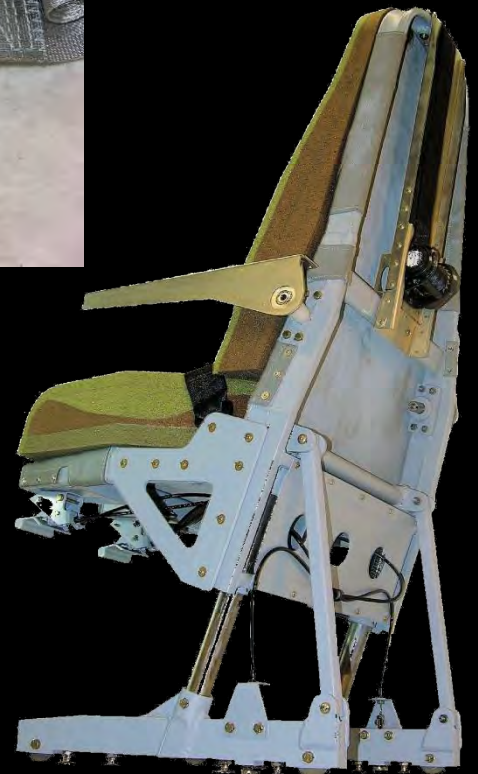
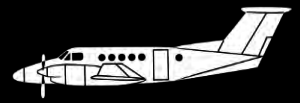
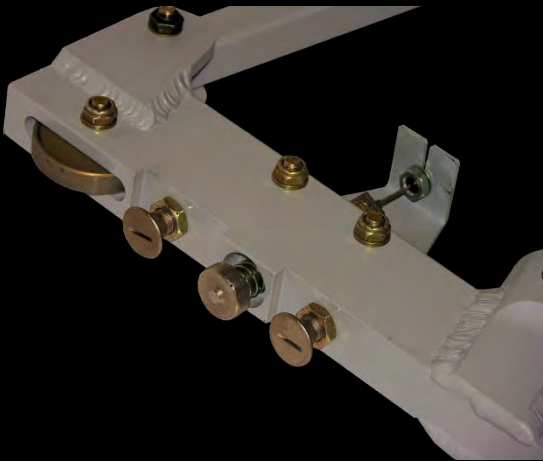


King Air & T1-A ISR Operator Seating





King Air & T1-A ISR Operator Seating





King Air ISR Operator Seating

Description: AvFab devotes considerable attention toward supporting Special Missions and ISR (Intelligence, Surveillance, and Reconnaissance) aircraft seating needs. These products include developing the Beechjet Special Mission Observer / Operator's Seat for the US military's T1A "Jayhawk". The King Air Operator Seat was born from our success with the Beechjet Operator Seat.

AvFab's STC approved King Air Operator Seat provides a proven design that is well-suited for the demanding requirements of any Special Missions ISR theater.

Maximum operator comfort is ensured from design features that include vertical seat adjustment of 3" and fore-aft floor tracking controlled via convenient hand levers, 5-point restraint system, and stowable arm rests.

Models: Beechcraft King Air 90, 100, 200, 300, 350, 350i, 360, MC-12

FAA / STC: STC SA01809WI & EASA 10066088 (King Air models)
Beechjet 400 series T1-A Jayhawk require Field Approval.

Features: The AvFab Operator Seat provides a robust design that is well-suited for the demanding requirements of any ISR theater.

Due to variable seat upholstery weights it is the responsibility of the installer to determine the exact final seat weight when installing and removing the operator seat.

For reference, the typical frame assembly and sub part weights are listed as follows:

Seat frame assembly w/ 2 arms = 27.5 lbs.

Seat frame assembly w/ 1 arm = 26.5 lbs.

Seat frame assembly w/ No arms = 25.5 lbs.

Restraint System = 2.5 lbs.

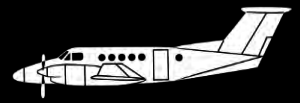
Maximum Allowable Seat Weight = 40.0 lbs.

with Cushions & Upholstery

Our King Air Operator Seat installs easily from above the seat track. This feature eliminates the time and cost other seats require to clear the seat track of consoles or other equipment to install the seat. Additional features packed into this design include vertical seat adjustment of 3.0" of travel, 5-point restraint system, stowable arm rests, and floor-tracking. An aft-tracking version is in development and should be available soon.

