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ANEXO A

DESCRIPCIÓN TÉCNICA Y ESPECIFICACIONES DE LA AERONAVE KING AIR 350i.

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King Air 350i Specification and Description



FL-792 THRU FL-979

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THIS DOCUMENT IS PUBLISHED FOR THE PURPOSE OF PROVIDING GENERAL INFORMATION FOR THE EVALUATION OF THE DESIGN, PERFORMANCE AND EQUIPMENT OF THE KING AIR 350i. 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 350i aircraft. Should more detailed data be required, it can be obtained by contacting:

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This document describes only the King Air 350i aircraft, serial numbers FL-792 thru FL-979, its powerplants and standard equipment. Also included are the warranties applicable to the King Air 350i aircraft, Pratt & Whitney Canada™ PT6A-60A engine, Rockwell Collins™ avionics, Hartzell propeller as well as the King Air 350i 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.

Engine and Avionics warranties are subject to change at the discretion of the manufacturer. Beechcraft Corporation does not warrant engines or avionics. Should the engine or avionics warranty reflected in this document not be the current warranty provided by the manufacturer, HBC disclaims any liability to Buyer for any such error.

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 350i aircraft and all of its parts, components and related publications, including manuals, as more fully described in this Specification and Description.

Throughout this document, 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 350i is a twin turboprop engine executive aircraft utilizing an all metal airframe. The aircraft has provisions for up to nine passengers and their baggage plus a crew of two. The aircraft is certified for single pilot operation.

Powerplants are two Pratt & Whitney Canada PT6A-60A turboprop engines with Hartzell four blade propellers and mounted in a nacelle on the center wing.

The King Air 350i is certified in accordance with FAR Part 23 Commuter Category, including day, night, VFR, IFR and flight into known icing conditions. The King Air 350i is compliant with all RVSM certification requirements. (Note: specific operator approval is required for operation within RVSM airspace. A service to help with this process is available as an option).

Dimensions

Overall Height..... 14 ft 4 in. (4.37 m)
Overall Length..... 46 ft 8 in. (14.22 m)

Wing

Span (overall) 57 ft 11 in. (17.65 m)
Area 310 sq. ft (28.8 sq. m)
Sweep (at 25% chord) 0.0 deg
Dihedral 6.0 deg
Aspect Ratio 10.8
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 24 ft 10 in. (7.57 m)
Length (excluding cockpit) 19 ft 6 in. (5.94 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

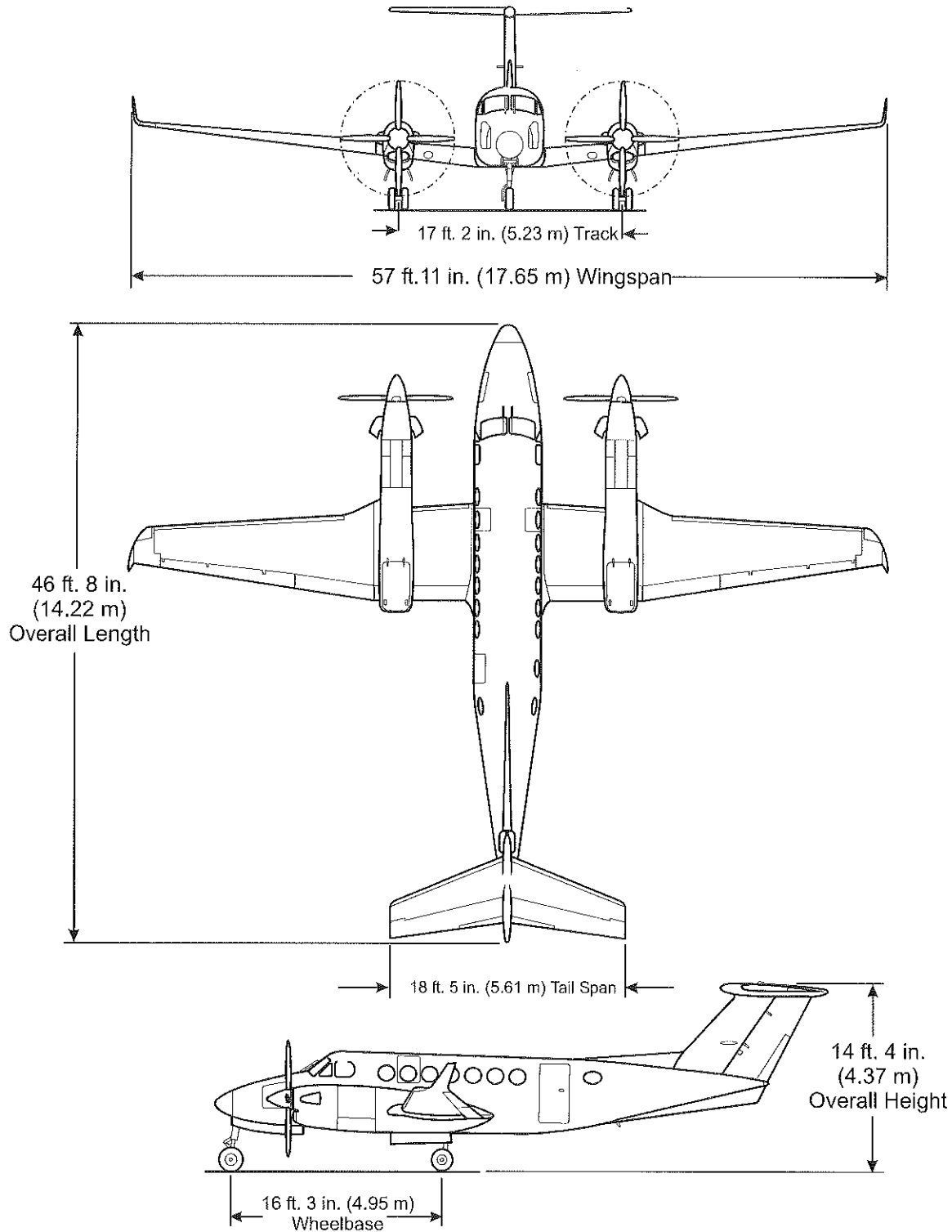
Height (min) 4 ft 3½ in. (1.31 m)
Width (min) 2 ft 2¾ in. (0.68 m)

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2. GENERAL ARRANGEMENT



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3. DESIGN WEIGHTS AND CAPACITIES

Maximum Ramp Weight 15,100 lb (6,849 kg)
Maximum Take-off Weight 15,000 lb (6,804 kg)
Maximum Zero Fuel Weight 12,500 lb (5,670 kg)
Maximum Landing Weight 15,000 lb (6,804 kg)
Basic Operating Weight * 10,000 lb (4,536 kg)
Fuel Capacity (Useable) 3,611 lb (1,638 kg)
(@ 6.7 lb per U.S gallon)

* 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 1,535 nm (2,842 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 (Lndg configuration).... 81 kt (150 km/hr) IAS (at 15,000 lb/6,804 kg)

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

Take-off Field Length 3,300 ft (1,006 m) (FAR 23 [Commuter Category], Sea Level, ISA, Flaps Approach, A/C and Bleed Air Off, 15,000 lb/6,804 kg)

Landing Distance..... 2,692 ft (821 m) (FAR 23 [Commuter Category], Sea Level, ISA, 15,000 lb/6,804 kg)

Cruise Speed (\pm 3%) 310 kt (574 km/hr) (ISA, 26,000 ft (7,925 m) altitude, 13,000 lb (5,897 kg), Max. Cruise Power, 1,500 rpm)

Noise

The Take-off noise level established in compliance with 14 CFR Part 36, Appendix G, is 72.9 dB(A).

5. STRUCTURAL DESIGN CRITERIA

The King Air 350i 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 -1.24 to +3.10 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.

Limit Speeds

V_{MO} 263 KIAS (487 km/hr) (at sea level to 21,000 ft (6,400 m))

V_{MO} 263 to 194 KIAS (487 to 359 km/hr) (21,000 ft (6,400 m) to 35,000 ft (10,668 m))

M_{MO} 0.58 M

Flap Extension Speeds

V_{FE} (Approach) 202 KIAS (374 km/hr)

V_{FE} (Full Down) 158 KIAS (293 km/hr)

Landing Gear Operating and Extension Speeds

V_{LO} (extension) 184 KIAS (341 km/hr)

V_{LO} (retraction) 166 KIAS (307 km/hr)

V_{LO} (emergency operating) 184 KIAS (341 km/hr)

CG Range

Forward Limit to 11,800 lb (5,352 kg) 7.8% MAC

Forward Limit to 15,000 lb (6,803 kg) 19.3% MAC

Aft Limit 31.7% MAC

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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 left and right forward sides of the fuselage incorporate the emergency exit doors.

Tail Section

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

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.

Winglets of composite construction are fitted at the wing tips to enhance performance.

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. Both rudder and elevator trim tabs are provided.

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 350i 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.

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The landing gear may be extended at speeds up to 184 KIAS or retracted at speeds up to 166 KIAS. 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.

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

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.

10. POWERPLANTS

The King Air 350i is powered by two nacelle mounted PT6A-60A turboprop engines manufactured by Pratt & Whitney Canada. 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. Each PT6A-60A produces 1,050 shp on a standard day at sea level.

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 provided.

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 1,450 to 1,700 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 62% N1 minimum for low idle, and 70% N1 minimum for high idle.

11. PROPELLERS

Each engine is equipped with a conventional Hartzell 105-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.

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Synchrophaser

The King Air 350i's synchrophaser 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 350i 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-60A 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, 300 ampere each engine driven starter-generators. A 24 volt, 42 ampere-hour 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 1,000 volt-ampere inverter located in the center fuselage under the floor provides 115 volt 60 Hz AC power to a maximum of six electrical outlets located in the cabin and one outlet in the cockpit.

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.

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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. Warm air is delivered through the cabin and cockpit floor outlets.

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

The temperature control system is a digital control unit that automatically regulates the temperature of air delivered to the cabin and the cockpit.

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.

The air temperature of the cabin can also be controlled through the cabin management system.

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 and wings, both wing tip light glareshields, both wing wraparound fairings, and the air conditioner intake. A 3M protective boot is installed on the radome and the vertical stabilizer bullet. 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 350i 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).

A Jeppesen chart/aircraft manual cabinet with EFB storage is provided in the cockpit.

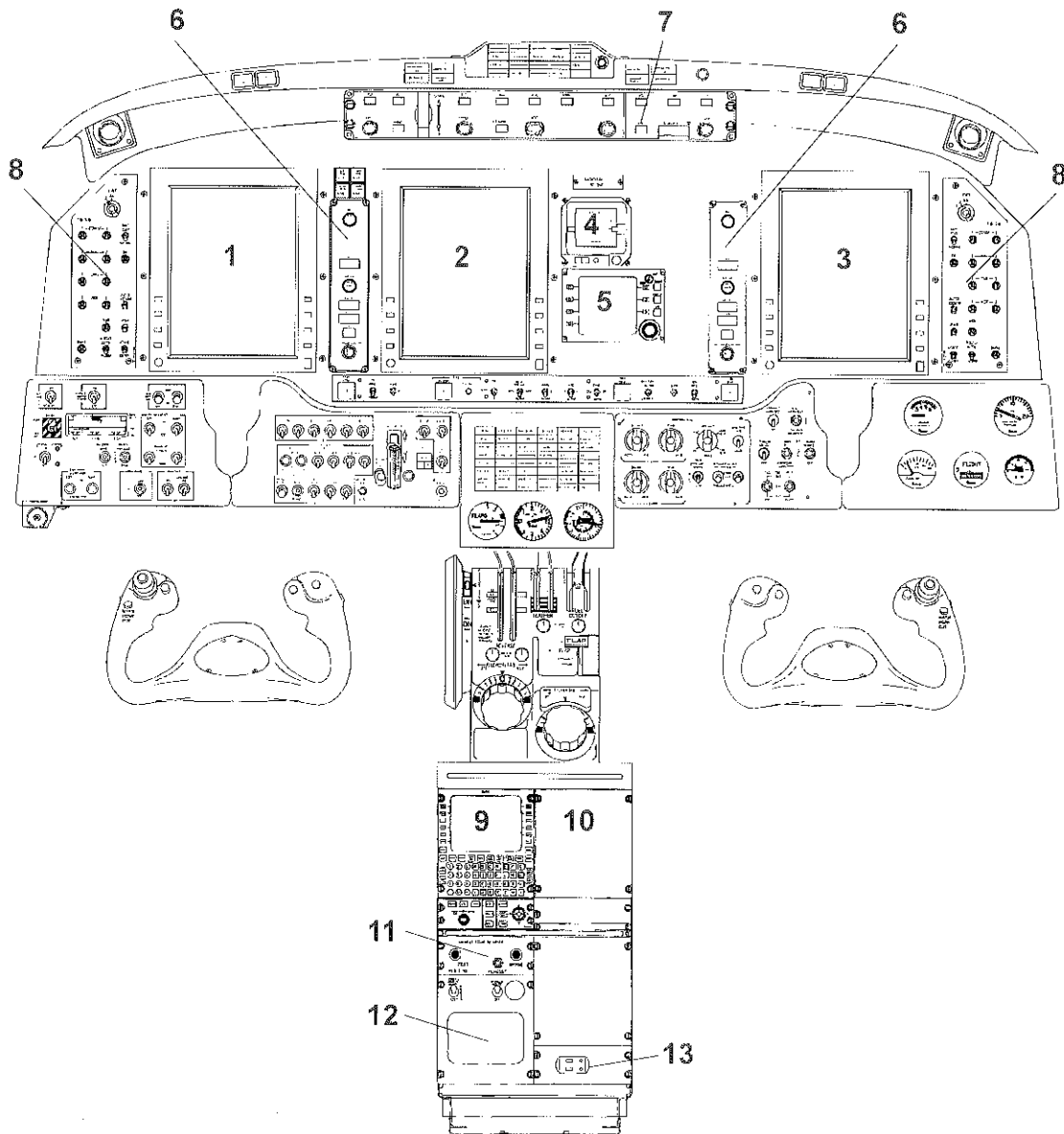
A JAR-OPS compliant First Aid Kit is provided as standard.

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King Air 350i Main Instrument Panel



- | | |
|---|------------------------------------|
| 1. Primary Flight Display (PFD) | 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. Cockpit Voice Recorder |
| 5. Rockwell Collins Radio Tuning Unit (RTU) | 12. Pressurization System Controls |
| 6. Display Control Panel (DCP) | 13. Database Loader (DBU-5000) |
| 7. Flight Guidance Panel | |

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Avionics

The standard flight instrument installation in the King Air 350i 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).

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 the date of aircraft acceptance for the following functions: Rockwell Collins enhanced map overlays, Rockwell Collins navigational database, and Jeppesen electronic charts for civilian (non-military and some governmental) operations.

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, map 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.

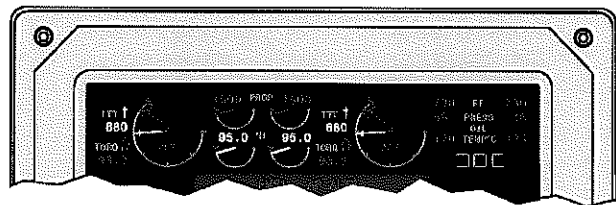
The EFIS displays are also capable of displaying the Rockwell Collins TCAS II and ACSS TAWS+ terrain information.

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).

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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 WAAS/LPV approach functionality.

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 solid-state, airborne, Mode S air traffic control Transponders with 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). 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 amplifiers with Model 804 (pilot) / Model 805 (copilot) Audio Panels.

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.

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Weather Radar System (WXR)

- Rockwell Collins TWR-850 Turbulence 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 Alert and Collision Avoidance (TCAS II)

A Rockwell Collins TCAS-4000 TCAS II system is installed as standard. The TCAS interrogates transponders of surrounding aircraft and displays the relative position of the aircraft targets on either MFD. The system provides aural and visual Traffic Advisories (TAs) and Resolution Advisories (RAs).

For RAs, the system displays required vertical evasive maneuvers in the form of green arcs on the vertical speed indicator of both PFDs. Controls for the system are integrated in the MFDs and CDUs. The TCAS-4000 system complies with Change 7 and European ACAS requirements.

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) L3 Communications FA2100 with remote area microphone (120 minutes recording time).
- Emergency Locator Transmitter (ELT) – Artex™ C406-2 ELT with switch control in cockpit.
- Magnetic compass

14. INTERIOR

The King Air 350i offers a large and spacious 355 cubic foot (10.05 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 19 ft 6 in. (5.94 m). At the rear of the passenger compartment is a private lavatory.

