow-1,000 FT.
Red-100 FT

Garmin G1000 NXi summary:
• Large-format LCD displays – 10-inch PFD's; 15-inch MFD
• Fully integrated CNI suite with dual WAAS-certified GPS
• All-digital, dual channel Garmin flight control system
• Moving-map MFD with engine/fuel gauge cluster, checklist capability
• 16-watt VHF comm transceivers with 25-khz or 8.33-khz channel spacing
• Garmin SafeTaxi airport diagrams
• Class-B TAWS alerting, worldwide terrain and U.S. obstacle database
• Digital 4-color weather radar
• XM WX satellite weather and XM radio
• Pilot/Copilot audio system with XM radio
• Full reversionary display capability
• 2-year parts and labor warranty
• 2 free On-Line Training Coupons

Garmin G1000 NXi Platinum
Blackhawk Aerospace Technologies will install Synthetic Vision, Jeppesen chart view electronic charts, a Flight Stream 510 and Electronic Stability and Protection.

Virtual 3-D Synthetic Vision
Taking the HSI's 3-D perspective view even further, optional SVT™ synthetic vision technology enables G1000 NXi to create a "virtual reality" landscape — showing terrain, obstacles, airports, flight plan routes, datalink weather and/or onboard radar overlays, SafeTaxi diagrams, traffic targets and more — all in computer-generated context on the PFD. In essence, it's like having a clear-day "out-the-window" virtual view of your flight situation, even in solid IFR or nighttime VFR conditions.

Connext Cockpit Connectivity
Using Connext wireless connectivity via our optional Flight Stream 510 wireless gateway, you can stream information in real time between your King Air's avionics and compatible mobile devices running our Garmin Pilot™ app. This combination turns your
tablet or smartphone into a true cockpit interface — enabling Database Concierge wireless database transfer plus flight plan transfer and continual streaming of weather, traffic, attitude information and more to your compatible mobile display. And with a

subscription to SiriusXM® audio entertainment, Connext allows you to wirelessly control SiriusXM channel selection from any seat on the aircraft. Flight plan transfer and display of ADS-B weather, traffic, GPS and attitude information is also available via
Connext on compatible mobile devices running ForeFlight Mobile. Additionally, an optional Bluetooth-enabled audio panel allows pilots or passengers to connect a mobile device to easily make or receive phone calls and stream audio entertainment.

Electronic Charts

Preloaded FliteCharts® provide electronic versions of terminal procedures and approach plates for thousands of airports. (ChartView™, powered by Jeppesen® electronic approach charts, is also available as an option.) For enroute navigation, your
choice of georeferenced VFR Sectional or IFR Enroute mapping data is provided — along with previews for standard departures and arrivals. Better still, a split-screen view is available on the MFD, offering a simultaneous view of maps, charts, checklists,
flight plans and more on a single screen.

Garmin SurfaceWatch

Blackhawk Aerospace Technologies will enable SurfaceWatch to the newly installed Garmin G1000NXi Suite:
SurfaceWatch is a runway monitoring technology that provides indications and alerts designed to help prevent pilots from taking off or landing on the wrong runway, a runway that is too short, or a taxiway. During preflight, pilots can enter the takeoff/landing
distance performance data, prompting a brief "runway too short" aural annunciation and a visual message on the primary flight display (PFD) if the aircraft is aligned to take off or land on a runway that is too short. SurfaceWatch will also display the remaining
runway distance information on the PFD during the takeoff roll and landing rollout. On approach, the system will provide a "check runway" annunciation if the aircraft is aligned with the wrong runway.

Garmin GTS-825 Traffic System

Blackhawk Aerospace Technologies, Inc. will install a new Garmin GTS-825 Traffic System. This system will include a GTS-825 Processor, dual directional traffic antennas and all required installation material. The system will be integrated with the newly installed Garmin G1000 Avionics Suite Displays. This system will be installed in accordance with an existing Garmin STC.

Retain Collins Aerospace DME-42

Blackhawk Aerospace Technologies, Inc. will retain the existing Collins Aerospace DME-42, DME distance information will display on the newly installed G1000 PFD.

Luma Technologies LED Master Caution Warning Panels

Blackhawk Aerospace Technologies, Inc will remove the existing master warning and caution annunciator assemblies and install new Luma Technologies LED units. The units will consist of a 20-station master warning and a 42-station master caution
panels. The installation will be installed in accordance with an FAA approved STC.