Options: Folding/Stowable Armrests, Leather Upholstery, Sheepskin Seating Surfaces

Installation: Our King Air ISR Operator seat installs easily from above the seat track utilizing the existing style King Air seat track. Beechjet ISR Operator Seats mount on the OEM Brownline track. No airframe modification is required to make the installation.



High Density Seating Options





More High Density Seating Choices

Our attractive airline style High Density commuter seats allow you to get the maximum seating capacity in any King Air at the best value. The seats are very robust, in fact, we are not aware of a single structural failure of an AvFab High Density Seat. That's especially impressive when considering they are in world-wide service in extremely demanding conditions and difficult environments including Special Missions. Despite being so robust, they are very lightweight (weighs only 22-25 lbs. depending on options) when compared to OEM. Delivered in "green" condition without upholstery. Upholstery is available.

Features: Seat includes folding back, lap belt, life vest pouch, and foam. Quick release feet allow for fast and simple changes to configuration layout. Various floor plans are available.

Options: Head Rest, Arm Rest, Leather Upholstery, Life Vest

Installation: No airframe modification is required other than removing existing seats and furnishings, and sliding the new high density seats onto original seat rails (complete installation instructions, diagrams, and weight and balance information are included in the kit). On some models of the King Air, a table plug is recommended for aesthetic purposes.

Models: Beechcraft King Air 90, 100, 200, 300, 350, 350i

FAA / STC: SA2774CE, SA2775CE, SA2776CE, SA2777CE

EASA: 10032446 (all except 90 series)

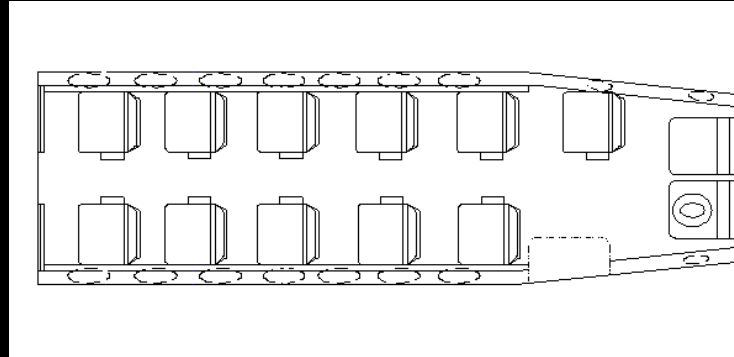
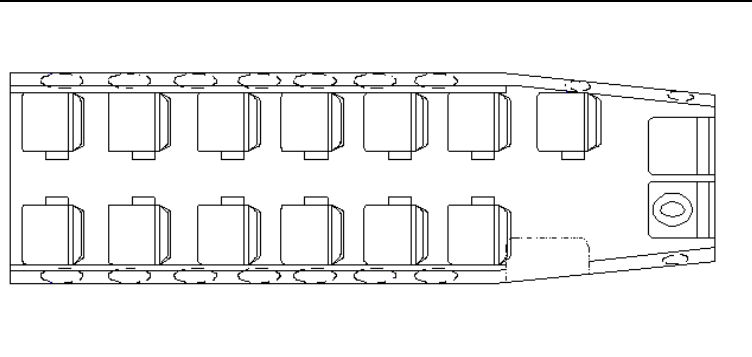
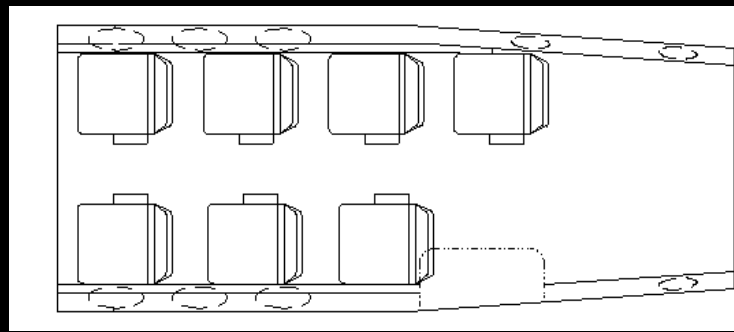
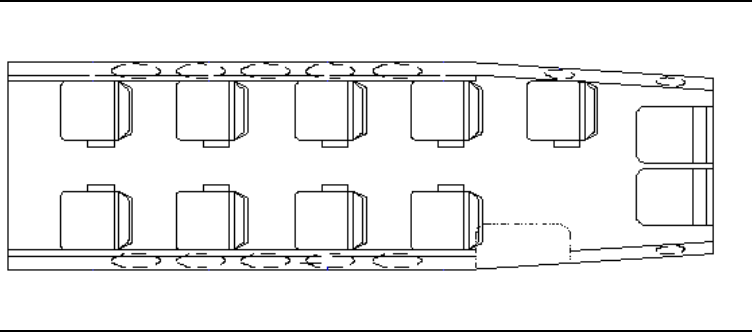
“Econo Seat”