The cabin features LED lighting throughout including variable intensity indirect downwash lighting, multi-level (4) intensity reading and table lighting and floor level accent lighting.

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. Dual cell life vests are provided at each seat location.

Cabinetry in the standard aircraft consists of a forward refreshment cabinet on the left side of the cabin. Features include insulated carafe, ice container, trash container, chilled wine bottle storage and customizable storage inserts.

The forward entertainment cabinet on the right side contains a 15.3" High Definition, widescreen display which swings out into the center of the cabin.

Mid-ship pyramid cabinets are located between the double club seating arrangement with another located behind the rear right seat.

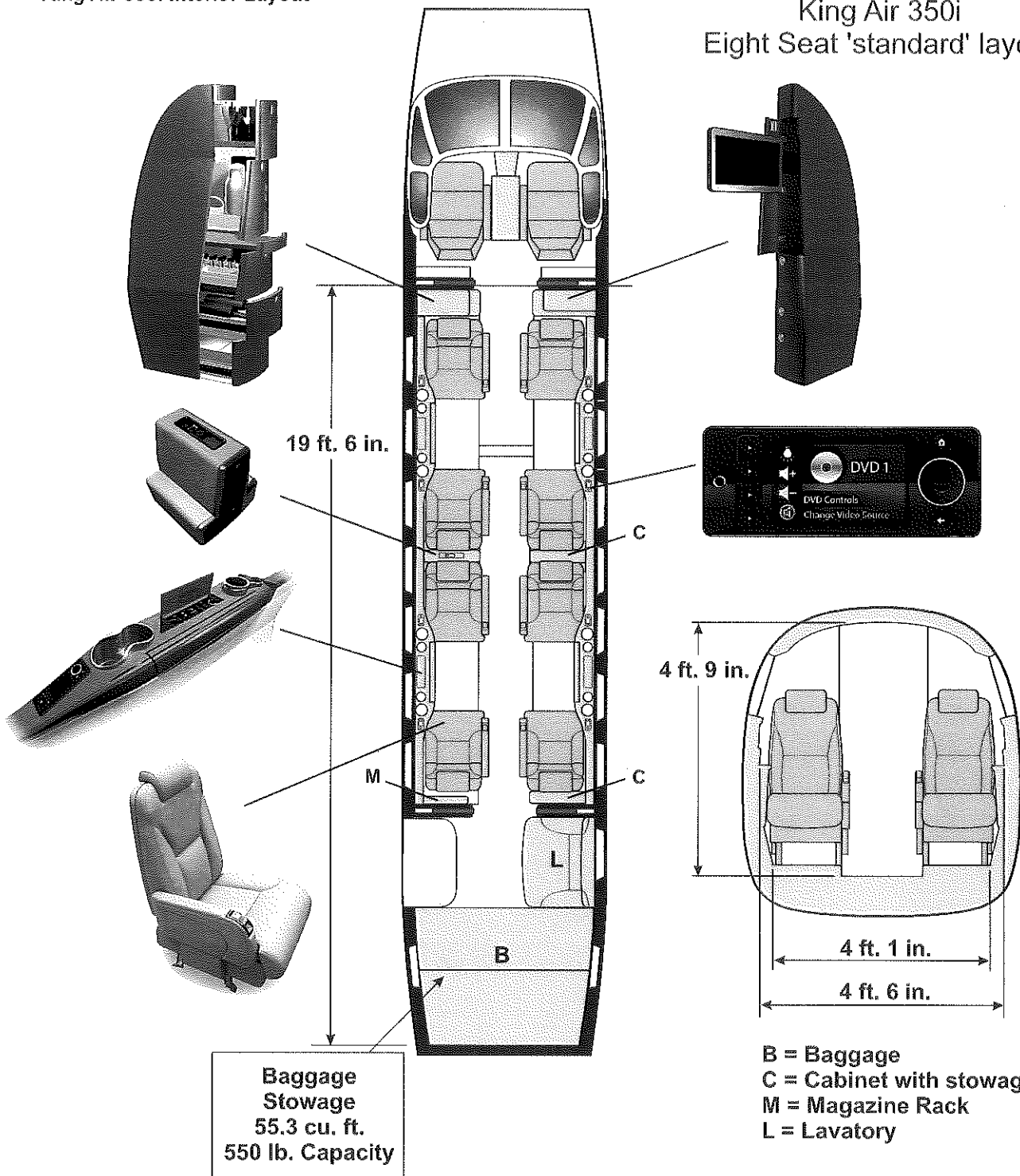
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King Air 350i Interior Layout

King Air 350i Eight Seat 'standard' layout



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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.

Each window includes electrochromic window darkeners.

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 the aircraft interior.

"Quiet Cabin" Concept

The King Air 350i features several dynamic vibration absorbers mounted throughout the cabin and flight deck, with each one specifically tuned to attenuate tonal noise and vibration from the propellers. Skin-mounted constrained layer damping panels provide both damping and stiffening effects, thus yielding significant reduction of fuselage vibration induced noise. Phase adjustment between the propellers results in effective noise cancellation in the cabin.

In addition, three inches of bagged fiberglass insulation, the use of sound-deadening trim panels and a vibration-isolated interior design creates one of the most effective acoustic treatments in any business aircraft.

Venue™ Cabin Management System (CMS)

The King Air 350i incorporates the Rockwell Collins Venue™ CMS, representing the next generation of entertainment, cabin management and information capabilities. Venue uses a new "Home Theater" design approach, providing passengers with an efficiently designed yet full-featured cabin system.

The CMS incorporates many of the newest consumer electronics technologies, facilitating higher audio and video fidelity, more content options and greater flexibility.

The CMS consists of a network of switch panels, high-definition audio/video source equipment and distributors, and high definition video monitors, connected as a fully integrated entertainment and cabin control system.

Core advances include the following key aspects of the system:

- A new Digital, High-Definition Video Distribution System that supports video resolutions up to 1080p.
- New Software Programmable Switch Panels (PSWs) that feature a full color OLED display with an intuitive, menu-driven GUI, enabling full cabin control of the CMS from any seat.

- Portable Media Device support to allow passengers to bring personal devices (such as iPods, component inputs, and game consoles) onboard and distribute their audio and/or video over the cabin system via auxiliary A/V inputs.
- Built-In Flight Data at the switch panels allows passengers to see text based flight information, without having to install additional equipment.

High Definition Audio/Video Distributor

The HDAV-3002 accepts digital HD video inputs via HDMI. It also contains a digital scaling chipset that will convert any analog video input, like those from an iPod or other portable video device, into a digital video signal. The result of this conversion is that any analog input signal will display higher video quality than if the signal were passed through without any scaling up conversion.

Programmable Switch Panel (PSW)

The Programmable Switch Panels are part of a new family of switches, which are designed to enhance the King Air 350i cabin management system offering. This switch panel family includes switches suitable for all seat locations. The PSWs have the following characteristics:

- The seat switches are built around a full color OLED flat panel display that provides switch function and switch state information to the user.
- Full Color OLED with bright, high contrast ratio and 180 viewing Angle.
- Four programmable soft keys for most important functions for easy user action (volume up/down, read light, table light). Other functions are enabled through an easy to use menu controlled by a simple D-pad control.
- "Role Change" with the ability of any switch panel to assume the feature set of any other panel installed on the aircraft (the personal switch can become the VIP panel or vice versa).
- Automatic Day/Night Dimming.
- Personal and Cabin Wide Controls such as cabin temperature and window shade controls.
- Audio Volume and Settings (bass, treble).
- Cabin Lighting (including, Table, Read and Effect Lighting).
- Audio/Video source selection.
- Media Center menu navigation.

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High Definition Monitor (HDM)

A 15.3" high definition, wide aspect ratio monitor is installed in a forward right side cabinet and can swing into position in the center of the cabin. Receptacles in the sidewall at each seat location for the optional personal display monitors are included.

The HDM offers the latest technology:

- 16:9 Wide Aspect Ratio
- On-screen menus
- Image adjustments are available including contrast, saturation, hue, color temperature and image position

Club Jack Panels

The CMS provides multiple auxiliary interface ports, within the right-hand club jack panels, for passengers to connect portable audio/video equipment via current digital and analog interfaces to support laptops and gaming devices such as Microsoft™ Xbox 360 and Sony™ PlayStation3. Analog video inputs to the CMS via the jack panels, such as VGA and RCA components, will be "up-converted" through the High Definition Audio/Video Distributor (HDAV-3000) to digital video quality, improving the video presentation at the displays. Forward and Aft HDMI jacks for additional video inputs are available as part of the standard offering.

iPod™ Dock

The CMS offers, standard, an iPod/iPhone tray/mount. Complete libraries of the passengers' iPod music, video, TV shows and photos can be played at the PSW audio jacks and on the bulkhead and in-seat displays. Control of the iPods will be accomplished via the Programmable Switch Panels. The iPod/iPhone Tray will also provide power and charging capability. iPod video inputs to Venue via the iPod/iPhone Tray will be "up-scaled" through the HDAV-3000 to digital video quality, improving the video presentation.

15. BAGGAGE COMPARTMENT

Located at the rear of the cabin close to the main entry door is the baggage compartment. All interior baggage is heated and pressurized and fully accessible in flight. An aft baggage curtain is provided as standard. The size of the baggage compartment is 55.3 cubic feet (1.57 cu. m) with a 550 lb. (249 kg) capacity. External Raisbeck nacelle lockers add an additional 16.0 cu. ft. of baggage space, and an additional 600 lb. (272 kg) of baggage capacity.

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16. EXTERIOR

Distinctive exterior styling featuring polyurethane paint is provided.

17. ADDITIONAL EQUIPMENT

- Propeller Slings (2)
- Engine Inlet Plugs (2)
- Bleed Air Plugs (2)
- Sennheiser® Noise Canceling Headsets (8)
- Fuel Sump Drain Wrench (1)
- Passenger Briefing Cards (8)
- 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
- Dual-cell Life Vests (10)
- Flashlight

19. DOCUMENTATION AND TECH PUBLICATIONS

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

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

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- Aircraft Technical Log, Section 3, Propeller (2)
- Avionics Pilots Guides
- Venue CMS Operators Guide
- CMS Quick Reference Guide (8)
- Maintenance Information Sheet
- Flight Log
- Maintenance/Inspection Log
- Supplementary Log
- HBC Interactive Maintenance Library CD-ROM including the following manuals:
 - Component Maintenance Manual
 - Wiring Diagram Manual
 - Maintenance Manual
 - Parts Manual
 - Printed Circuit Board Manual

20. 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 350i. Subsequent years of CAMP are available through an annual subscription.

This program reflects Beechcraft Corporation's commitment to provide all King Air 350i operators worldwide with the finest support services available.

21. KING AIR 350i CREW TRAINING AGREEMENT

CREW 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 to type rating – Initial course.

- Minimum pilot qualification prerequisites: valid U.S. FAA Private Pilot Certificate with multi-engine aircraft instrument rating or a valid foreign equivalent, and 1000 hours total aircraft pilot time.
- Preferred pilot qualifications: valid U.S. FAA Commercial Pilot Certificate with multi-engine aircraft instrument rating or a valid foreign equivalent, 1500 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 350i check ride and type rating. 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.

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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, nine (9) month 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 nine (9) month 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.

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 of 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.

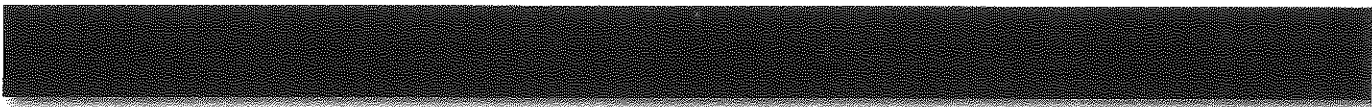
Buyer's execution of Aircraft Purchase Agreement, of which the Specification and Description is a part, constitutes Buyer's acceptance of the foregoing terms and conditions pertaining to the training to be furnished thereunder.

ADDITIONAL TRAINING

In the event Buyer requires additional training for the purpose of satisfying the certification and/or operational requirements of Buyer's cognizant civil aviation authority ("CAA") that is outside the scope the standard FlightSafety International Pilot and Maintenance Training described above, the cost of any additional training will be Buyer's responsibility. If Seller learns of the need for additional training, Seller will exercise reasonable efforts to facilitate arrangements for the additional training between Buyer and FlightSafety International. However, because training requirements vary, it is Buyer's responsibility to determine its CAA's requirements for any additional training and then enroll in any applicable training class(es).

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Beechcraft



+1.316.676.0800
www.beechcraft.com

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ANNEX A

Option Description

Standard Equipped Beechcraft King Air 350i

- 3312 RVSM Service and Manuals
- 9035 TCAS-4000/TCAS II Traffic Collision Avoidance System

Offline Modifications

- Provide and Install HF-9000 High Frequency Radio system with SELCAL
- Provide and Install Two (2) Channel Aircell Axxess II System
- Paint Aircraft with Custom Paint Scheme
- Engine Preservations
- Perform Weight and Balance
- Provide Export Certificate of Airworthiness
- Provide and Install Bilingual Placards
- Three (3) Yrs. Collins Avionics Extended Warranty

Total List Price as Equipped

Interior

- Headliner/Window Area ----- Muslin Ostrich vinyl
- Upper Sidewall ----- River Sand Marshall fabric
- Lower Sidewall ----- Parchment leather
- Sidewall Armrest ----- Figured Satinwood
- Cockpit Sidewall ----- Parchment leather
- Floor Covering ----- Pebble Frieze carpet
- Laminate ----- Figured Satinwood
- Chairs ----- Parchment leather
- Seat Belts/Harness ----- Medium Fawn
- Instrument Panel ----- Nextel-Suede: Dark Anthracite

Exterior Paint Scheme

- Custom Paint Scheme ----- Attached to Contract

Registration

- Registration Number – Temporary ----- N928BC
- Registration – Permanent ----- included in Custom Paint Scheme attached to Contract

Jul 5

See
[Signature]



ANEXO A.

ENTRENAMIENTO PARA LA TRIPULACIÓN.

El Vendedor proporcionará al Comprador (primer comprador al por menor), como parte del Costo Total de la Aeronave, un paquete de capacitación que consiste en un programa de entrenamiento/familiarización para 2 (dos) pilotos debidamente calificados y 1 (un) mecánico debidamente calificado. El entrenamiento será llevado a cabo por Flight Safety International™ (FSI) ubicado en Wichita, Kansas, o en cualquiera otra locación de entrenamiento de FSI según sea necesario. Para cualquier otra especificación y detalles relacionados con el curso de entrenamiento, requerimientos del mismo u opciones de terminación, contactar a FSI.

ENTRENAMIENTO PARA PILOTOS.

2 (dos) Pilotos para habilitación de tipo, curso inicial.

- Pre-requisitos mínimos de calificación: Certificado de Piloto Privado en aeronaves multi-motor y habilitación de instrumentos, emitido por la FAA, válido en E.U.A. o su equivalente válido en el extranjero, así como 1000 horas de tiempo total de piloto de la aeronave.
- Calificaciones preferibles para los Pilotos: Certificado de Piloto Comercial en aeronaves multi-motor y habilitación de instrumentos, emitido por la FAA, válido en E.U.A. o su equivalente válido en el extranjero, así como 1500 horas de tiempo total de piloto de la aeronave con 250 horas de multi-motor y conclusión previa de entrenamiento en turbinas y en altura elevada.

FSI empleará su formación estándar establecida en el plan de estudios y que consiste en escuela de tierra y entrenamiento con simulador de vuelo desarrollado en la actualidad para llevar a cabo un vuelo de verificación en una aeronave King Air 350i, así como la calificación de tipo. En caso de que se requiera entrenamiento en tierra o de vuelo adicionales a lo establecido en el programa del curso, dicho calendario, número de horas de vuelo y cualesquiera otros detalles serán acordados mutuamente entre FSI y el Comprador. Todo el entrenamiento adicional, ya sea en tierra o vuelo, será bajo la entera responsabilidad del Comprador, y será completado en una aeronave proporcionada por el Comprador, por lo que todos los gastos asociados con dicho entrenamiento adicional serán a costa del Comprador.

ENTRENAMIENTO DE MANTENIMIENTO.

1 (un) personal de mantenimiento, curso inicial.

- Pre-requisitos mínimos de calificación para el personal de mantenimiento: Certificado de Técnico en Mantenimiento, emitido por la FAA y válido en E.U.A., o su equivalente válido en el extranjero.