Garmin AutoThrottle Upgrade

Blackhawk Aerospace Technologies will install the Garmin AutoThrottle feature to the newly installed Garmin G1000NXi Suite. Providing extensive safety-enhancing features and greatly reducing workload in the busy King Air cockpit. Autothrottle is fully integrated with the G1000 NXi system and provides automatic control of the engine power levers from takeoff to landing. Autothrottle keeps power levers in the proper power setting, negating the threat of a possible throttle rollback. Power settings are based on manufacturer or user-configurable climb, cruise, and descent schedules, including ITT limits. Additionally, Garmin Autothrottle provides ITT and torque protection by reducing power when the system senses potential overtemperature or overtorque conditions.

Autothrottle will also activate automatically in the event of an aircraft overspeed or underspeed situation and takes into account flap and gear position, providing additional peace of mind for pilots operating the aircraft. If Autothrottle detects an engine failure, it automatically sets the power lever on the failed side to a fixed position and adjusts the operative throttle lever to maintain the selected airspeed reference. The system will be installed in accordance with a Garmin STC.

Garmin Autoland Upgrade

Blackhawk Aerospace Technologies will install the Garmin Autoland to the newly installed Garmin G1000NXi Suite and required Autothrottle upgrade. Now there is a way to provide even more protection in this popular aircraft: the award-winning Garmin Autoland system. Autoland determines the most optimal airport and runway, considering factors such as weather, fuel on board, runway surface and length, terrain, obstacles and more. In the event of an emergency, passengers can activate Autoland by the press of a button, located in the back of the center pedestal for easy access. Autoland will activate automatically if the system determines it's necessary.

Once activated, the system calculates a flight path to the most suitable airport, initiates an approach to the runway and automatically lands the aircraft. The system takes into consideration a breadth of information and criteria and will automatically communicate with air traffic control (ATC) throughout the entire event, advising controllers and pilots operating near the aircraft of its location and intentions.

Throughout an Autoland activation, the system provides simple visual and verbal communications in plain language, so passengers have the information and know what to expect. The flight displays show the aircraft's location on a map alongside information such as the destination airport, estimated time enroute, distance to the destination airport and fuel remaining. Airspeed, altitude and aircraft heading are labeled in an easy-to-understand format and passengers also have the option to communicate with ATC by following instructions on the multi-function display.

At any time, a pilot can easily deactivate Autoland with a single press of the "AP" autopilot key on the autopilot mode controller, or the autopilot disconnect button on the yokes. The flight display shows a message that confirms Autoland has been deactivated and in the event of an accidental deactivation, the system shows passengers how to reactivate Autoland if needed.

During an Autoland activation, the Garmin Autothrottle system is used to automatically manage aircraft speed and engine power so the aircraft can climb, descend or maintain altitude as needed. If temperatures are conducive to ice accumulation, Autoland activates anti-ice and deice systems for the engines and control surfaces. On approach to landing, the system initiates a controlled descent to the airport. If the aircraft needs additional time to descend or slow down during the approach, the Autoland system initiates a standard holding procedure. Once Autoland configures the landing gear and flaps, the aircraft begins its descent to the runway and lands. On the runway, automatic braking is applied while tracking the runway centerline to bring the aircraft to a complete stop. Engine shutdown is also automated so occupants can safely exit the aircraft.

Additional Equipment
BLR Winglets
Raisbeck Dual Aft Body Strakes
Dual Aft Jump Seats

Exterior (Full Strip and Paint Stevens 2007)
Base Coat: AlumiGrip AHS-G-35-GL Matterhorn White
Stripe: Acry-Glo H00128-GL Medium Gold Metallic
Stripe: Acry-Glo W00595-GL Aristo Blue
Cowling: A810 Flat Black

Interior (Updates by American Aviation 2010 & KI Interiors 2023)
Tan Leather Upholstery in Cabin
- Spinneybeck Leather Color 4037
Sheepskin Crew Seats
    - RedRock Custom Carpets Inspire Parquet: DH-1055-41291-P
        - Color: RR-004+RR-120+RR-237+RR-9147+ST-144
    - Garrett Leather Corporation: Leather, Mystique, Rustique: Croco Print MC8595
    - Tapis Rice FR-Ultraleather Headliner ULFR5674
    - AEON Gold & BCV Chestnut Brown Flightfloor Classic Vinyl Flooring
        All Specifications and Information Subject to Verification by Purchaser