Engineered from the ground up for durability and affordability, the Econo Seat is the rugged solution for those wanting to add capacity without adding unnecessary cost.



“Traveler Seat”

The Traveler Seat implements elements that make it conducive to maximum high density applications. It was designed to enhance the ease of occupant ingress and egress by increasing leg, knee, foot room, and increase passenger comfort. Also available Aft-Facing.



High Density Seating Floor Plans



5



7



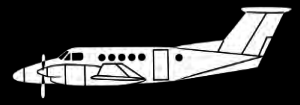
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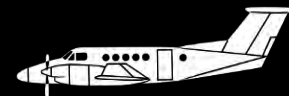


13



Aft Jump Seat Kits





Aft Jump Seat Kits

Description: Our aft jump seats are interchangeable with the OEM jump seats, and our lead time is typically less than 2 weeks! You can utilize the existing OEM installation hardware if aircraft is so equipped. If aircraft has not been previously equipped with an installation kit, our kit may be purchased to facilitate the installation process. Kit is complete and includes seats, occupant restraint system, attachment feet, oxygen drop down system, overhead lights, overhead vents, and installation instructions, etc., and is delivered in “green” condition, without upholstery.

Models: Beechcraft King Air 90, 100, 200, 300, 350, 350i

FAA / STC: SA00635WI Including many other foreign approvals.



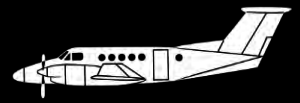
Features: Seats fold down from side-wall of aircraft in aft baggage compartment. Kit is provided with following to make the installation: the seats, complete restraint system, floor board (if needed), all fittings, brackets, hardware, life vests, overhead lights, vents, oxygen drop down, comprehensive installation instructions, and STC. No foam or upholstery are provided.

Options: Optional upholstery is available on request.

Installation: Normally 70 to 80 hours depending on the experience of the technician.

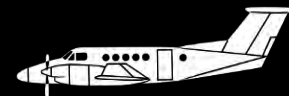
Lead Time: Kits are normally in stock and available for immediate world-wide shipment. However, fluctuations in demand may cause up to a 30 day delivery time.





Medical Attendant Seating





Medical Attendant Seating

Description: Our 2-Place King Air Divan (32-0152) is popular for medical attendant and Special Missions applications and in some cases, you can accommodate additional passengers. Divan kits include: seat belts (TSO-C22f), track fittings, installation instructions, and weight and balance data, etc. Divan is delivered in "green" condition, without upholstery.

AvFab's Two Place Lateral Tracking Divan (32-0367) is ideal for medical attendant use as it allows caregivers to adjust seat for closer access to patient while remaining in the restraint system.

Models: Beechcraft King Air 90, 100, 200, 300, 350, 350i

FAA / STC: SA4157SW

Options: Under seat storage drawers. Shoulder harness kit (required for this installation).

Features: Divan kits include, seat belts (TSO-C22f), track fittings, installation instructions, and weight and balance data, etc.

Installation: No airframe modification is required to install the divan other than removing existing seat/s and furnishings, and locating the new divan in the desired location (complete installation instructions, diagrams, and weight and balance data are included in the kit. The divans can be installed on either side of the airplane in a range of stations.

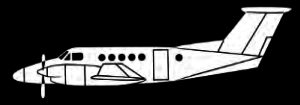
Lead Time: Typical lead time for these divan/stretchers is 14 days after receipt of purchase order. However, fluctuations in demand may cause up to a 30 day delivery delay.