FSI utilizará su plan de estudios de formación estándar que actualmente consta de instrucción en el aula utilizando sistemas de maquetas y simulaciones. En caso de que se requiera entrenamiento adicional al establecido en el programa del curso, dicho plan de estudios, horario y/o número de



ANEXO A.

horas serán establecidas de mutuo acuerdo entre el Comprador y FSI. Todos los gastos relacionados con dicho entrenamiento adicional serán a cargo del Comprador.

NORMAS DE FUNCIONAMIENTO Y FINALIZACIÓN DEL ENTRENAMIENTO.

FSI será responsable de desarrollar el plan de estudios así como los estándares de desempeño satisfactorio de acuerdo con todas las regulaciones actuales de la FAA, los requisitos del Vendedor y otros estándares apropiados en la industria. El Vendedor y FSI no pueden garantizar, o de cualquier otra forma asegurar, la conclusión exitosa del entrenamiento así como ninguna calificación final para cualquier licencia, certificado o habilitación. Ni el Vendedor ni el FSI serán responsables de las capacidades de la tripulación del Comprador durante y después del entrenamiento. Tampoco el Vendedor ni FSI asumirán responsabilidad alguna por retraso en la formación o inconclusión de la misma debido a factores que estén fuera de su control.

DURACIÓN DE LOS SERVICIOS DE ENTRENAMIENTO.

El Comprador debe hacer uso del paquete de entrenamiento otorgado por el Vendedor dentro de un término que no excederá de 9 (nueve) meses posteriores a la fecha de entrega de la aeronave. No se emitirá ningún crédito ni se permitirá algún ajuste financiero por el entrenamiento que no sea utilizado por el Comprador dentro del término de 9 (nueve) meses mencionado. FSI programará todo el entrenamiento, proporcionará al Comprador los detalles específicos de curso, requerimientos del curso y opciones de conclusión, así mismo tratará de agendar el entrenamiento en un tiempo que sea conveniente para el Comprador.

GASTOS DEL COMPRADOR.

El Comprador será responsable de todos los gastos incurridos por su personal en relación con el entrenamiento, incluyendo pero no limitado a: alimentación, alojamiento, transporte, coche de alquiler y todos los gastos de funcionamiento, mantenimiento y aseguramiento de la aeronave utilizada para dicho entrenamiento (según sea el caso). El Comprador también será responsable por todos los costos relacionados con la adquisición de un intérprete traductor en caso de que su personal no esté familiarizado con el idioma Inglés.

En consideración a lo anterior, el Comprador, por medio del presente, libera, indemnizará y mantendrá a salvo al Vendedor y a FSI, sus respectivos funcionarios, empleados, agentes, subcontratistas y aseguradores en contra de cualquier responsabilidad, reclamación, acción y causa de acción alguna, incluyendo reclamaciones por daños a la aeronave, independientemente de la causa de los mismos (excluyendo sin embargo, cualquier responsabilidad derivada de la reclamación relativa a la fabricación de la aeronave y, excepto por la negligencia dolosa o mala conducta del Vendedor y sus respectivos funcionarios, empleados, agentes o compañías aseguradoras) y todos los gastos en relación con las mismas (incluyendo costas razonables de asesoría jurídica) que surjan directa o indirectamente de, o en conexión con, el uso de la aeronave para el entrenamiento anteriormente descrito.



ANEXO A.

La ejecución del Comprador del Contrato de Compra-Venta de Aeronave, del cual la presente descripción y especificaciones son parte, constituye la aceptación del Comprador de los términos y condiciones anteriormente descritos, relacionados con el entrenamiento a ser proporcionado en virtud del mismo.

ENTRENAMIENTO ADICIONAL.

En caso de que el comprador requiera capacitación adicional con la finalidad de satisfacer los requerimientos de certificación u operatividad establecidos por la Autoridad de Aviación Civil del Comprador (CCA) y que se encuentren fuera del alcance del entrenamiento para Pilotos y Mecánicos de Flight Safety International descrito anteriormente, el costo de cualquier entrenamiento adicional será responsabilidad del Comprador. Si el Vendedor se percata de la necesidad de entrenamiento adicional, el Vendedor realizará los esfuerzos razonables para facilitar los arreglos entre el Comprador y FSI para el entrenamiento adicional. Sin embargo, dado que los requerimientos de entrenamiento varían, es responsabilidad del Comprador determinar sus requerimientos la CCA para cualquier entrenamiento adicional y posteriormente inscribirse a cualquier clase de entrenamiento que sea aplicable.

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Beechcraft

ANEXO B

LISTA DE REPUESTOS Y EQUIPO DE APOYO EN
TIERRA A SER ENTREGADO EN ENERO 2015.

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FAM King Air 350i
Spares & GSE Program

FAM King Air 350i

Presidential Squadron Aircraft Spares & Ground Support Equipment

Components for Delivery by January 2015

RECOMMENDED SPARES and GSE FOR 1 KING AIR MODEL
350 (std&i) FLYING APPROXIMATELY 250 HRS EACH FOR A
TWO YEAR PERIOD

	Program Deliveries By January 2015
PHASE INSPECTION SPARES	\$4,723.80
SPARES	\$121,374.02
ENGINE SPARES	\$16,326.58
LANDING GEAR & BRAKES	\$45,587.84
AVIONICS	
GSE	\$49,842.26
TOTAL IN U.S. DOLLARS	\$237,854.50



FAM King Air 350i
Spares & GSE Program

INSPECTION SPARES

Mexican Presidential Squadron KA 350i						
Type & Number of Aircraft:	(1) King Air 350i					
Flight Hours per a/c per year:	250					
Total Program Hours:	500					
Program Period of Performance:	2 Years					
INSPECTIONS & PART NUMBERS	NOMENCLATURE	QTY per INSP	U/M	QTY for PGM	Unit Price	Extended Price
King Air B300 Phase 1 (200 hours)		Phase 1 Kits Required for PGM:		2		
PT6A-100HRBEECH KT	Engine Kits	2	EA	4	\$100.28	\$401.12
MS29561-237	Fuel Bowl O-Rings	2	EA	4	\$3.07	\$12.28
MS29561-013	Fuel Bowl O-Rings	2	EA	4	\$0.74	\$2.96
King Air B300 Phase 2 (400 hours)		Phase 2 Kits Required for PGM:		2		
PT6A-100HRBEECH KT	Engine Kits	2	EA	4	\$100.28	\$401.12
MS29561-237	Fuel Bowl O-Rings	2	EA	4	\$3.07	\$12.28
MS29561-013	Fuel Bowl O-Rings	2	EA	4	\$0.74	\$2.96
3010880	Ignitor Gaskets	4	EA	8	\$3.11	\$24.88
AR-B3-5-1	Vacuum Regulator Filter	1	EA	2	\$4.28	\$8.56
101-555309-0003	Return Air Filter	2	EA	4	\$12.57	\$50.28
King Air B300 Phase 3 (600 hours)		Phase 3 Kits Required for PGM:		2		
PT6A-100HRBEECH KT	Engine Kits	2	EA	4	\$100.28	\$401.12
MS29561-237	Fuel Bowl O-Rings	2	EA	4	\$3.07	\$12.28
MS29561-013	Fuel Bowl O-Rings	2	EA	4	\$0.74	\$2.96
King Air B300 Phase 4 (800 hours)		Phase 4 Kits Required for PGM:		2		
PT6A-100HRBEECH KT	Engine Kits	2	EA	4	\$100.28	\$401.12
MS29561-237	Fuel Bowl O-Rings	2	EA	4	\$3.07	\$12.28
MS29561-013	Fuel Bowl O-Rings	2	EA	4	\$0.74	\$2.96
3010880	Ignitor Gaskets	4	EA	8	\$3.11	\$24.88
9922-11-BQ	Window Defog Filter	3	EA	6	\$124.30	\$745.80
AR-B3-5-1	Vacuum Regulator Filter	1	EA	2	\$4.28	\$8.56
101-555309-0003	Return Air Filter	2	EA	4	\$12.57	\$50.28
Engine Nozzle Insp. (every 400 hours)		Nozzle Insp. Kits for PGM:		4		
AS3209-009	PACKING, PREF. - AMS 7276, O RING	116	EA	464	\$1.21	\$561.44
MS9371-16	Gasket, Metal O-Ring	28	EA	112	\$14.14	\$1,583.68
						\$4,723.80

Phase Inspection Components		Total	Unit Price	Total Price
PT6A-100HRBEECH KT	Engine Kits	16	\$100.28	\$1,604.48
MS29561-237	Fuel Bowl O-Rings	16	\$3.07	\$49.12
MS29561-013	Fuel Bowl O-Rings	16	\$0.74	\$11.84
3010880	Ignitor Gaskets	16	\$3.11	\$49.76
AR-B3-5-1	Vacuum Regulator Filter	4	\$4.28	\$17.12
101-555309-0003	Return Air Filter	8	\$12.57	\$100.56
9922-11-BQ	Window Defog Filter	6	\$124.30	\$745.80
				\$2,578.68
Nozzle Inspection Components		Total	Unit Price	Total Price
AS3209-009	Packing Pref. - AMS 7276,	464	\$1.21	\$561.44
MS9371-16	Gasket, Metal O-Ring	112	\$14.14	\$1,583.68
				\$2,145.12
				PGM Total
				\$4,723.80

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**FAM King Air 350i
Spares & GSE Program**

AIRCRAFT SPARES

AIRCRAFT SPARES (Deliver by January 2015)

Part Number	ATA	Noun	Description	Qty	U/M	Unit Price	Ext. Price
031134-307	21	EXPANSION VALVE		2	EA	\$43.80	\$87.60
101-384079-5	21	RECEIVER DRYER		2	EA	\$326.80	\$653.60
201-0450-2	21	COMPRESSOR ASSEMBLY		1	EA	\$3,433.40	\$3,433.40
AS21919WDG10	21	CLAMP		20	EA	\$0.72	\$14.40
ES20173-4	21	BELT		2	EA	\$73.37	\$146.74
NAS1149F0332P	21	WASHER, FLAT		50	EA	\$0.06	\$3.00
101-380053-11	23	DISCHARGER S/A DD1W		2	EA	\$56.90	\$113.80
101-380053-11	23	DISCHARGER S/A DD1W		2	EA	\$56.90	\$113.80
101-380053-9	23	DISCHARGER		2	EA	\$53.39	\$106.78
23085-001	24	STARTER/GENERATOR		1	EA	\$23,076.20	\$23,076.20
MS29561-113	24	O RING		10	EA	\$0.85	\$8.50
RG-380E/44K	24	BATTERY,VRSLA,24 VOLT *RA-N*		1	EA	\$5,585.09	\$5,585.09
MS51958-63	25	SCREW, MACHINE, PAN HEAD		50	EA	\$0.11	\$5.50
NAS367-1032-16P	25	SCREW, MACHINE, 1000 OVAL		50	EA	\$0.80	\$40.00
MS21256-2	27	CLIP, LOCKING, TURNBUCKLE		20	EA	\$0.32	\$6.40
100-380006-167	28	PROBE FUEL QTY CAPACITANCE		1	EA	\$1,609.63	\$1,609.63
100-380006-175	28	FUEL QUANTITY PROBE		1	EA	\$2,012.04	\$2,012.04
100-380006-179	28	FUEL QTY PROBE		1	EA	\$1,609.63	\$1,609.63
100-381005-15	28	FUEL CAP		2	EA	\$389.99	\$739.98
100-389018-23	28	FUEL PRESSURE SWITCH		1	EA	\$961.85	\$961.85
3E2090-1	28	MODULAR BRUSH ASSY		2	EA	\$708.93	\$1,417.86
452-16-12	28	LANYARD 12 L 99321		2	EA	\$7.21	\$14.42
CCA-3400	28	DRAIN VALVE		4	EA	\$20.35	\$81.40
MS29512-06	28	O-RING, PREFORMED		10	EA	\$0.87	\$8.70
MS29512-08	28	O-RING, PREFORMED		50	EA	\$0.25	\$12.50
MS29512-10	28	O-RING, PREFORMED		50	EA	\$0.51	\$25.50
MS29512-12	28	O-RING, PREFORMED		50	EA	\$0.40	\$20.00
100-380006-181	28	FUEL QTY PROBE		1	EA	\$1,609.63	\$1,609.63
99-389005-1	28	JET PUMP		1	EA	\$836.24	\$836.24
50-384082-1	30	BRIDGE & BLADE ASSEMBLY		4	EA	\$397.73	\$1,590.92
MS20500-428	30	NUT, HEX SELF LOCKING, 12000		20	EA	\$8.18	\$163.60
M83461/1-011	31	O-RING, PREFORMED		20	EA	\$0.17	\$3.40
021-335-1	32	TIRE 19.5X6.75-8		8	EA	\$525.31	\$4,202.48
101-8001-55	32	GASKET		4	EA	\$25.85	\$103.40
131553-6M	32	ROD END - BRASS INSERT		2	EA	\$48.60	\$97.20
265F86-8	32	TIRE 22X6.75-10 (nose)		4	EA	\$689.00	\$2,756.00
68-216	32	PACKING		8	EA	\$42.24	\$337.92
AN809-1	32	CORE-HIGH PRESSURE VALVE		20	EA	\$2.30	\$46.00
M83461/1-111	32	O-RING, PREFORMED		20	EA	\$0.36	\$7.20
M83461/1-122	32	PACKING		20	EA	\$0.92	\$18.40
M83461/1-216	32	O-RING, PREFORMED		20	EA	\$0.98	\$19.60
M83461/1-218	32	O-RING, PREFORMED		20	EA	\$4.28	\$85.60
M83461/1-335	32	O-RING, PREFORMED		20	EA	\$2.35	\$47.00
MS20002C5	32	WASHER, COUNTERSUNK		20	EA	\$0.28	\$5.60
MS21046-5	32	NUT, SELF-LOCKING, HEX HEAD		20	EA	\$1.71	\$34.20
MS21250-05022	32	BOLT		4	EA	\$9.54	\$38.16
MS24665-283	32	COTTER PIN, SPLIT		50	EA	\$0.02	\$1.00
MS24665-428	32	COTTER PIN, SPLIT		50	EA	\$0.08	\$4.00
MS26778-8	32	O-RING, PREFORMED		10	EA	\$0.77	\$7.70
101-8007-0005	32	WHEEL AND TIRE ASSEMBLY		2	EA	\$17,623.93	\$35,247.86
101-8026-0013	32	BALANCED WHEEL & TIRE ASSY (nose)		1	EA	\$23,169.49	\$23,169.49
4587	33	LAMP		8	EA	\$30.26	\$242.08
4596	33	LAMP		4	EA	\$54.41	\$217.64
34-0226010-91	33	BULB 28V 150 WATT		4	EA	\$71.02	\$284.08
130-381001-1	33	LIGHT VPN 70429-00		1	EA	\$353.34	\$353.34
MS25309-7512	33	LAMP		8	EA	\$14.87	\$118.96
M83461/1-012	34	O-RING, PREFORMED		20	EA	\$1.10	\$22.00
M83461/1-112	52	O-RING, PREFORMED		20	EA	\$1.78	\$35.60

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**FAM King Air 350i
Spares & GSE Program**

AIRCRAFT SPARES (CONT.):

