

XP52 ENGINE+ UPGRADE

AN INVESTMENT THAT REALLY PAYS DIVIDENDS.

Make your King Air 200 Series aircraft more efficient and powerful than you ever thought possible. Your journey to an exciting, like-new aircraft starts with a Blackhawk XP52 Engine+ Upgrade.



25%

Increased
Climb Rate



3,600 hrs¹

P&WC Enhanced
Engine Warranty



311+ ktas

Maximum
Cruise Speed



820° C

Maximum
ITT



FL260

Full Torque
to Altitude



\$45,000

Annual Operating
Cost Savings



31%
Increase in
Available
Horsepower

WHAT WILL YOU DO WITH ALL THAT POWER?

You'll get a lot more horsepower with brand-new PT6A-52 engines. But it's what you do with that power that makes all the difference.

FLY FASTER
IMPROVED CLIMB
BETTER SAFETY MARGINS
ACCESS MORE AIRPORTS
BETTER FUEL SPECIFICS

IS AN UPGRADE RIGHT FOR YOU?

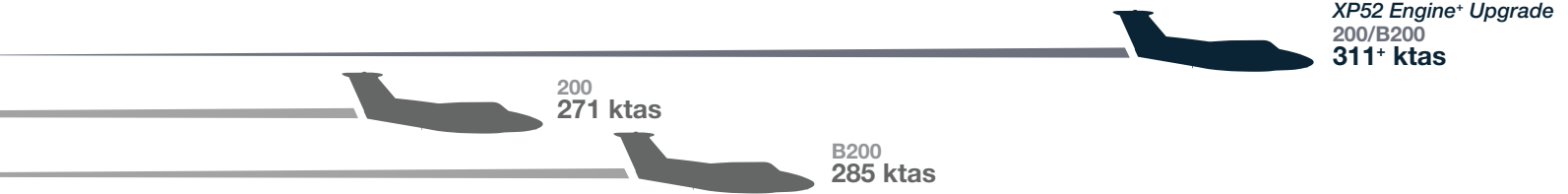
With the XP52 Engine+ Upgrade, operators enjoy impressive cruise speeds and climb performance from more efficient PT6A-52s. Operators will also appreciate more torque and horsepower at higher altitudes, plus higher rates of climb, faster cruise speeds, and shorter times to destination. King Air B200 Pilot Alan Bass called his upgraded airplane "a beast," and said "it made no sense to spend over \$700,000 on an overhaul for the same mediocre performance," adding, "Blackhawk makes the aircraft better in every way."

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KING AIR 200 PERFORMANCE COMPARISON

🕒 **Max. Cruise at FL280, ISA Day, Mid Cruise Weight**

■ **Blackhawk XP52 Engine+ Upgrade**
■ **Stock King Air 200**



The real power of an XP52 Engine+ Upgrade is in its ability to save both time and money. King Air 200 Pilot Adam Winkler says his company's upgraded aircraft is, "Everything we expected. We are based in Pennsylvania and have taken the airplane to Canada, Mexico, Puerto Rico, and Bermuda. Our flying has increased 38% this year, mainly

because we don't have to worry about expensive engine maintenance bills. The engines have made trips from Pennsylvania to southern Florida much more comfortable, shaving off a solid hour of flight time. I would recommend this conversion to anyone with tired, old -41 or -42 engines."

INVESTMENT & VALUE

All this performance and value starts with an initial investment, minus the cost of your next overhaul. Other financial factors to consider include:

- Lower operating costs
- Pratt & Whitney core engine credits up to \$60 per hour per engine for every hour remaining to the factory TBO
- Strongest resale value of any engine upgrade on the market
- Nearly every Blackhawk-powered aircraft that has been resold within 500 hours of the upgrade has sold close to or higher than the combined investment of the airframe and engines
- 3,600 Hour TBO with escalation available for fleet operators
- Save time on each mission giving you more time to be productive

WHAT'S INCLUDED

- Two Factory-New Pratt & Whitney Canada (P&WC) PT6A-52 Engines (Exchange)
- 1P&WC Enhanced New-Engine Warranty 2,500 hours/5 years with prorated coverage to the 3,600 hour TBO
- Installation Drawings
- STC Paperwork and Instructions for Continued Airworthiness
- Flight Manual Supplement
- P&WC Engine Logbook and Blackhawk Logbook Case
- Blackhawk Cycle Book and Aircraft Decals
- P&WC PT6 Line Maintenance Entitlement Training
- Blackhawk Lifetime Customer Support Guarantee
- Two-Year Subscription for P&WC Engine Maintenance/Parts Manuals
- *Optional: HAWKEYE DigiLog Smart Gauges*

TURBOPROP HQ FAQ

Q. Won't an upgrade cost more than an overhaul?

A. Yes, you'll spend more on an upgrade than an overhaul, but you'll have so much more to show for it, too: increased earning ability, better resale value, enhanced safety, reduced operating costs and a better flying experience.

Q. But won't I burn more fuel?

A. Yes, the fuel burn is greater at equal altitude. However, taking advantage of the increased climb performance and higher cruise speeds significantly narrows or eliminates the increase in fuel consumption. Also, utilizing the increased climb and cruise performance will reduce block times and deliver a significant reduction in overall operating costs. Typically, any increase in fuel cost will be offset by a larger reduction in direct operating costs. We've done the math, it pays to fly faster!

Q. If I upgrade, does it make sense to wait until my next overhaul?

A. Why wait to start enjoying the many benefits of an upgrade? Save money on every mission you fly, increase the capability of your aircraft, and take advantage of generous core credits for time remaining. Over half of Blackhawk's customers upgrade with more than 500 hours remaining.

Q. How does an upgrade compare to buying a newer aircraft?

A. Blackhawk offers transformative performance without the risks of buying new: Will you be able to sell your aircraft for the value you expect? Will there be unexpected costs to acquire your new aircraft? Will there be unexpected issues not uncovered by the pre-buy? Upgrading with Blackhawk eliminates the uncertainty and transactional costs of buying another aircraft while transforming the performance and utility of the aircraft you know best.