32-0152 2-Place Attendant Divan
(shown with optional drawers)



32-0367 Lateral Tracking Seat Base
2-Place Attendant Divan
(shown with optional drawers)



Medical Stretchers

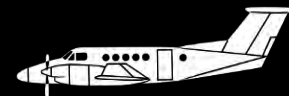
32-0197K Cessna Citation
Stretcher



32-0114 Beechcraft
Bonanza & Baron
Stretcher

32-0117K Beechcraft King Air
Stretcher





Medical Stretchers

Description: Our stretcher kits provide a King Air operator with the option of transporting an ill or injured patient. These stretchers are ideal for the operator who doesn't need critical care medical equipment. Kit includes stretcher unit and cover, Ferno model 12-C portable aero (folding) litter, mattress, mattress cover (conforms to FAR 23.853 horizontal flame test), restraint system, installation instructions, and weight and balance data, etc. Illustration shows Ferno model 12-1 aero litter with adjustable backrest.

Models: Beechcraft King Air 90, 100, 200, 300, 350, 350i
Models also available for Special Missions Beechcraft Bonanza 36 and Baron 58

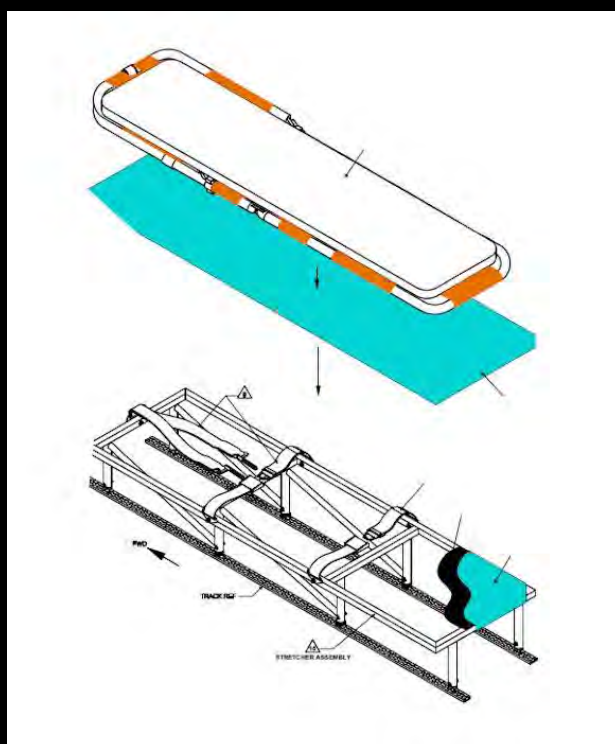
FAA / STC: Covered by one or more of the following: SA2671CE, SA2672CE, SA2673CE, SA2674CE

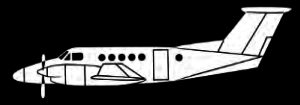
EASA: Various foreign approvals

Features: Kit includes FAA approved mattress with removable cover. All materials conform to FAA flame testing standards.

Installation: No airframe modification is required other than removing existing seats and furnishings from the desired location and setting the new stretcher assembly in the existing seat track (complete installation instructions, diagrams, and weight and balance data are included in the kit). In some King Airs, a table plug is recommended for aesthetic purposes. The stretcher can be installed on either side of the airplane in a range of stations.

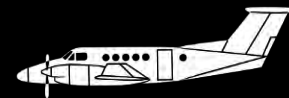
Lead Time: Stretchers are normally in stock and available for immediate world-wide shipment, however, fluctuations in demand may cause up to a 30 day delivery delay.





Versatile 1-Place Divan Seating





1 Place Divan

Description: AvFab's one place King Air side facing divan is extremely versatile making it perfectly suited for Special Missions applications. This divan can be installed as a single unit, or modularly with multiple units installed end-to-end.

Our #32-0151 Divan is actively used in ISR (Intelligence, Surveillance, and Reconnaissance) with the US Army and the US Air Force, Troop Transport, as a jump seat for training instructors, and in military and civilian applications including Air Ambulance.

In many cases, this will allow you to accommodate additional passengers. Divan is delivered in "green" condition, without upholstery.

Models: Beechcraft King Air 90, 100, 200, 300, 350, 350i

FAA / STC: SA4157SW

Features: Divan is available in leg heights from 10"-14". All materials conform to FAA flame testing standards.

Installation: No airframe modification is required to install the divan other than removing existing seat/s and furnishings, and locating the new divan in the desired location (complete installation instructions, diagrams, and weight and balance data are included in the kit). AvFab shoulder harness restraint system, part number 32-0181K, is mounted to the sidewall of the aircraft and is required with the divan installation. The divans can be installed on either side of the airplane in a range of stations. Typical installed divan weight is 18 pounds. If under seat storage drawer is required, a total weight increase to 23 pounds should be expected.