50-440012-380	53	SPRING MAIN ACCESS DOOR	1	EA	\$96.17	\$96.17
000-170000-53	57	COVER LENS-WING TIP ASSEMBLY	1	EA	\$832.40	\$832.40
000-170000-54	57	COVER LENS - WING TIP ASSEMBLY	1	EA	\$723.82	\$723.82
A-3044	61	CARBON BLOCK ASSEMBLY	8	EA	\$183.38	\$1,467.04
101-389011-65	71	CHECK VALVE	1	EA	\$230.55	\$230.55
D9-55-1	73	ELEMENT 03W041827	1	EA	\$694.30	\$694.30
101-389011-95	99	CHECK VALVE	1	EA	\$1,814.71	\$1,814.71
601-4312	99	SWITCH	1	EA	\$229.91	\$229.91
6240-99-995-9118	99	FILAMENT	80	EA	\$0.86	\$68.80
66-448	99	PACKING - PREFORMED	4	EA	\$34.85	\$139.40
AS3209-014	99	PACKING, PREFORMED - AMS 7276, O RING	20	EA	\$0.33	\$6.60
AS3209-016	99	PACKING, PREFORMED - AMS 7276, O RING	20	EA	\$1.84	\$36.80
M63461/1-267	99	O RING	20	EA	\$5.57	\$111.40
MS24665-360	99	COTTER PIN, SPLIT	50	EA	\$0.04	\$2.00
MS29561-237	99	O RING	10	EA	\$3.10	\$31.00
MS9386-126	99	PACKING-PREFORMED	20	EA	\$13.17	\$263.40
MS24665-355	323	COTTER PIN, SPLIT	50	EA	\$0.36	\$18.00
1683		MULT LAMP	20	EA	\$1.72	\$34.40
130909B14		MULT BOLT, MACHINE, MAGNETIC INSPECTED	50	EA	\$0.36	\$18.00
130909B34		MULT BOLT, MACHINE, MAG INSPECTED	50	EA	\$0.38	\$19.00
130909B35		MULT BOLT, MACHINE, MAG INSPECTED	50	EA	\$3.00	\$150.00
130909B39		MULT BOLT	50	EA	\$0.81	\$40.50
130909B45		MULT BOLT, MACHINE, MAG INSPECTED	50	EA	\$3.41	\$170.50
130909N24		MULT NUT, MAGNETIC INSPECTED	50	EA	\$1.95	\$97.50
130909N28		MULT NUT, MAGNETIC INSPECTED	50	EA	\$0.42	\$21.00
130909N29		MULT NUT, MAGNETIC INSPECTED	50	EA	\$0.42	\$21.00
130909N32		MULT NUT, MAGNETIC INSPECTED	50	EA	\$1.21	\$60.50
132408-22		MULT DIODE	4	EA	\$0.40	\$1.60
AN525-10R8		MULT SCREW, MACHINE, WASHER HEAD	20	EA	\$0.08	\$1.60
AN525-832R8		MULT SCREW, MACHINE, WASHER HEAD	20	EA	\$0.11	\$2.20
AN929-4		MULT CAP ASSEMBLY, PRESSURE SEAL	20	EA	\$6.78	\$135.60
AN970-3		MULT WASHER, FLAT	20	EA	\$0.04	\$0.80
AN970-4		MULT WASHER, FLAT	20	EA	\$0.08	\$1.60
MS21042L06		MULT NUT, SELF-LOCKING, REDUCED HEX	20	EA	\$0.21	\$4.20
MS21047L08		MULT NUTPLATE, SELF-LOCKING, TWO LUG	20	EA	\$0.42	\$8.40
MS21059L3		MULT NUTPLATE, SELF-LOCKING, TWO LUG	20	EA	\$1.00	\$20.00
MS21256-1		MULT CLIP, LOCKING, TURNBUCKLE	20	EA	\$0.28	\$5.60
MS24665-132		MULT COTTER PIN, SPLIT	50	EA	\$0.89	\$44.50
MS24665-134		MULT COTTER PIN, SPLIT	50	EA	\$0.12	\$6.00
MS24665-285		MULT COTTER PIN, SPLIT	50	EA	\$0.42	\$21.00
MS24693-S29		MULT SCREW, MACHINE, FLAT CSK HEAD, 100 DEGREE	50	EA	\$0.05	\$2.50
MS24694-S3		MULT SCREW, MACHINE, FLAT CSK HEAD, 100 DEGREE	50	EA	\$0.13	\$6.50
MS24694-S50		MULT SCREW, MACHINE, FLAT CSK HEAD, 100 DEGREE	50	EA	\$0.13	\$6.50
MS24694-S50		MULT SCREW, MACHINE, FLAT CSK HEAD, 100 DEGREE	50	EA	\$0.13	\$6.50
MS25171-1S		MULT TERMINAL COVER	20	EA	\$1.02	\$20.40
MS28778-5		MULT O-RING, PREFORMED	10	EA	\$0.45	\$4.50
MS28778-6		MULT O-RING, PREFORMED	10	EA	\$0.98	\$9.80
MS35206-245		MULT SCREW, MACHINE, PAN HEAD	20	EA	\$0.04	\$0.80
MS35206-247		MULT SCREW, MACHINE, PAN HEAD	20	EA	\$0.06	\$1.20
MS35207-263		MULT SCREW, MACHINE, PAN HEAD	20	EA	\$0.24	\$4.80
MS35338-43		MULT WASHER, LOCK-SPRING, HELICAL	50	EA	\$0.06	\$3.00
NAS1149C0332R		MULT WASHER, FLAT	20	EA	\$0.04	\$0.80
NAS1149F0363P		MULT WASHER, FLAT	50	EA	\$0.06	\$3.00
NAS1149F0432P		MULT WASHER	50	EA	\$0.02	\$1.00
NAS1149F0463P		MULT WASHER, FLAT	20	EA	\$0.23	\$4.60
NAS2804-23		#N/A BOLT	10	EA	\$3.17	\$31.70

Total in U.S. Dollars

\$121,374.02

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**FAM King Air 350i
Spares & GSE Program**

ENGINE SPARES:

ENGINE SPARES (Deliver by January 2015)

Part Number	ATA	Noun	Description	Qty	U/M	Unit Price	Ext. Price
3028879	73	AIR FILTER KIT		2	EA	\$851.97	\$1,703.94
3033356	73	FILTER KIT		2	EA	\$54.54	\$109.08
3045951-02	73	CHIP DETECTOR		1	EA	\$866.46	\$866.46
3059258-01	73	OIL FILTER ELEMENT		2	EA	\$560.81	\$1,121.62
3059779-01	73	FILTER ELEMENT OPTION (IC)		2	EA	\$51.21	\$102.42
AS3209-010	73	PACKING, PREFORMED		10	EA	\$1.03	\$10.30
AS3209-120	73	PACKING		10	EA	\$0.98	\$9.80
AS3209-136	73	PACKING		10	EA	\$4.65	\$46.50
AS3209-139	73	O RING		10	EA	\$1.33	\$13.30
AS3209-143	73	PACKING		10	EA	\$11.00	\$110.00
AS3209-224	73	PACKING		10	EA	\$4.22	\$42.20
CH34055	73	IGNITION PLUG		2	EA	\$327.60	\$655.20
M83248/1-021	73	O-RINGS - RUBBER, HIGH TEMPERATU		10	EA	\$0.25	\$2.50
M83248/1-115	73	O-RINGS - RUBBER, HIGH TEMPERATU		10	EA	\$0.34	\$3.40
3035889	73	IGNITION EXCITER		1	EA	\$10,089.66	\$10,089.66
3104087-01	73	SEAL		4	EA	\$360.05	\$1,440.20

Total in U.S. Dollars

\$16,326.58

LANDING GEAR SPARES:

LANDING GEAR SPARES (Deliver by January 2015)

Part Number	ATA	Noun	Description	Qty	U/M	Unit Price	Ext. Price
101-380096-1	32	BRAKE ASSY-NON-ASBESTOS VPN 2-1576		1	EA	\$41,491.96	\$41,491.96
105740X-YN0677	32	BUSHING		10	EA	\$44.71	\$447.10
101-810025-1	32	PIN-TORQUE KNEE,DUAL WHEEL UPPER		10	EA	\$241.04	\$2,410.40
MS20392-2C53	32	PIN, STRAIGHT HEAD, DRILLED SHANK		1	EA	\$0.42	\$0.42
101-810024-1	32	BUSHING TORQUE		2	EA	\$33.03	\$66.06
130909B 132	32	BOLT, MACHINE, MAG INSPECTED		10	EA	\$3.15	\$31.50
NAS1149F0632P	32	WASHER,FLAT		10	EA	\$0.04	\$0.40
100951X063XE	32	WASHER		10	EA	\$0.15	\$1.50
130909N9	32	NUT, MAGNETIC INSPECTED		10	EA	\$1.24	\$12.40
NAS1149F0632P	32	WASHER,FLAT		10	EA	\$0.04	\$0.40
MS24665-283	32	COTTER PIN, SPLIT		10	EA	\$0.02	\$0.20
101-810024-1	32	BUSHING TORQUE		20	EA	\$33.03	\$660.60
105740X-YA1625	32	BUSHING		10	EA	\$46.49	\$464.90

Total in U.S. Dollars

\$45,587.84

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FAM King Air 350i
Spares & GSE Program

GROUND SUPPORT EQUIPMENT:

GROUND SUPPORT EQUIPMENT (Deliver by January 2015)

Part Number	ATA	Noun	DESCRIPTION	Qty	U/M	Unit Price	Ext. Price
97-00000/939-1	21	SAFETY NET - CABIN DOOR		2	EA	\$3,482.44	\$6,964.88
115-590023-1	32	LIMITER-MAIN STRUT ASSEM		2	EA	\$7,260.41	\$14,520.82
115-590035	32	LIMITER		2	EA	\$4,157.10	\$8,314.20
06-4005-0511	32	HYDRAULIC HANDPUMP *RA		2	EA	\$1,157.52	\$2,315.04
06-4005-0511	32	HYDRAULIC HANDPUMP		2	EA	\$1,215.40	\$2,430.80
173784	35	OXY SERVICE ADAPTR		2	EA	\$375.84	\$751.68
12350-032	61	HARVARD TRIP BALAN		2	EA	\$674.22	\$1,348.44
K1152	72	ADAPTER COMP WASH		2	EA	\$76.24	\$152.48
06-5022-6800	72	ENGINE OIL SERVICE UNIT		2	EA	\$1,322.88	\$2,645.76
101-930023-5	72	CAP ASSEMBLY-DRAIN INSTL,OIL,ENGINE		2	EA	\$108.25	\$216.50
5803	GEN	NOZZLE UTILITY		4	EA	\$24.49	\$97.96
10113	GEN	TORQUE ADPT 5/8		2	EA	\$104.59	\$209.18
11001	GEN	BOX END WRENCH, 12 POINT		2	EA	\$55.00	\$110.00
16600	GEN	LEAK DETECTOR		2	EA	\$500.32	\$1,000.64
314150	GEN	GREASE NOZZLE		6	EA	\$44.16	\$264.96
819065	GEN	9/16 BOXHEAD		2	EA	\$91.27	\$182.54
03-5804-0010	GEN	JACK STABILIZER		2	EA	\$508.80	\$1,017.60
99-9028-6000	GEN	WHEELCHOCK		4	PR	\$173.63	\$694.52
01-0506-0000	GEN	TOW BAR HEAD		2	EA	\$655.56	\$1,311.12
01-1202-0000	GEN	TOWBAR LESS HEAD		2	EA	\$1,663.94	\$3,327.88
50-590106	GEN	WRENCH - SUMP DRAIN		2	EA	\$148.26	\$296.52
101-590020-1	GEN	WELD ASSEMBLY-WRENCH-SUMP DRAIN, FUEL		2	EA	\$191.87	\$383.74
101-590052-3	GEN	WRENCH-ADJUSTABLE ECCENTRIC BUSHING		2	EA	\$200.91	\$401.82
81-111J	GEN	DIAL INDICATOR		2	EA	\$441.59	\$883.18

Total in U.S. Dollars

\$49,842.26

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Beechcraft

ANEXO B-1.

LISTA DE REPUESTOS Y EQUIPO DE APOYO EN
TIERRA A SER ENTREGADO EN JUNIO 2015.





FAM King Air 350i
Spares & GSE Program

FAM King Air 350i

Presidential Squadron Aircraft Spares & Ground Support Equipment

Components for Delivery by June 2015

RECOMMENDED SPARES and GSE FOR 1 KING AIR MODEL
350 (std&i) FLYING APPROXIMATELY 250 HRS EACH FOR A
TWO YEAR PERIOD

	Program Deliveries by June 30,2015
PHASE INSPECTION SPARES	
SPARES	
ENGINE SPARES	
LANDING GEAR & BRAKES	\$41,491.96
AVIONICS	\$237,798.92
GSE	\$36,004.62

TOTAL IN U.S. DOLLARS \$315,295.50

57%

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JK

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**FAM King Air 350i
Spares & GSE Program**

LANDING GEAR SPARES:

LANDING GEAR AND BRAKES (Deliver by December 2014)

Part Number	ATA	Noun	Qty	U/M	Unit Price	Ext. Price
101-380096-1	32	BRAKE ASSY-NON-ASBESTOS VPN 2-1576	1	EA	\$41,491.96	\$41,491.96
Total in U.S. Dollars						\$41,491.96

AVIONIC COMPONENTS:

AVIONIC COMPONENTS (Deliver by June 2015)

Part Number	ATA	Noun	Description	Qty	U/M	Unit Price	Ext. Price
822-0884-491	34	CONTROL DISPLAY UNIT		1	EA	\$57,162.90	\$57,162.90
822-1109-011	34	DC-3000 AIR DATA COMPUTER		1	EA	\$52,901.70	\$52,901.70
822-0883-048	34	FLIGHT MANAGEMENT COMPUTER	ATA 31 & 34	1	EA	\$82,094.96	\$82,094.96
822-1108-032	34	FGC-3000 FLIGHT GUIDANCE COMPUTER MODULE		1	EA	\$45,639.36	\$45,639.36
							\$237,798.92

Prices and part numbers are subject to change due to new technology that may be applied.

GROUND SUPPORT EQUIPMENT:

GROUND SUPPORT EQUIPMENT (Deliver by June 2015)

Part Number	ATA	Noun	DESCRIPTION	Qty	U/M	Unit Price	Ext. Price
DC400A	28	TEST SET FUEL QTY		2	EA	\$8,033.63	\$16,067.26
101-00802	28	KING AIR MODULE (for DC400A)		2	EA	\$7,617.86	\$15,235.72
06-5022-6500	32	UNIT, HYDRAULIC (service unit)		2	EA	\$1,221.12	\$2,442.24
343	36	PNEUMATIC TEST KIT		2	EA	\$1,129.70	\$2,259.40

Total in U.S. Dollars

\$36,004.62

Beechcraft

ANEXO C.

CERTIFICADO DE ACEPTACIÓN TÉCNICA DE LA
AERONAVE.

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Annex C:

Aircraft Technical Acceptance Certificate

Sales Order Number:

Reference Contract No.				
SELLER	Beechcraft Corporation, 10511 East Central, Wichita, Kansas 67206, USA			
BUYER	Banco Nacional de Obras y Servicios Públicos.			
Aircraft Identification				
Manufacturer Beechcraft Corporation	Model King Air B300 Marketing Designation 350i		Serial FL-928	
Aircraft Status				
Registration N	Total Airframe Hours	Total Cycles		
Engine – Pratt & Whitney (Canada) PT6A-60A				
Left Serial PCE-PK	Left Hours	Right Serial PCE-PK	Right Hours	APU N/A
Propeller – Hartzell HC-B4MP3C				
Left Serial FWA	Left Hours	Right Serial FWA	Right Hours	APU N/A
Location of Final Acceptance				
Beechcraft Corporation, Wichita, Kansas, USA				
Certification				
In accordance with the terms and conditions of Contract Number _____ Dated (DAY) (MONTH) 2014 between Seller and Buyer identified above, and any subsequent Amendments and Assignments thereof, the undersigned, who is the Buyer's duly authorized representative, hereby acknowledges and certifies that the Aircraft described above, including the log books, records and operating manuals pertaining to such Aircraft are in full compliance with the requirements of the Contract and is unconditionally accepted by Buyer on the date and at the place of delivery specified herein.				
Name of Buyer's Representative (include typed name)			Signature of Buyer's Representative	
Title of Buyer's Representative (include typed title)			Date of Acceptance	

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Beechcraft

ANEXO D.

CERTIFICADO DE ENTREGA FINAL DE LOS
COMPONENTES DE SOPORTE LOGÍSTICO.

Jul 2

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Anexo D

CERTIFICADO DE ENTREGA Y ACEPTACIÓN FINAL
SOPORTE LOGÍSTICO, LOTE NUMERO () DE COMPONENTES
PARA EL AVIÓN KING AIR 350

Numero de Contrato

En acuerdo al contrato que fue firmado con fecha (día) del (mes) del año (), entre la _____ ("Comprador") y Beechcraft Corporation ("Vendedor") para la compra de **Componentes de Soporte Logístico de Avión(es) King Air 350**, número de serie () y de acuerdo con la cláusula ____, párrafo ____, del contrato, el firmante abajo reconoce y certifica que el lote número () de Componentes de Soporte Logístico descrito en el Anexo ____ está en pleno cumplimiento con los requisitos del Contrato, por cual motivo el Comprador acepta la entrega incondicionalmente en la fecha y lugar de inspección indicados en la presente.

Descripción:

Componentes de Soporte Logístico para el Avión King Air 350

Lote Numero ()

Lugar y Fecha de Inspección: _____, (día) (mes) (año)

FIRMADO POR EL REPRESENTANTE DEL COMPRADOR AUTORIZADO A ACEPTAR LOS SUMINISTROS:

(COMPRADOR O USUARIO FINAL)

BEECHCRAFT CORPORATION

Firma: _____

Firma: _____

Nombre: _____

Nombre: _____

Cargo: _____

Cargo: _____

Beechcraft

ANEXO E.

FORMATO DE CARTA DE CRÉDITO STAND BY
PARA LAS GARANTÍAS DE ANTICIPO Y DE
CUMPLIMIENTO.

Jul:

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FORMATO DE CARTA DE CRÉDITO COMO GARANTÍA DE ANTICIPO.

NÚMERO DE REFERENCIA: ()

LUGAR Y FECHA DE EMISIÓN: ()

REGLAS APLICABLES: (Usos Internacionales relativos a los Créditos Contingentes, publicación No. 590 de la Cámara de Comercio Internacional "ISP 98".)

LUGAR Y FECHA DE VENCIMIENTO: ()

APLICANTE: BEECHCRAFT CORPORATION

DIRECCIÓN: 10511 E. CENTRAL AVENUE CÓDIGO POSTAL 67206 WICHITA, KANSAS, E.U.A.

BENEFICIARIO: BANCO NACIONAL DE OBRAS Y SERVICIOS PÚBLICOS, SOCIEDAD NACIONAL DE CRÉDITO, INSTITUCIÓN DE BANCA DE DESARROLLO (BANOBRAS)

DIRECCIÓN: JAVIER BARROS SIERRA 515, LOMAS DE SANTA FE, ÁLVARO OBREGÓN, 01219 CIUDAD DE MÉXICO, DISTRITO FEDERAL.

IMPORTE: USD 4,043,037.50 (CUATRO MILLONES CUARENTA Y TRES MIL TREINTA Y SIETE DÓLARES 50/100 DE LOS ESTADOS UNIDOS DE AMÉRICA)

DIVISA: DÓLARES DE LOS ESTADOS UNIDOS DE AMÉRICA.

POR CUENTA Y ORDEN DE BEECHCRAFT CORPORATION, 10511 E. CENTRAL AVENUE CÓDIGO POSTAL 67206 WICHITA, KANSAS, E.U.A., NOSOTROS, SCOTIABANK INVERLAT, S.A., INSTITUCIÓN DE BANCA MÚLTIPLE, GRUPO FINANCIERO SCOTIABANK INVERLAT (EL "BANCO EMISOR"), EMITIMOS A FAVOR DEL BENEFICIARIO "BANOBRAS", ÉSTA CARTA DE CRÉDITO STANDBY IRREVOCABLE POR UN MONTO MÁXIMO DE: USD 4,043,037.50 (CUATRO MILLONES CUARENTA Y TRES MIL TREINTA Y SIETE DÓLARES 50/100 DE LOS ESTADOS UNIDOS DE AMÉRICA), QUE CORRESPONDE AL 50% DEL TOTAL DEL CONTRATO, COMO GARANTÍA DE ANTICIPO DEL CONTRATO NO. **[INSERT CONTRACT NUMBER]**, PARA LA ADQUISICIÓN DE UNA AERONAVE KING AIR 350i CON NÚMERO DE SERIE FL-928 Y SOPORTE LOGÍSTICO, DE FECHA **[INSERT DATE OF CONTRACT]**, CELEBRADO ENTRE EL GOBIERNO DE LOS ESTADOS UNIDOS MEXICANOS, A TRAVÉS DEL BENEFICIARIO, LA SECRETARÍA DE LA DEFENSA NACIONAL, EN SU CALIDAD DE USUARIO FINAL, Y BEECHCRAFT CORPORATION, POR EL MONTO TOTAL DE USD 8,086,075.00 (OCHO MILLONES OCHENTA Y SEIS MIL SETENTA Y CINCO 00/100 DÓLARES DE LOS ESTADOS UNIDOS DE AMÉRICA) (EL CONTRATO).

ÉSTA CARTA DE CRÉDITO ESTARÁ DISPONIBLE EN LAS OFICINAS DE SCOTIABANK INVERLAT, S.A. INSTITUCIÓN DE BANCA MÚLTIPLE GRUPO FINANCIERO SCOTIABANK INVERLAT, UBICADAS EN LORENZO BOTURINI NO. 202, PISO 1, COL. TRÁNSITO, DELEGACIÓN CUAUHTÉMOC, C.P. 06820, MÉXICO, D.F., PARA PAGO A LA VISTA Y A PRIMERA DEMANDA CONTRA LA PRESENTACIÓN EN O ANTES DE LA FECHA DE VENCIMIENTO, DE UN REQUERIMIENTO DE PAGO POR ESCRITO (EL REQUERIMIENTO DE PAGO), EL CUAL DEBERÁ SER ACOMPAÑADO DE UNA COPIA CERTIFICADA DEL ORIGINAL DE LA NOTIFICACIÓN ESCRITA REALIZADA POR LA SECRETARÍA DE LA DEFENSA NACIONAL A BEECHCRAFT CORPORATION DECLARANDO QUE EL CONTRATO HA SIDO RESCINDIDO DEBIDO AL RETRASO EN LA ENTREGA DE LA AERONAVE Y/O SOPORTE LOGÍSTICO, DE CONFORMIDAD CON LA CLÁSULA VIGÉSIMA.- 'RESCISIÓN ADMINISTRATIVA Y TERMINACIÓN ANTICIPADA DEL



CONTRATO'', FECHADO CON AL MENOS 10 DÍAS CALENDARIO DE ANTICIPACIÓN A LA FECHA DE PRESENTACIÓN DEL REQUERIMIENTO DE PAGO CORRESPONDIENTE.

NO SE ADMITEN DISPOSICIONES PARCIALES NI PRESENTACIONES MÚLTIPLES.

LA CANTIDAD DISPONIBLE BAJO LA PRESENTE CARTA DE CRÉDITO SE REDUCIRÁ AUTOMÁTICAMENTE CONTRA LA PRESENTACIÓN AL BANCO EMISOR, DE CARTA FIRMADA POR UN REPRESENTANTE DE BANOBRAS, ACOMPAÑADA DEL PODER QUE FACULTA AL MISMO PARA REALIZAR ESTE TIPO DE ACTOS, HACIENDO CONSTAR QUE LA SECRETARÍA DE LA DEFENSA NACIONAL HA RECIBIDO A SU ENTERA CONFORMIDAD EL DOCUMENTO TITULADO O MARCADO CON LA LEYENDA ''CERTIFICADO DE TRANSFERENCIA DE RIESGO Y PROPIEDAD'' Y ''CERTIFICADO DE ACEPTACIÓN TÉCNICA'' AMBOS CUANDO SE TRATE DE LAS AERONAVES Y ''CERTIFICADO DE ENTREGA FINAL'' CUANDO SE TRATE DE COMPONENTES DE SOPORTE LOGÍSTICO, EN EL QUE SE INDIQUE EL MONTO DE LA REDUCCIÓN.

TODOS LOS CARGOS POR LA EMISIÓN DE LA PRESENTE CARTA DE CRÉDITO SON POR CUENTA DE BEECHCRAFT CORPORATION.

LOS DOCUMENTOS DEBERÁN SER ENVIADOS EN UN LOTE POR SERVICIO DE MENSAJERÍA ESPECIAL (DHL, WORLD COURIER O SIMILAR) ANOTANDO EL NÚMERO DE ÉSTA CARTA DE CRÉDITO STANDBY, A LAS OFICINAS DEL BANCO EMISOR ANTES SEÑALADAS A LA ATENCIÓN DE LA SUBDIRECCIÓN DE OPERACIÓN DE CARTAS DE CRÉDITO Y COBRANZAS INTERNACIONALES, EN DÍAS HÁBILES BANCARIOS, ENTENDIÉNDOSE POR TALES A AQUELLOS DÍAS (EXCEPTO SÁBADOS Y DOMINGOS) EN QUE LA COMISIÓN NACIONAL BANCARIA Y DE VALORES DE MÉXICO ORDENE A LAS INSTITUCIONES DE BANCA MÚLTIPLE EN MÉXICO ABRIR SUS PUERTAS Y CELEBRAR OPERACIONES CON EL PÚBLICO.

SI EN EL ÚLTIMO DÍA HÁBIL BANCARIO PARA LA PRESENTACIÓN DE DOCUMENTOS, NUESTRAS OFICINAS AQUÍ REFERIDAS SE ENCUENTRAN POR ALGUNA RAZÓN CERRADAS Y LA PRESENTACIÓN NO SE EFECTÚA A TIEMPO A CAUSA DE DICHO CIERRE, LA ÚLTIMA FECHA PARA SU PRESENTACIÓN SE AMPLIARÁ AL PRIMER DÍA HÁBIL BANCARIO SIGUIENTE A AQUEL EN QUE LAS REFERIDAS OFICINAS REANUDEN OPERACIONES.

LA PRESENTE CARTA DE CRÉDITO ESTÁ SUJETA A USOS INTERNACIONALES RELATIVOS A LOS CRÉDITOS CONTINGENTES, DE LA CÁMARA INTERNACIONAL DE COMERCIO, PUBLICACIÓN NO. 590 (INTERNATIONAL STANDBY PRACTICES" EN IDIOMA INGLÉS), CONOCIDOS COMO "ISP 98". EN CASO DE CONTROVERSA QUE SURJA CON MOTIVO DE ESTA CARTA DE CRÉDITO, LA MISMA DEBERÁ RESOLVERSE ANTE LOS TRIBUNALES COMPETENTES CON SEDE EN LA CIUDAD DE MÉXICO, DISTRITO FEDERAL.

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FORMATO DE CARTA DE CRÉDITO COMO GARANTÍA DE CUMPLIMIENTO.

NÚMERO DE REFERENCIA: ()
LUGAR Y FECHA DE EMISIÓN: ()
REGLAS APLICABLES: (Usos Internacionales relativos a los Créditos Contingentes, publicación No. 590 de la Cámara de Comercio Internacional "ISP 98".)
LUGAR Y FECHA DE VENCIMIENTO: ()

APLICANTE: BEEHCRAFT CORPORATION
DIRECCIÓN: 10511 E. CENTRAL AVENUE CÓDIGO POSTAL 67206 WICHITA, KANSAS, E.U.A.

BENEFICIARIO: BANCO NACIONAL DE OBRAS Y SERVICIOS PÚBLICOS, SOCIEDAD NACIONAL DE CRÉDITO, INSTITUCIÓN DE BANCA DE DESARROLLO (BANOBRAS)
DIRECCIÓN: JAVIER BARROS SIERRA 515, LOMAS DE SANTA FE, ÁLVARO OBREGÓN, 01219 CIUDAD DE MÉXICO, DISTRITO FEDERAL.

IMPORTE: USD \$ 808,607.50 (OCHOCIENTOS OCHO MIL SEISCIENTOS SIETE 50/100 DÓLARES DE LOS ESTADOS UNIDOS DE AMERICA)
DIVISA: DÓLARES DE LOS ESTADOS UNIDOS DE AMERICA.

POR CUENTA Y ORDEN DE, BEEHCRAFT CORPORATION, 10511 E. CENTRAL AVENUE CÓDIGO POSTAL 67206 WICHITA, KANSAS, E.U.A. NOSOTROS, SCOTIABANK INVERLAT, S.A., INSTITUCIÓN DE BANCA MÚLTIPLE, GRUPO FINANCIERO SCOTIABANK INVERLAT (EL "BANCO EMISOR"), EMITIMOS A FAVOR DEL BENEFICIARIO "BANOBRAS", ÉSTA CARTA DE CRÉDITO STANDBY IRREVOCABLE POR UN MONTO MÁXIMO DE: USD 808,607.50 (OCHOCIENTOS OCHO MIL SEISCIENTOS SIETE DÓLARES DE LOS ESTADOS UNIDOS DE AMERICA 50/100) QUE CORRESPONDE AL 10 POR CIENTO DEL TOTAL DEL CONTRATO, COMO GARANTÍA DE CUMPLIMIENTO DEL CONTRATO NO. **[INSERT CONTRACT NUMBER]**, PARA LA ADQUISICIÓN DE UNA AERONAVE KING AIR 350i CON NÚMERO DE SERIE FL-928 Y SOPORTE LOGÍSTICO, DE FECHA **[INSERT DATE OF CONTRACT]**, CELEBRADO ENTRE EL GOBIERNO DE LOS ESTADOS UNIDOS MEXICANOS, A TRAVÉS DEL BENEFICIARIO, LA SECRETARÍA DE LA DEFENSA NACIONAL EN SU CALIDAD DE USUARIO FINAL Y BEEHCRAFT CORPORATION POR EL MONTO TOTAL DE USD 8,086,075.00 (OCHO MILLONES OCHENTA Y SEIS MIL SETENTA Y CINCO DÓLARES DE LOS ESTADOS UNIDOS DE AMÉRICA 00/100) **(EL CONTRATO)**.

ÉSTA CARTA DE CRÉDITO ESTARÁ DISPONIBLE EN LAS OFICINAS DE SCOTIABANK INVERLAT, S.A. INSTITUCIÓN DE BANCA MÚLTIPLE GRUPO FINANCIERO SCOTIABANK INVERLAT, UBICADAS EN LORENZO BOTURINI NO. 202, PISO 1, COL. TRÁNSITO, DELEGACIÓN CUAUHTÉMOC, C.P. 06820, MÉXICO, D.F., PARA PAGO A LA VISTA Y A PRIMERA DEMANDA CONTRA LA PRESENTACIÓN EN O ANTES DE LA FECHA DE VENCIMIENTO, DE UN REQUERIMIENTO DE PAGO POR ESCRITO (EL REQUERIMIENTO DE PAGO), EL CUAL DEBERÁ SER ACOMPAÑADO DE UNA COPIA CERTIFICADA DEL ORIGINAL DE LA NOTIFICACIÓN ESCRITA REALIZADA POR LA SECRETARÍA DE LA DEFENSA NACIONAL A BEEHCRAFT CORPORATION DECLARANDO QUE EL CONTRATO HA SIDO RESCINDIDO DEBIDO AL RETRASO EN LA ENTREGA DE LAS AERONAVES Y/O COMPONENTES DE SOPORTE LOGÍSTICO, DE CONFORMIDAD CON LA CLÁUSULA VIGÉSIMA.- "RESCISIÓN ADMINISTRATIVA Y TERMINACIÓN ANTICIPADA DEL CONTRATO", FECHADO CON AL MENOS 10 DÍAS CALENDARIO DE



ANTICIPACIÓN A LA FECHA DE PRESENTACIÓN DEL REQUERIMIENTO DE PAGO CORRESPONDIENTE.

NO SE ADMITEN DISPOSICIONES PARCIALES NI PRESENTACIONES MÚLTIPLES.

TODOS LOS CARGOS POR LA EMISIÓN DE LA PRESENTE CARTA DE CRÉDITO SON POR CUENTA DE BEECHCRAFT CORPORATION.

LOS DOCUMENTOS DEBERÁN SER ENVIADOS EN UN LOTE POR SERVICIO DE MENSAJERÍA ESPECIAL (DHL, WORLD COURIER O SIMILAR) ANOTANDO EL NÚMERO DE ÉSTA CARTA DE CRÉDITO STANDBY A LAS OFICINAS DEL BANCO EMISOR ANTES SEÑALADAS A LA ATENCIÓN DE LA SUBDIRECCIÓN DE OPERACIÓN DE CARTAS DE CRÉDITO Y COBRANZAS INTERNACIONALES, EN DÍAS HÁBILES BANCARIOS, ENTENDIÉNDOSE POR TALES A AQUELLOS DÍAS (EXCEPTO SÁBADOS Y DOMINGOS) EN QUE LA COMISIÓN NACIONAL BANCARIA Y DE VALORES DE MÉXICO ORDENE A LAS INSTITUCIONES DE BANCA MÚLTIPLE EN MÉXICO ABRIR SUS PUERTAS Y CELEBRAR OPERACIONES CON EL PÚBLICO.

SI EN EL ÚLTIMO DÍA HÁBIL BANCARIO PARA LA PRESENTACIÓN DE DOCUMENTOS, NUESTRAS OFICINAS AQUÍ REFERIDAS SE ENCUENTRAN POR ALGUNA RAZÓN CERRADAS Y LA PRESENTACIÓN NO SE EFECTÚA A TIEMPO A CAUSA DE DICHO CIERRE, LA ÚLTIMA FECHA PARA SU PRESENTACIÓN SE AMPLIARÁ AL PRIMER DÍA HÁBIL BANCARIO SIGUIENTE A AQUEL EN QUE LAS REFERIDAS OFICINAS REANUDEN OPERACIONES.