Lead Time: Divans are normally in stock and available for immediate world-wide shipment, however, fluctuations in demand may cause up to a 30 day delivery delay.

A variety of 1, 2, 3, & 4 Places divans are also available.

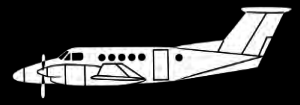
Learn more at www.AvFab.com





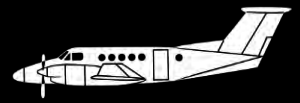
Globe Trotter *Seat* by

- *Lightweight*
- *Robust Design*
- *Full featured*
- *High Density*
- *Comfortable*

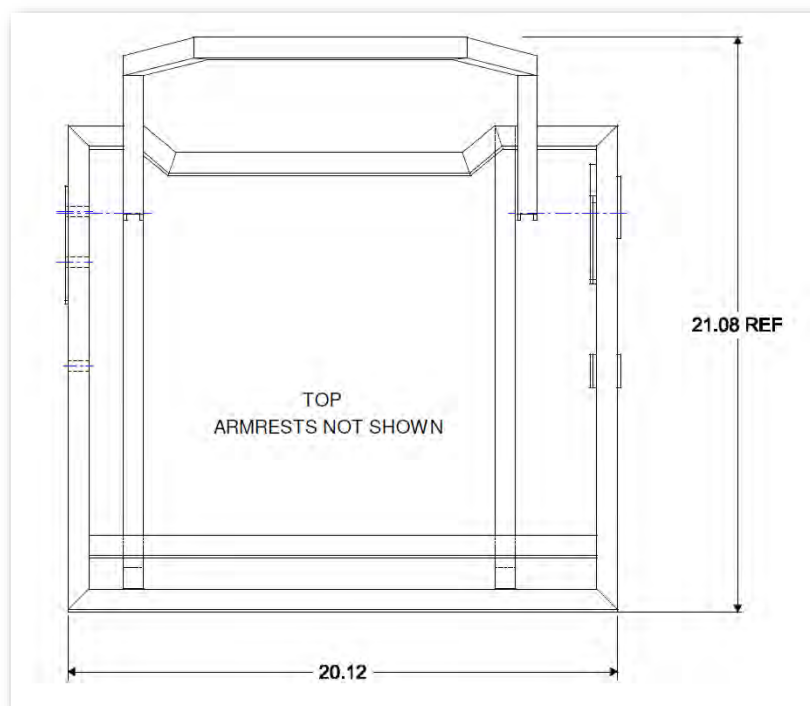
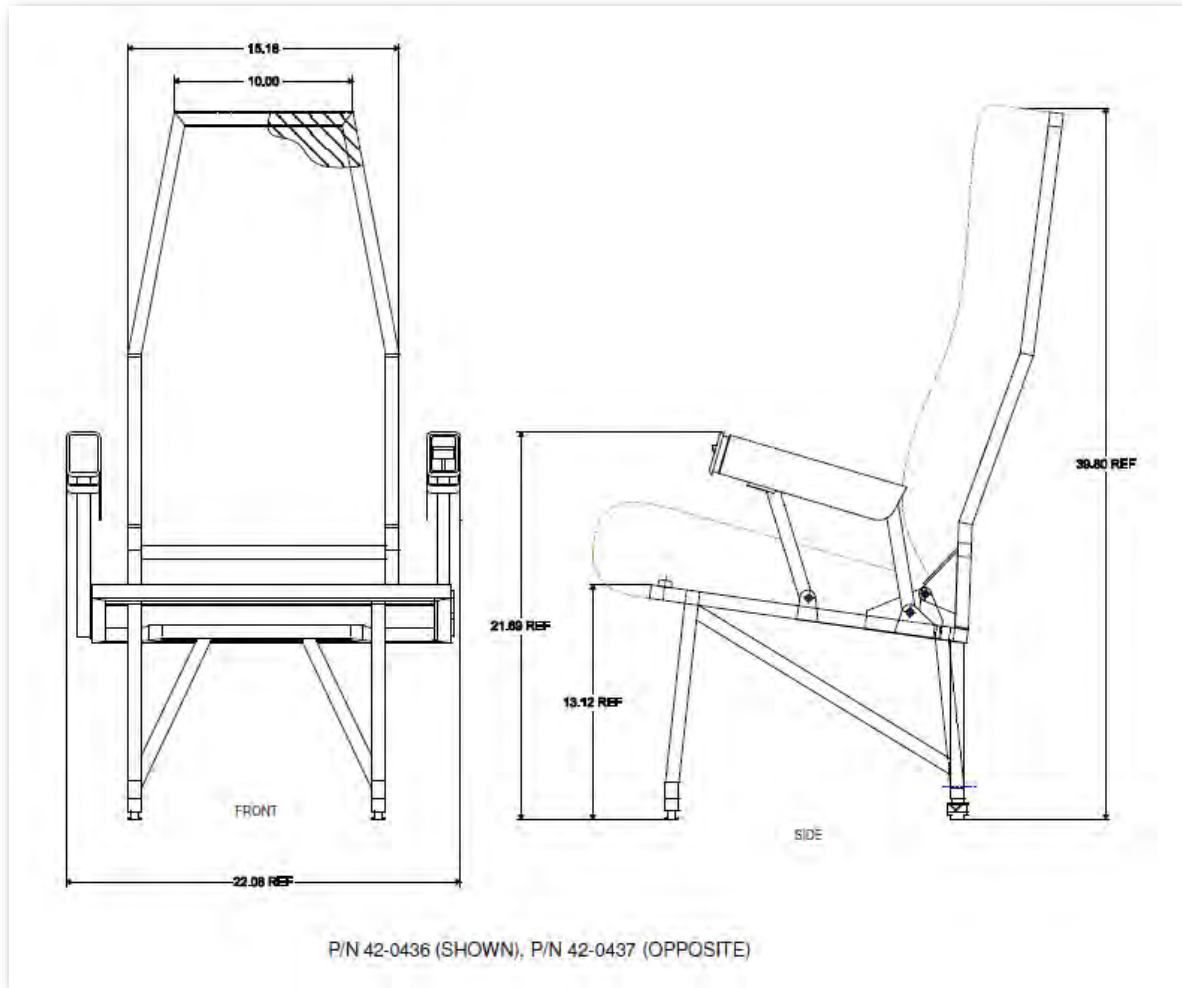