LA PRESENTE CARTA DE CRÉDITO ESTÁ SUJETA A USOS INTERNACIONALES RELATIVOS A LOS CRÉDITOS CONTINGENTES, DE LA CÁMARA INTERNACIONAL DE COMERCIO, PUBLICACIÓN NO. 590 (INTERNATIONAL STANDBY PRACTICES" EN IDIOMA INGLÉS), CONOCIDOS COMO "ISP 98", EN CASO DE CONTROVERSA QUE SURJA CON MOTIVO DE ESTA CARTA DE CRÉDITO, LA MISMA DEBERÁ RESOLVERSE ANTE LOS TRIBUNALES COMPETENTES CON SEDE EN LA CIUDAD DE MÉXICO, DISTRITO FEDERAL.

Beechcraft

ANEXO F.

CERTIFICADO DE TRANSFERENCIA DE RIESGO Y
PROPIEDAD DE LA AERONAVE.

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Anexo F: Certificado de Transferencia de Riesgo y Propiedad

FACTURA DE VENTA CON GARANTÍA

POR VALOR RECIBIDO, Beechcraft Corporation (el "Vendedor") ha negociado, vendido, traspasado, transmitido y entregado, y en este acto negocia, vende, traspasa, transmite y entrega a (NOMBRE del Comprador) la Aeronave de Beechcraft Corporation Modelo (*King Air 350i*), con (*número de serie del fabricante FL-928*), 2 (dos) Motores Prat & Whitney Canada, con Número de Modelo PT6A-60A, Número de Serie del Motor Izquierdo PCE-PK (*número de serie*) y Número de Serie del Motor Derecho PCE-PK (*número de serie*), 2 (dos) Hélices Hartzell con Número de Modelo HC- B4MP3C, Número de Serie de Hélice Izquierda FWA(*número de serie*), Número de Serie de Hélice Derecha FWA(*número de serie*) y Número de Registro de los Estados Unidos N_____, según se describe más detalladamente en el Contrato (*número de contrato*), la provisión de la Aeronave King Air 350i Recientemente Fabricada con Motores, Repuestos, Mantenimiento, Manuales y Capacitación (el "Contrato") para la tenencia y posesión de la Aeronave, así como de todo derecho, título de propiedad e intereses sobre la misma a perpetuidad. Los términos de venta de dicha Aeronave están establecidos en el Contrato y se tienen aquí por reproducidos como si a la letra se insertasen.

El Vendedor garantiza al Comprador que: al momento de transmitir el título de propiedad de la Aeronave al Comprador, el Vendedor es el propietario legítimo de la aeronave y posee el título de propiedad válido, legal y realizable de la Aeronave libre de todo gravamen, reclamación, cargo, afectación, garantía real y demás derechos de otros, y el Vendedor tiene facultad total y autoridad legal para transmitir dicho título de propiedad al Comprador.

El Vendedor, por el mismo y sus causahabientes y cesionarios, conviene con el Comprador en garantizar y defender el título de propiedad de la Aeronave del Comprador transmitido de conformidad con este instrumento contra toda reclamación y demanda de cualquier persona, haciendo valer el título de propiedad superior con base en derechos declarados originados antes de la fecha de esta factura de venta.

EN TESTIMONIO DE LO CUAL, el Vendedor, por conducto de un funcionario facultado, debidamente celebra y entrega esta Factura de Venta al Comprador el día ___ de ___ de 2014.

POR: _____

NOMBRE: (Gerente de Beechcraft)

CARGO:



Beechcraft

ANEXO G.

EJEMPLO DE FACTURA COMERCIAL.

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Da

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Beechcraft Corporation
P.O. Box 85
Wichita, KS 67201-0085

Annex G (Anexo G)
Sample Billing Invoice (Ejemplar de Factura Comercial)



Sold to (Vendido a):

Invoice NO. (Número de Factura)

Date (Fecha):

Ship to (Usuario Final):

CUSTOMER CONTRACT NO.
(Número de Contrato del Cliente)

Terms (Terminos):

Customer # (Número de Cliente):
WBS:

Prepared by (Preparado por):

Approved by (Aprovado Por):

Line #	Description (Descripción)	Amount (Valor)
1	INVOICE (FACTURA) Avion Air 350i Número de Serie FL-928 Beneficiary: Beechcraft Corporation Account Number: 1233246081 Swift: BOFAUS3N Street address: 100 West 33rd St, New York, NY 10001, USA Name fo Bank: Bank of America	
TOTAL DUE (TOTAL A PAGAR):		\$ -
THIS INVOICE IS NOT SUBJECT TO LIQUIDATION (Esta factura no esta sujeta a liquidacion)		

Unless otherwise agreed upon, Remit Payment of Invoice to (A no ser con acuerdo diferente, Remita el Pago de la Factura a):

(Pagos Electronicos/Informacion Bancaria:)

Checks by Mail:
Beechcraft Corporation
P.O Box 83220
Chicago, IL 60691-0220
USA

Checks by Overnight Courier:
Beechcraft Corporation
US Bank Lockbox 83220
5300 South Cicero Avenue
Chicago, IL 60638
USA

Electronic Payments/Bank Wires:
Beechcraft Corporation
Bank of America
100 West 33rd St. Account: 1233246081
New York, NY 10001 Rouling: 026009583
USA SWIFT BOFAUS3N

Please remit with Invoice number and aircraft serial number on payment.
(Por favor remitan su pago con el numero de factura y numero de serie del avion anotados)

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Beechcraft

ANEXO H.

GARANTÍA TÉCNICA LIMITADA PARA ARONAVE
KING AIR 350i NUEVA.





ANEXO H

Resumen de Garantía Limitada de la Nueva Aeronave modelo King Air 350i: Número de Serie FL-928

El siguiente documento identifica específicamente la cobertura de garantía para una nueva aeronave modelo King Air 350i, sin incluir modificaciones posteriores a fabricación:

Estructura de Aeronave (Fuselaje, empenaje, ala y superficies de control)	5 años
Sistema de Aviónica Pro Line-Rockwell Collins	5 años
Motores Pratt & Whitney Canada	5 años o 2,500 horas Lo que ocurra primero
Partes Elaboradas por Beechcraft	2 años o 1,200 horas Lo que ocurra primero
Partes Elaboradas por Beechcraft	2 años o 1,200 horas Lo que ocurra primero
Pintura Exterior y Acabado Interior	2 años o 400 horas Lo que ocurra primero

- o FL-928: La expectativa de operación de la aeronave es de 250 horas de vuelo al año, cinco horas a la semana, cuatro veces al mes, realizando vuelos regulares, VIP, para el transporte aéreo general, con dos ciclos cada dos horas.



GARANTÍA LIMITADA DE NUEVA AERONAVE

La totalidad de la nueva aeronave modelo King Air B300 se encuentra cubierta por la siguiente GARANTÍA LIMITADA DEL FABRICANTE, la cual otorga al Comprador ciertos derechos legales específicos. La legislación de Kansas será aplicable a esta garantía. Nota: Todo el trabajo cubierto por la garantía deberá ser completado por un Centro de Servicios Autorizado de Beechcraft, debidamente facultado para realizar labores de mantenimiento en una aeronave modelo King Air.

A. GARANTÍA LIMITADA DE BEECHCRAFT CORPORATION ("BEECHCRAFT").

1) Con sujeción a las limitaciones y condiciones contenidas más adelante en el presente instrumento, Beechcraft garantizará que, al momento en que realice la entrega correspondiente, cada parte de la estructura de la Aeronave (fuselaje, empenaje, ala y superficies de control) se encontrará libre de (i) defectos en cuanto a materiales o mano de obra; y (ii) de cualquier defecto en el diseño que debería haber sido previsto en virtud del avance tecnológico existente a la fecha de fabricación; en el entendido, sin embargo, que el defecto en cuestión deberá ser detectado y reportado a Beechcraft dentro de un plazo de 60 (sesenta) meses contados a partir de la fecha de entrega de la Aeronave al Comprador.

2) Con sujeción a las limitaciones y condiciones establecidas más adelante en el presente documento, Beechcraft garantizará que, al momento en que realice la entrega aplicable, cada parte de la Aeronave que no se mencione en la sección A.(1) anterior, salvo por el sistema de aviónica y los motores (los cuales se mencionan en las literales D y E más adelante), se encontrarán libres de (i) defectos en cuanto a materiales o mano de obra; y (ii) de cualquier defecto en el diseño que debería haber sido previsto en virtud del avance tecnológico existente a la fecha de fabricación; en el entendido, sin embargo, que el defecto en cuestión deberá ser detectado y reportado a Beechcraft dentro de un plazo de 24 (veinticuatro) meses o 1,200 (mil doscientas) horas de operación de la aeronave, el plazo que venza primero o el evento que ocurra primero a partir de la fecha de entrega de la Aeronave al Comprador; en el entendido, además, sin embargo, que con respecto a la pintura exterior y artículos de acabado interior diseñados, fabricados o instalados por Beechcraft, el defecto deberá ser detectado y reportado a Beechcraft dentro de un plazo de 24 (veinticuatro) meses o 400 (cuatrocientas) horas de operación de la aeronave, el plazo que venza primero o el evento que ocurra primero a partir de la fecha de entrega de la Aeronave al Comprador; en el entendido, asimismo, que con respecto a los manuales de mantenimiento y demás publicaciones técnicas que Beechcraft proporcione con la Aeronave, el defecto deberá ser detectado y reportado a Beechcraft dentro del periodo de la suscripción de actualización gratuita entregada también con la aeronave respecto a cualquier manual o publicación.

3) De igual modo, con sujeción a la sección A.(4) más adelante, el alcance total de la responsabilidad de Beechcraft se limitará al reembolso de los costos en que hubiere incurrido el Comprador por la compra de una parte reconstruida, reacondicionada o reparada por la división de Partes y Distribución de Hawker Beechcraft (Hawker Beechcraft Parts & Distribution) o un Centro de Servicios Autorizado de Beechcraft debidamente calificado; o bien se limitará, a elección de Beechcraft, al reembolso de los costos en que el Comprador hubiere incurrido por haber sometido a reparación a la parte en cuestión en un Centro de Servicios Autorizado de Beechcraft debidamente calificado. Si Beechcraft eligiere no reparar la parte y si ninguna parte reconstruida, reacondicionada o reparada estuviere, en opinión de Beechcraft, disponible en forma oportuna, Beechcraft reembolsará al Comprador los costos en que hubiere incurrido al comprar una nueva parte con la división de Partes y Distribución de Hawker Beechcraft o un Centro de Servicios Autorizado de Beechcraft debidamente calificado. La labor necesaria para completar una reparación o retirar la parte o partes en cuestión de la Aeronave, así como para reinstalar las misas en la Aeronave, junto con cualquier reparación realizada como resultado de instalaciones inadecuadas por Beechcraft, serán cubiertos por esta Garantía, siempre y cuando el trabajo sea llevado a cabo en un Centro de Servicios Autorizado de Beechcraft debidamente calificado. Si se deseara presentar una reclamación, ésta deberá realizarse dentro de un plazo de 60 (sesenta) días después de



que se haya realizado el trabajo en cuestión, y la parte a ser reemplazada deberá ser devuelta porte pagado a la división de Partes y Distribución de Hawker Beechcraft dentro de un plazo de 60 (sesenta) días contados a partir del día en que hubiere ocurrido el defecto, al costo y gasto del Comprador (incluyendo, de manera enunciativa mas no limitativa, gastos de flete, seguro, aranceles, etc.), salvo que la Garantía de Beechcraft especifique lo contrario. La GARANTÍA LIMITADA DE BEECHCRAFT aplicará a cualquier parte reparada o reemplazada por un Centro de Servicios Autorizado de Beechcraft debidamente calificado de acuerdo con la GARANTÍA LIMITADA DE BEECHCRAFT; sin embargo, la garantía aplicable con respecto a esa parte reparada o reemplazada estará limitada a la porción no vencida de la GARANTÍA LIMITADA DE BEECHCRAFT descrita en la sección A.(1) o A.(2) anteriores, según sea aplicable. En otras palabras, el periodo de garantía de la parte reparada o reemplazada no reiniciará a partir de la fecha de la reinstalación.

4) Esta garantía limitada se proratea para partes de vida útil limitada. Para aquellas partes o sistemas de Aeronave que tengan límites de vida útil (incluyendo intervalos de recambio o revisión) establecidos en la sección de aeronavegabilidad del manual de mantenimiento de Beechcraft o en otras publicaciones técnicas, incluyendo Comunicados de Seguridad y Boletines de Servicio, la responsabilidad de Beechcraft al amparo de este instrumento se encontrará limitada, además, a la vida prorrateada restante de la parte defectuosa, calculada a la fecha en que se hubiere detectado y reportado el defecto a Beechcraft. Por ejemplo, si se detectare y reportare una parte de vida útil limitada defectuosa, al llegar a la marca de 1500 horas de un intervalo de recambio o revisión de 2000 horas (o a la marca de 750 ciclos de un intervalo de 1000 ciclos o nueve meses de un intervalo de un año de antigüedad), el 75% de vida útil de la parte en cuestión se habrá consumido y Beechcraft proporcionará el 25% del costo por el reemplazo de la parte. Si el límite de vida útil de la parte fuere medido a través de un medio alternativo (como horas, ciclos y/o antigüedad), el cálculo del prorrateo se basará en el factor más próximo a vencer a partir de que se detecte y reporte el defecto. Ninguna parte de esta disposición se interpretará de modo que se prorogue el periodo total de la garantía más allá de los periodos aplicables establecidos en la sección A.(1) o A.(2) anterior. Todas las garantías vencerán según se indica en la sección A.(1) o A.(2) anterior, independientemente de cualquier límite de vida útil remanente de las partes. Todas las partes de vida útil limitada reemplazadas durante la Garantía de la Nueva Aeronave están cubiertas únicamente por sus propias garantías de partes de repuesto, si y según sea aplicable, y no tendrán cobertura alguna al amparo de esta garantía.

5) Los servicios de rutina (tales como inspecciones, limpieza, ajustes, etc.), así como el reemplazo de artículos que sufran un deterioro mayor al uso y desgaste normales esperados o por exposición (como pintura, tapicería, elementos de acabado, bombillas eléctricas, llantas, frenos, mangueras, cinturones, baterías, etc.) no se encuentran cubiertas por esta GARANTÍA LIMITADA. No se considerará que dichos servicios de rutina y reemplazos requeridos durante el curso de las operaciones son el resultado de un defecto en la Aeronave.

B. LIMITACIONES APLICABLES A LA GARANTÍA LIMITADA DE BEECHCRAFT

1) Se liberará a Beechcraft de todas las obligaciones y responsabilidad al amparo de esta Garantía, si ocurriere lo siguiente:

i. El supuesto defecto en la parte se debe al uso y desgaste normales esperados (por ejemplo, lo normalmente esperado con respecto a la pintura, tapicería, artículos de acabado, etc.), o a la corrosión o erosión ocasionadas por el ambiente, daños por objetos extraños o al uso indebido o negligencia por parte de alguien distinto a Beechcraft; o

ii. La marca de identificación o nombre y número de serie de Beechcraft o su proveedor ha sido removida de la parte correspondiente; o



iii. La Aeronave y/o el equipo no ha recibido mantenimiento, ni ha sido operada o almacenada de conformidad con los manuales, comunicaciones o demás instrucciones por escrito aplicables (incluyendo, de manera enunciativa mas no limitativa, Boletines de Servicio Obligatorios) de Beechcraft o cualquier fabricante de la parte involucrada, o de conformidad con los Reglamentos Federales de Aviación y circulares de asesoría, a menos que el Comprador demuestre que dicho mantenimiento, operación o almacenamiento no fuere una causa contribuyente al defecto; o

iv. La parte o sistema en cuestión ha sido modificada o alterada después de su entrega por otra persona distinta al Fabricante o de conformidad con un esquema de modificación o alteración aprobado por escrito por el Fabricante. Adicionalmente, cualquier parte o sistema de la aeronave que se vea afectado por una parte o sistema modificado o alterado no estará cubierta por la Garantía Limitada de Beechcraft; o

v. La Aeronave se utiliza para objetos distintos al uso convencional del propietario/operador. El uso que no se considera convencional del propietario/operador incluye, de manera enunciativa mas no limitativa, operaciones de aerolínea programadas u operaciones militares.

2) Para los objetos de esta Garantía, ninguna parte de la Aeronave o el equipo se considerará en incumplimiento con esta GARANTÍA LIMITADA simplemente por el hecho de que, después de su entrega, fuere necesario realizar alguna modificación o alteración a fin de obtener una mejora de producto o para que cumpla con algún cambio en los requisitos de determinado Reglamento Federal de Aviación aplicable.