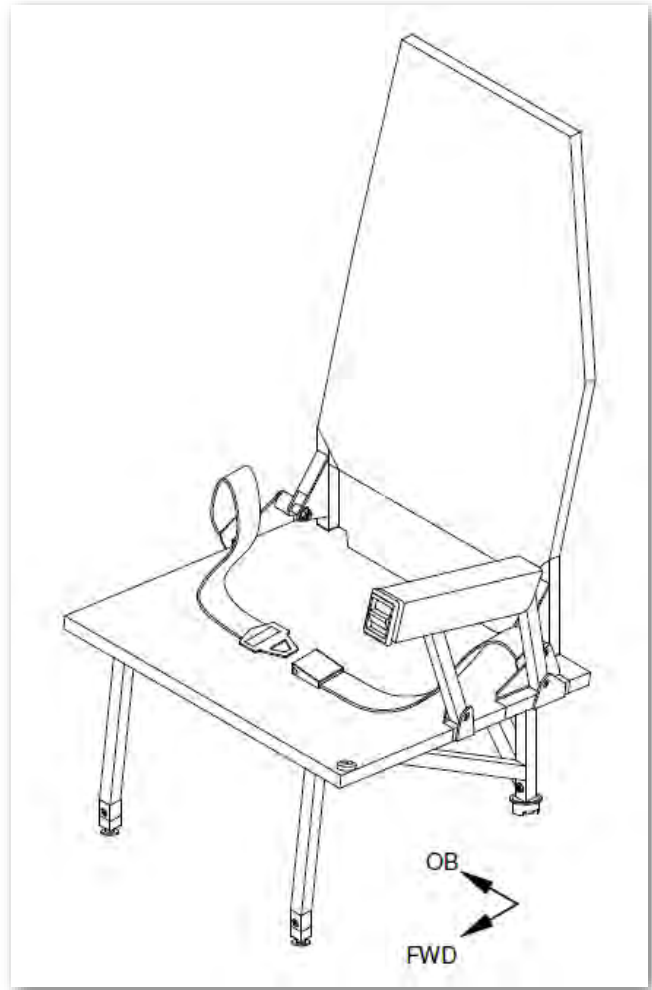
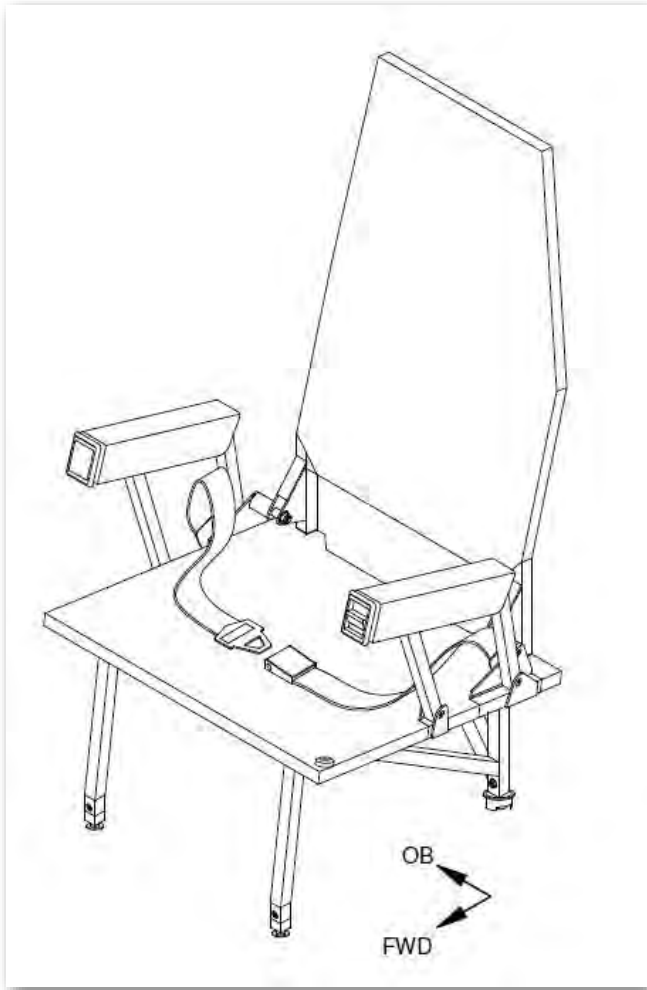
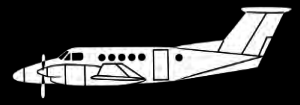
*Attention
to detail*