3) EN LA MEDIDA PERMITIDA POR LA LEY APLICABLE, EL COMPRADOR RENUNCIA CON RESPECTO A BEECHCRAFT Y EL VENDEDOR, A CUALESQUIERA OTRAS GARANTÍAS, YA SEAN DE COMERCIALIZACIÓN, ADECUACIÓN O DE OTRO TIPO. NO EXISTEN GARANTÍAS QUE SE EXTIENDAN MÁS ALLÁ DE LA DESCRIPCIÓN CONTENIDA EN LA PORTADA DE ESTE INSTRUMENTO.

4) EN LA MEDIDA PERMITIDA POR LA LEY APLICABLE, LAS OBLIGACIONES DE BEECHCRAFT ESTABLECIDAS EN ESTE INSTRUMENTO, CONSTITUIRÁN LOS RECURSOS EXCLUSIVOS POR CUALQUIER INCUMPLIMIENTO DE GARANTÍA AL AMPARO DE ESTE INSTRUMENTO, Y EN LA MISMA MEDIDA, NI BEECHCRAFT NI EL VENDEDOR SERÁN RESPONSABLES DE DAÑOS INHERENTES, INDIRECTOS, ESPECIALES, CONSECUENCIALES, MÚLTIPLES O PUNITIVOS, INCLUYENDO, DE MANERA ENUNCIATIVA MAS NO LIMITATIVA, DAÑOS POR DISMINUCIÓN DEL VALOR DE MERCADO, PÉRDIDA DE USO O DE UTILIDADES, O CUALQUIER DAÑO SOBRE LA AERONAVE QUE EL COMPRADOR U OTRA PERSONA O ENTIDAD RECLAME CONFORME A TEORÍAS DE NEGLIGENCIA Y RESPONSABILIDAD EXTRA CONTRACTUAL ESTRICTA.

5) TODA ACCIÓN POR EL COMPRADOR DEBIDO A UN INCUMPLIMIENTO DE ESTA GARANTÍA, YA SEA BEECHCRAFT O EL VENDEDOR, DEBERÁ SER COMENZADA DENTRO DE UN PLAZO DE 1 (UN) AÑO CONTADO A PARTIR DE QUE SE ESTABLEZCA LA CAUSA DE LA ACCIÓN. LA CAUSA DE ACCIÓN SE ESTABLECE CUANDO EL COMPRADOR SE ENTERE DE QUE SE HA INCUMPLIDO CON LA GARANTÍA.

C. TRANSMISIÓN DE GARANTÍA

En caso de que la Aeronave fuere revendida a otra persona, despacho o entidad antes del vencimiento de la Garantía Limitada descrita en la literal A anterior, toda vigencia restante de la Garantía Limitada será automáticamente transmitida a los compradores subsiguientes de la Aeronave, aunque con sujeción a las limitaciones descritas en la literal B anterior.



D. EQUIPO DE AVIÓNICA GARANTIZADO POR FABRICANTES APLICABLES.

El equipo de aviónica estándar instalado se encuentra garantizado por los fabricantes correspondientes por distintos periodos. La información sobre estos programas está disponible con el fabricante aplicable. La mayoría, mas no la totalidad, del Paquete de Aviónica de Equipo Estándar es fabricada por Rockwell Collins. A continuación se ofrece un resumen de la Garantía Limitada proporcionada por la División de Sistemas Comerciales de Rockwell Collins, Rockwell International, con respecto al paquete de aviónica Pro Line de Rockwell Collins:

AVIÓNICA ESTÁNDAR GARANTIZADA POR ROCKWELL COLLINS

A. Rockwell Collins conviene en reparar o reemplazar, a su discreción y sin cargo alguno, cualquier equipo que presente algún defecto en cuanto a diseño, mano de obra o materiales, y que sea devuelto a Rockwell Collins en su fábrica, porte pagado, en el entendido que:

(i) Deberá entregarse a Rockwell Collins una notificación del defecto reclamado dentro de un plazo de 5 (cinco) años a partir de la fecha de entrega y el equipo deberá ser devuelto de conformidad con las instrucciones de Rockwell Collins.

(ii) Dicho equipo no se considerará defectuoso si éste dejare de operar en forma normal debido a que hubiere estado expuesto a una condición distinta a las publicadas en las especificaciones del producto.

(iii) Las obligaciones de Rockwell Collins con respecto a dicho equipo están condicionadas a la instalación y operación adecuadas de ese equipo por el Comprador de acuerdo con las instrucciones por escrito de Rockwell Collins.

(iv) Esta garantía carecerá de validez si alguien distinto a Rockwell Collins o su centro de servicio autorizado alterare ese equipo o si pretendiere o efectivamente realizare una reparación del mismo.

B. Rockwell Collins garantiza que todo software entregado al amparo de este instrumento, ya sea que se encuentre instalado en el equipo descrito en este documento o haya sido específicamente diseñado para uso en ese equipo o con el mismo, ofrecerá sustancialmente las funciones establecidas en las especificaciones aplicables (o en su ausencia, según lo descrito en el Boletín de Servicios aplicable). Rockwell Collins, a su opción y sin cargo alguno, revisará o reemplazará el software en incumplimiento, en la inteligencia que:

(i) Se deberá otorgar a Rockwell Collins una notificación sobre el defecto reclamado dentro de un plazo de 12 (doce) meses contados a partir de la fecha de entrega.

(ii) El software no se considerará defectuoso si éste o el medio de alojamiento hubiere estado expuesto a un virus informático o a cualquier condición distinta a las publicadas en las especificaciones aplicables.

(iii) Las obligaciones de Rockwell Collins están condicionadas a la instalación y operación adecuadas del software y el medio de alojamiento de acuerdo con las instrucciones por escrito de Rockwell Collins.

(iv) Esta garantía carecerá de validez si alguien distinto a Rockwell Collins o su centro de servicio autorizado alterare ese software (o su medio de alojamiento) (o si pretendiere realizar alteraciones al mismo).

NINGUNA OTRA GARANTÍA, EXPRESA, IMPLÍCITA O ESTATUTARIA, INCLUYENDO TODA GARANTÍA IMPLÍCITA DE COMERCIALIZACIÓN O ADECUACIÓN PARA UN OBJETIVO EN PARTICULAR SERÁ



APLICABLE A EQUIPOS VENDIDOS O SOFTWARE ENTREGADO AL AMPARO DE ESTE INSTRUMENTO Y LO ANTERIOR CONSTITUIRÁ EL DERECHO Y RECURSO EXCLUSIVO DEL COMPRADOR.

Nota: Para el equipo de aviónica instalado en aviones de uso militar, la garantía de Rockwell Collins es de 2 (dos) años (24 meses) contados a partir de la fecha de entrega del avión.

E. MOTORES GARANTIZADOS POR PRATT & WHITNEY CANADA.

Los motores estarán cubiertos por la garantía de su fabricante, Pratt & Whitney Canada. La información sobre la garantía de los motores está disponible con Pratt & Whitney Canada. A continuación, se ofrece un esquema de dicha garantía de motor:

GARANTÍA PARA NUEVOS MOTORES

Pratt and Whitney Canadá (P&WC) garantiza que al momento de entrega, todas las partes de un nuevo motor cumplirán con la especificación correspondiente y están libres de defectos en cuanto a materiales y mano de obra y que el motor estará libre de defectos en cuanto a diseño, habiendo considerado el estado de la técnica al momento de dicho diseño y los requisitos para el motor según esté instalado en la aeronave.

Esta garantía surtirá efectos inmediatamente a la aceptación del motor por el Comprador, ya sea que esté instalado en una aeronave o sea entregado como parte de repuesto, y continuará en vigor hasta el término de 5 (cinco) años a partir de la entrega al primero operador o al concluir 2,500 horas de operación, lo que ocurra primero. Esta garantía podrá ser transmitida a operadores subsiguientes.

COBERTURA.

Durante el periodo de la garantía, P&WC reparará o reemplazará cualquier parte que presente algún defecto (incluyendo daños resultantes sobre el motor) durante el periodo de la garantía. Dicho reemplazo podrá ser realizado, a opción de P&WC, con nuevas partes o partes que puedan ser reparadas.

P&WC pagará los costos razonables por labores de resolución de problemas, remoción y reinstalación de motores y de transporte (excluyendo seguro, aranceles e impuestos) desde y hacia una instalación de reparación designada por la Administración de Garantías de P&WC.

Cuando se necesite un motor sujeto a renta a fin de respaldar la remoción de un motor cubierto por las disposiciones de esta garantía, P&WC ofrecerá una tasa de renta de motor de garantía especial basada en el costo de mantenimiento razonablemente esperado para el perfil de la misión del operador.

El operador será responsable de los costos de mantenimiento programado durante el periodo de la garantía, incluyendo, de manera enunciativa mas no limitativa, mantenimiento de línea y ajustes rutinarios, inspección y rehabilitación de la sección caliente y revisión de motor. El retiro de una parte de su servicio debido al deterioro y desgaste horario y cíclico normal u otras limitaciones sobre su uso continuo especificado en los documentos de mantenimiento o servicio de P&WC, no constituirá un defecto al amparo de esta garantía; sin embargo, podrá ser respaldado en forma prorrateada (pago por uso) de acuerdo con la Política de Servicio de Partes Principales. Se deberá entregar a P&WC una notificación de defecto de garantía dentro de un plazo de 30 (treinta) días contados a partir del evento, y P&WC se reservará el derecho a rechazar toda reclamación de garantía recibida más de 180 días después de que el motor o parte de motor en cuestión sea retirada de servicio.



APLICACIÓN

La presente Garantía de Nuevos Motores aplicará únicamente a motores operados en aeronaves no militares utilizadas para servicio de transporte comercial, corporativo o de transporte privado.

RESPONSABILIDADES DEL OPERADOR.

El operador será responsable de operar y dar mantenimiento al motor, y del costo relacionado con ello, de conformidad con los manuales y recomendaciones aplicables. Lo anterior incluye, de manera enunciativa mas no limitativa, mantenimiento de línea y ajustes rutinarios, inspección y rehabilitación de la sección caliente y las revisiones de motor descritas en los manuales de P&WC y que sean requeridas por las autoridades reguladoras. Todas las reparaciones de la garantía deberán ser llevadas a cabo en una instalación designada por la administración de garantías de P&WC. P&WC no será responsable por defectos o daños, y sus costos, que resulten del uso o mantenimiento inadecuado, el uso y desgaste normales, accidentes, daños por objetos extraños (FOD), erosión, corrosión, sulfuración o cualquier otra causa ajena al control de P&WC.

LIMITACIONES

Este documento es la única garantía aplicable al motor y se otorga y se acepta en lugar de todas las demás garantías o recursos, expresos o implícitos, incluyendo, de manera enunciativa mas no limitativa, garantías de COMERCIALIZADAD o adecuación para cualquier propósito. Bajo ninguna circunstancia, P&WC será responsable por daños inherentes o consecuenciales.

SE APLICARÁN OTROS TÉRMINOS Y CONDICIONES A LA GARANTÍA. SE PODRÁ SOLICITAR UNA COPIA COMPLETA DE LA GARANTÍA PARA NUEVOS MOTORES A LA DIVISIÓN DE PARTES Y SERVICIOS COMERCIALES DE P&WC.

Beechcraft

ANEXO I.

GARANTÍA TÉCNICA LIMITADA PARA PARTES Y
DISTRIBUCIÓN DE HAWKER BEECHCRAFT
(HBP&D) COMPONENTES DE SOPORTE
LOGÍSTICO.

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HAWKER BEECHCRAFT PARTS & DISTRIBUTION (HBP&D) LIMITED WARRANTY

All HBP&D parts, except for Hawker 4000 and Premier Parts, are covered by the following LIMITED WARRANTY, which gives Buyer specific legal rights. The law of Kansas applies to this warranty.

A. HAWKER BEECHCRAFT PARTS & DISTRIBUTION (HBP&D) LIMITED WARRANTY

- (1) Subject to the limitations and conditions hereinafter set forth, HBP&D warrants, at the time of delivery by HBP&D, each part to be free from (i) defects in material 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 within twelve (12) months of date of purchase for New, Overhauled, Rebuilt, Repaired and Serviceable parts. The claim must be filed within thirty (30) days of discovery of the defect.
- (2) The entire extent of HBP&D'S liability shall be limited to that of either reimbursing Buyer for its costs of purchasing a Rebuilt, Overhauled, Repaired or Serviceable part from either HBP&D or a properly rated Beechcraft Authorized Service Center or, at HBP&D'S election, reimbursing Buyer for its costs of having the part repaired at a properly rated Beechcraft Authorized Service Center. If HBP&D elects not to repair the part and if neither a Rebuilt, Overhauled, Repaired or Serviceable part is, in HBP&D'S opinion, timely available then HBP&D will reimburse Buyer for its costs of purchasing a new part from HBP&D. The flat rate labor necessary to remove from the Airplane such part and to reinstall in the Airplane such part, shall be covered by this Limited Warranty, provided the work is performed at a properly rated Beechcraft Authorized Service Center. The part to be replaced must in all instances be returned, shipping prepaid, to Beechcraft, unless otherwise directed by Beechcraft. HBP&D'S LIMITED WARRANTY will apply to any part repaired or replaced by a properly rated Beechcraft Authorized Service Center pursuant to HBP&D'S LIMITED WARRANTY; however, the applicable warranty for such part repaired or replaced shall be limited to the unexpired portion of HBP&D'S LIMITED WARRANTY described in paragraph (1) above, as applicable. In other words, the warranty period of the part repaired or replaced does not start over from the date of reinstallation.

B. LIMITATIONS APPLICABLE TO HBP&D'S LIMITED WARRANTY

- (1) HBP&D will be relieved of all obligations and liability under this Warranty if:
- (i) The alleged defect in the part is due to misuse or negligence on the part of someone other than HBP&D; or
 - (ii) HBP&D identification mark or name or serial number has been removed from the part in question; or
 - (iii) The Airplane and/or equipment have not been maintained, operated or stored either in accordance with applicable manuals, communications or other written instructions of 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 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 will not be covered by HBP&D'S Limited Warranty; or
 - (v) The part is used on the Airplane for purposes other than conventional owner/operator usage and exceeds 1000 total part hours. Usage not considered owner/operator includes, but is not limited to, scheduled airline, shared ownership fleet, government/military or special mission operations and flight/pilot training operations.
 - (vi) Any alleged defect in or damage to the part ascertainable by visual inspection upon receipt from HBP&D is not claimed to the Beechcraft Warranty Department within thirty (30) days from invoice date. This will require visual inspection of all HBP&D parts upon receipt at the ship-to destination.
- (2) For the purpose of this Limited Warranty, no part 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) BUYER WAIVES AS TO SELLER AND HBP&D ALL OTHER WARRANTIES, WHETHER OF MERCHANTABILITY, FITNESS OR OTHERWISE. THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF.
- (4) THE OBLIGATIONS OF HBP&D SET FORTH HEREIN SHALL BE THE EXCLUSIVE REMEDIES FOR ANY BREACH OF WARRANTY HERE-UNDER, AND, TO THE SAME EXTENT, NEITHER HBP&D NOR SELLER SHALL BE LIABLE FOR ANY GENERAL, CONSEQUENTIAL OF INCIDENTAL, DAMAGES, INCLUDING, WITHOUT LIMITATION, ANY DAMAGES FOR DIMINUTION OF MARKET VALUE, LOSS OF USE OR LOSS OF PROFITS, OR ANY DAMAGES TO THE AIRPLANE CLAIMED BY THE 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 HBP&D OR THE PART 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.

CORE RETURN REQUIREMENTS

In order for us to supply our next customer with an exchange item of equal quality with the documentation acceptable to the regulatory authorities, we would appreciate your attention to the following core return requirements.

- A copy of a HBP&D document is required and should be attached when the core is returned. This could be a copy of the packing sheet or invoice on which the part was purchased.
- Cores should be carefully repackaged to preclude shipping damage. Reuse the original packing material/methods supplied where possible.
- Cores must be returned with service data documented by a licensed mechanic or authorized repair station. Use the Parts Information Tag (Form No.CSD-31487) for that purpose. The Parts Information Tag must be filled out completely.
- Installing agencies and repair station certification holders may identify return cores with their own approved repairable parts tag in lieu of (Form No.CSD-31487) provided that the same information is supplied.

HBP&D reserves the right to return cores at customer expense and not issue core credit for cores that are BER (Beyond Economic Repair), incomplete data tags, disassembled, not like for like part number or if the core returned exceeds normal run out condition and is going to incur charges over and above the standard overhaul. HBP&D will provide bill back notification to the customer within 45 days from receipt of the core if over and above or core unacceptability should be identified. Cores must be returned to HBP&D, unless otherwise directed by Beechcraft, within 30 days for Domestic orders / 45 days for International orders from the date of shipment. Address labels are available through TMDC@beechcraft.com. Failure to comply with the above requirements may delay or forfeit core credit issuance.