GlobeTrotter Seat Dimensions







GlobeTrotter Features

Description: The GlobeTrotter Seat (GT) was designed around versatility. It lends itself extremely well to higher density applications for executive commuter clientele or corporate shuttles, yet is comfortable enough to provide a relaxing and enjoyable flight when the aircraft is used in VIP transport. It is important to note that we have never had a request for a spare part or repair for any of our high density series of seats, so they are extremely durable.

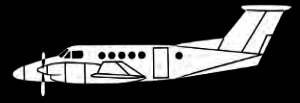
Features: AvFab's GlobeTrotter Seat (GT) is engineered for lightweight durability and affordability, with elements that make it conducive to high density applications. The GT seat back was engineered with additional height and contouring to maximize support from the lower back up through the shoulder area. Seat features forward folding back to increase versatility and improve ingress and egress. The GT is provided with lap belt, life vest pouch, and cushions (optional upholstery available). Various floor plans are available for both forward and aft-facing GlobeTrotter Seats.

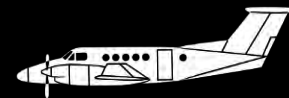
Installation: No airframe modification is required other than removing existing seats and furnishings, and sliding the new high density seats onto original seat rails (complete installation instructions, diagrams, and weight and balance information are included in the kit). On some models of the King Air, a table plug is recommended for aesthetic purposes. Seat weight ranges from 27 pounds to 35 pounds, depending on options and upholstery.

Options: Single inboard armrest for later model King Airs with an arm ledge that is mounted to the sidewall of the airplane. Dual arm rest for earlier model airplanes with no sidewall-mounted arm ledge. Headrests are also available, as is leather upholstery.

Lead Time: Seats can be typically be supplied in 4-6 weeks without upholstery. If upholstery is desired, an additional 3 weeks of lead time is necessary. Many foreign certifications are on hand, but the delivery may be delayed if a new foreign certification is required.







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www.AvFab.com



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