NEW PART RETURN REQUIREMENTS

For your benefit we have enclosed our return policy. If it becomes necessary for you to return a component purchased from HBP&D, we will be able to respond to your claim more efficiently if you follow these guidelines.

- Requests to return components must be made within 30 days from date of shipment.
- Reports of shortage in shipment must be made within 10 days from Invoice Date.
- Normal Handling Charges are 15% (\$50.00 minimum/\$500.00 maximum) on stock items. Rectification charges may also be applied to the return of specific parts. All costs will be credited including freight, in the case of a HBP&D error.
- All returns must have prior approval to return* and should be returned with all freight and custom charges prepaid. Items with prior approval will be processed in a more timely manner. A copy of the bar coded Return Authorization form should be included in the shipment.
- Original documentation, which includes all CAA/FAA Airworthiness Documentation furnished with the original shipment, must accompany the part.
- Please reuse the original packing material/methods where possible.
- Rotables must have all original supplier paperwork. Statically sealed items must be returned unopened
- Claims to the carrier should be submitted upon receipt for carton damage. If it becomes necessary to submit your claim to HBP&D, a copy of your claim and/or correspondence with the carrier must also be submitted. Claims filed to HBP&D must be within 10 days from invoice date.

*NOTE: For return approval please contact a HBP&D Customer Service Representative at 888.727.4344 (US/Domestic) 316.676.3100 (International) or fax to 316.676.3222 (US/Domestic) 316.676.3327 (International)

C. HAWKER BEECHCRAFT PARTS & DISTRIBUTION (HBP&D) LIMITED WARRANTY FOR HAWKER 4000 AND PREMIER PARTS

HBP&D does not extend a warranty for Hawker 4000 and Premier Parts. The warranty, if any, offered by the parts manufacturer will be passed through to the Buyer. HBP&D will process a warranty claim for a Hawker 4000 or Premier part with the parts manufacturer on behalf of the Buyer. The defect must be discovered and reported within twelve (12) months of date of purchase for New, Overhauled, Rebuilt, Repaired and Serviceable Hawker 4000 or Premier parts. The claim must be filed within thirty (30) days of discovery of the defect.

Beechcraft

ANEXO J.

DECLARACIÓN DE ARTÍCULOS 50 Y 60 DE LA LEY
DE ADQUISICIONES, ARRENDAMIENTOS Y
SERVICIOS DE LA LEY DE ADQUISICIONES,
ARRENDAMIENTOS Y SERVICIOS DEL SECTOR
PÚBLICO.

MS

J

Lee

Beechcraft

Beechcraft Corporation
10511 E. Central Avenue
Wichita, Kansas
67206-2557 USA
beechcraft.com

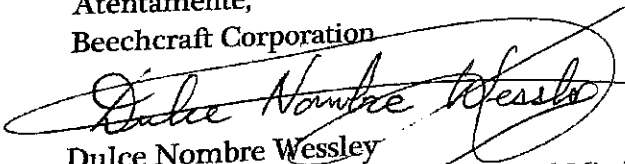
Fecha Wichita, Kansas, 10 octubre de 2014
Oficio No. SM-1014-10

Banco Nacional de Obras y Servicios Públicos, S.N.C.
Institución de Banca de Desarrollo
Javier Barros Sierra No. 515, Piso 4
Colonia Lomas de Santa Fe
Delegación Álvaro Obregón
C.P. 01219
México D.F.

Secretaría de la Defensa Nacional

En relación con el Contrato de Adquisición de un Avión King Air 350i FL-928, que se suscribirá entre Beechcraft Corporation ("El Proveedor", el Banco Nacional de Obras y Servicios Públicos, SNC ("El Adquirente") y la Secretaría de la Defensa Nacional ("El Usuario Final"), por medio de la presente, manifiesto bajo protesta de decir verdad que mi representada no se encuentra en ninguno de los supuestos previstos en los Artículos 50 y 60 de la Ley de Adquisiciones, Arrendamiento y Servicios del Sector Público.

Atentamente,
Beechcraft Corporation


Dulce Nombre Wessley

Cargo: Contracts Manager—Special Missions

Tel: 316-676-2242

Email: Dwessley@txtav.com





Beechcraft

ANEXO K.

CERTIFICADO DE CONCLUSIÓN DE
ENTRENAMIENTO.

M/2

EW
J

CERTIFICADO DE CONCLUSIÓN DE ENTRENAMIENTO

PARA AVIÓN KING AIR 350

Numero de Contrato

En acuerdo al contrato que fue firmado con fecha (día) del (mes) del año (), entre la _____ ("Comprador") y Beechcraft Corporation ("Vendedor") **para la compra del Avión King Air 350, Numero de Serie FL-XXX** y de acuerdo con la cláusula ____, párrafo ____, del contrato, el firmante abajo confirma, reconoce y certifica que el entrenamiento para pilotos y técnico(s) de mantenimiento ofrecido mediante FlightSafety International (FSI) fue concluido en esta fecha _____, en la ciudad de _____, estado de _____.

Descripción:

Conclusión de entrenamiento

FIRMADO POR EL REPRESENTANTE DEL COMPRADOR AUTORIZADO A RECIBIR EL ENTRENAMIENTO:

(COMPRADOR O USUARIO FINAL)

BEECHCRAFT CORPORATION

Firma: _____

Firma: _____

Nombre: _____

Nombre: _____

Cargo: _____

Cargo: _____



Beechcraft

ANEXO L.

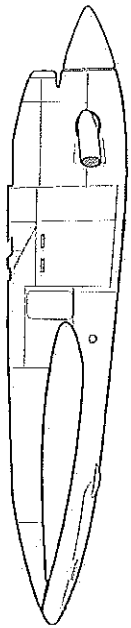
ESQUEMA DE PINTURA DE LA AERONAVE.

Handwritten mark

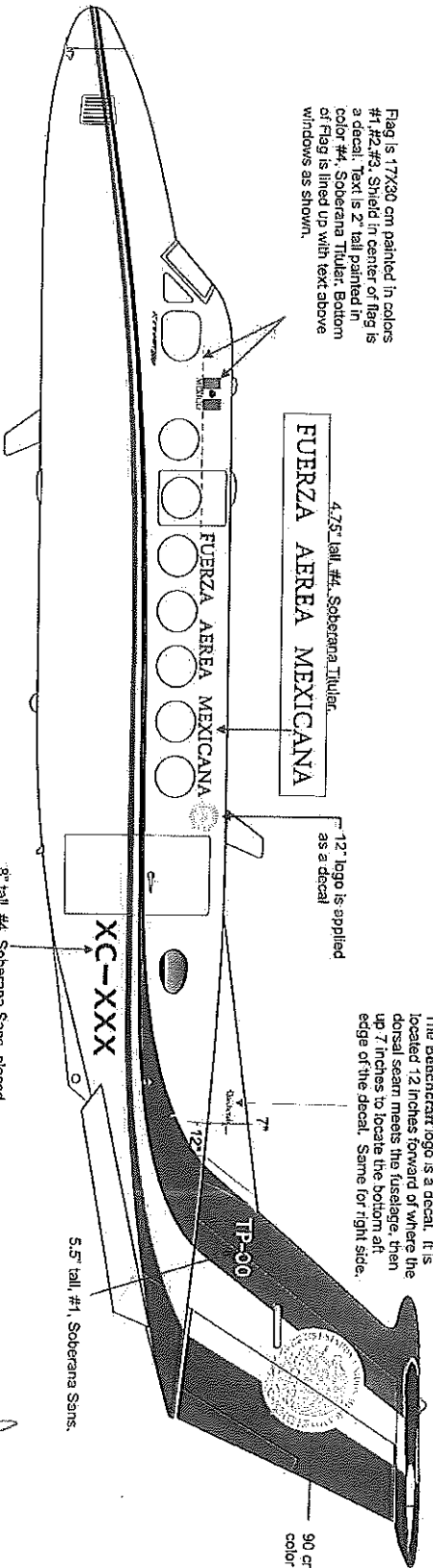
Handwritten mark

Handwritten mark

NOTE: The pages in this sketch define the decorative graphics to be painted on this aircraft. Data required for aircraft certification is to be found on the applicable engineering exterior markings drawing.



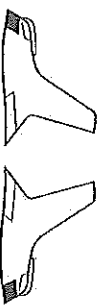
Flag is 17x30 cm painted in colors #1, #2, #3. Shield in center of flag is a decal. Text is 2" tall painted in color #4. Soberana Titular: Bottom of flag is lined up with text above windows as shown.



1 3/4"
KINGAIR 350 not to scale

The Kingair Model Identifier is a decal. It is 1 3/4 inches tall. The vertical placement is 2 inches from the bottom edge of the "D" window to the top of the K. The horizontal placement is lined up with the leading edge of the "D" window and extending aft as shown.

Scale 1:40
King Air 350



Material Design:		Standard Number		Repeatable		Drawing Number		Date		Serial	
Ryan Shaver		CUSTOM		Refer to Aircraft Work Order		FL928-3-1DV		10-27-14		FL-928	
Checker		Standard		Point Name		Paint Definition		RV		Reference ONLY	
Jason Stevens		Master Standard		Matherhorn White		PC CA8900/F17865		Fed 17865			
		Custom		Fed Std Green 14066		SWI W12230		Fed 14066			
				Sunfast Red		SWI W000358					
				Black		PC CA8800/F17038					
				Gamma Gray		DP P1234EP					
Revision B		Date: 10-26-14		By: RS							
Revision A: Changed Order #2 color											
Revision B: Changed to optional per customer request.											
Customer Approval (if needed)											

The Benchcraft logo is a decal. It is located 12 inches forward of where the dorsal seam meets the fuselage, then up 7 inches to locate the bottom aft edge of the decal. Same for right side.

4.75" tall #4, Soberana Titular.
FUERZA AEREA MEXICANA

12" logo is applied as a decal

8" tall #4, Soberana Sans, placed on both sides of the fuselage.

XC-XXX

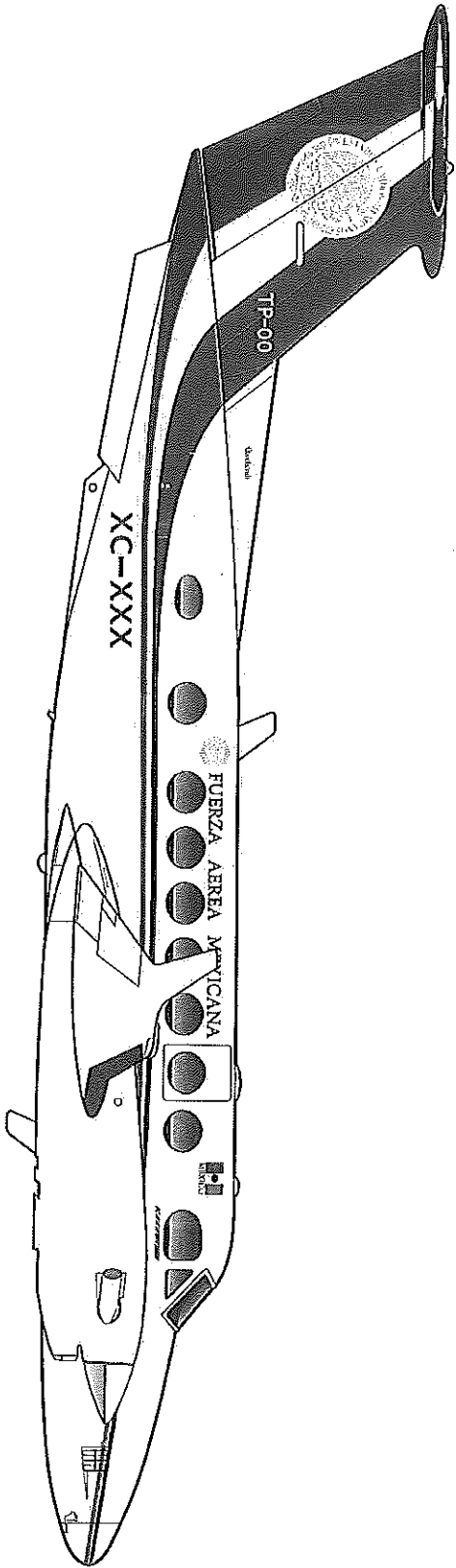
5.5" tall #1, Soberana Sans.

90 cm diameter in color #5

Customer Approval

[Signature]

Note: Dimensions shown are approximate to assist in locating masking tapes.



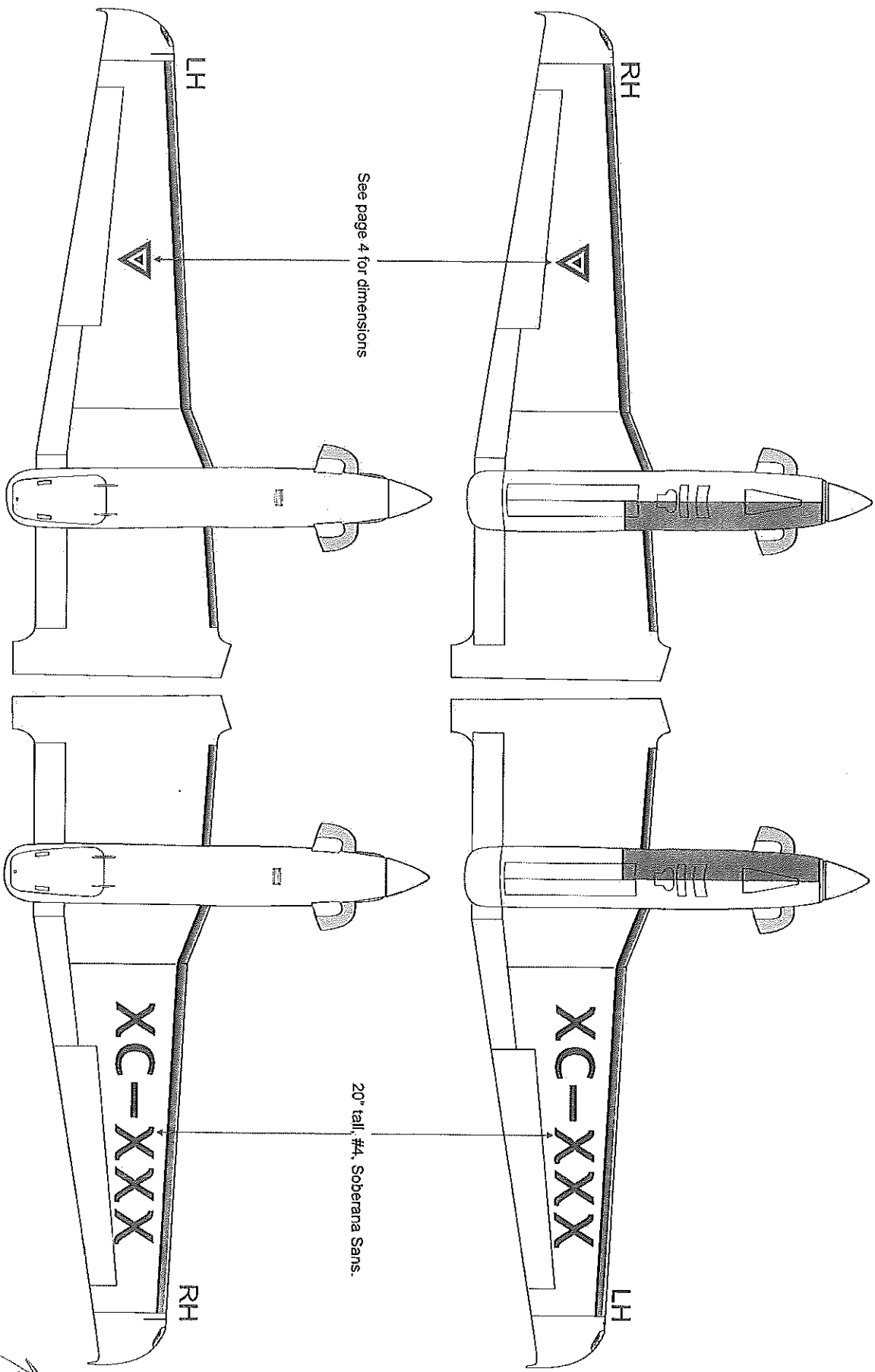
Scale 1:40
King Air 350

[Handwritten signature]

[Handwritten signature]

[Handwritten signature]

[Handwritten signature]



See page 4 for dimensions

20" tail, #4, Soberana Sans.

Handwritten signature

Handwritten signature

MEXICO MEXICO

