



King Air 90 and Beechcraft Baron BE58 Avionics Upgrade, Paint, and Interior Refurbishment

Specifications

The following specifications are to procure a one-time avionics upgrade, paint refurbishment, and interior refurbishment for TDOT's King Air 90 and Beechcraft Baron BE58. This will provide TDOT pilots with a safer more efficient work environment, increase passenger comfort, and decrease maintenance costs from having to frequently repair outdated equipment.

Definitions: **Black: King Air 90** **Green: Baron additional items**

- **Avionics**—Refers to an aircraft's instrumentation, navigation equipment, autopilot, and communications equipment.
- **Attitude Indicator**—Instrument used to reference the aircraft's pitch and bank against an artificial horizon.
- **Airspeed Indicator (ASI)**—The airspeed indicator is an instrument used in an aircraft to display the aircraft's airspeed, typically in knots.
- **Horizontal Situation Indicator (HSI)**—Instrument that indicates both aircraft heading and navigation.
- **Radio Magnetic Indicator (RMI)**—An electronic navigation instrument that combines a magnetic compass and up to two different sources of navigation. The instrument also shows the magnetic heading the aircraft is flying.
- **Altimeter**—An instrument that indicates the aircraft's altitude in mean sea level.
- **Vertical Speed Indicator (VSI)**—An instrument which indicates the rate of climb or descent of an aircraft.
- **Turn Coordinator**—An instrument that displays the rate of turn and roll information, as well as quality and coordination of the turn.
- **Autopilot**—An autopilot is a device used to guide an aircraft without direct assistance from the pilot.
- **Autopilot Annunciator**—Unit that displays what function the autopilot is currently in.
- **Audio Panel**—Unit that controls the aircraft's communications.
- **Altitude Preselect**—Unit that allows the pilot to select a predetermined altitude for the aircraft to maintain.
- **Garmin 530 GPS**—Aircraft's primary means of GPS navigation.
- **COMM/NAV #2**—Two standby units for secondary means of communication and navigation.

- **ADF**—Automatic direction finder is an outdated instrument that provides a means of ground-based navigation that is nearly completely phased out of aviation.
- **ADF KR87 TSO receiver/display**—Unit that allows frequency tuning for use of the ADF.
- **Sperry Radar Control**—Unit that controls the aircraft’s on-board weather radar.
- **Weather Radar**—Aircraft’s onboard weather radar.
- **Radar Altimeter**—Instrument that shows aircraft altitude in feet above the ground.
- **Transponders**—Unit that allows air traffic control to monitor an aircraft’s location as well as other aircraft to monitor each other’s locations.
- **GDU**—Garmin display unit is a primary flight display unit that displays flight instrumentation and navigation.
- **G600TXi**—Garmin display unit model number.
- **GAD 43e**—Garmin adapter unit that offers enhanced autopilot interface capabilities for the G600 display unit flight display system.
- **GCU485**—Garmin control unit that provides dedicated controls for G600 primary flight display functions.
- **Garmin GTX345R**—Primary replacement transponder.
- **GTX 335E**—Secondary replacement transponder.
- **GWX-75**—Garmin weather radar unit, onboard aircraft weather radar.
- **GTN 750Xi**—Model number for new Garmin GPS navigation unit.
- **GMA 35c**—Designed for use with the GTN 750 series touchscreen GPS navigation units, the GMA 35 remote audio processor unit provides aircraft communications.
- **FLIGHT STREAM 510**—Garmin memory card that contains Wi-Fi and Bluetooth connectivity capability to allow for GPS database updates and iPad connectivity for pilots during flight operations for inflight aviation data sources.
- **GA37**—GA37 is a primary GPS antenna that provides data for the GTN 750 unit to function.
- **GA35**—Secondary backup GPS antenna that provides data for the GTN 750 unit to function.
- **GDL 69A**—Garmin data link 69A is a remote datalink receiver that delivers XM satellite weather to a variety of Garmin navigation systems.
- **SAM/MD302**—Standby backup flight instrument display system.
- **GFC-600**—Garmin compatible autopilot system.
- **GMC 605**—A panel-mounted line replaceable unit (LRU) that provides automatic flight guidance computation, control, and display functions for a Garmin automatic flight control system (GFC-600). The GMC 605 mounts flush to the instrument panel or radio console in a tray that includes captive connectors.
- **Radome**—A housing that protects the antenna assembly of a radar set on an airplane.
- **Bright work**—Polished or plated metalwork.

- **A&P**—Airframe and Powerplant (A&P) mechanics are certified general mechanics who can independently perform many maintenance tasks on planes. They repair and maintain most parts of an aircraft, including the engines, landing gear, brakes, and air-conditioning system.
- **Visual Flight Rules**—A set of regulations and required aircraft equipment set forth by the FAA to mandate aircraft flying in visual conditions.
- **Instrument Flight Rules**—A set of regulations and required aircraft equipment set forth by the FAA to mandate aircraft flying in non-visual conditions.
- **Course Deviation Indicator (CDI)**—An avionics instrument used in aircraft navigation to determine an aircraft's lateral position in relation to a course to or from a radio navigation beacon.
- **Directional Gyro (DG)**—A flight instrument used in an aircraft to inform the pilot of the aircraft's heading.
- **DME**—Distance Measuring Equipment is an instrument that measures the aircraft's distance from a selected ground-based navigation aid.
- **Bendix/King Weather Radar Controller**—Unit that controls the aircraft's on-board weather radar.
- **3M WX-10A Lighting Strike Indicator**—An outdated instrument to identify lightning strikes.
- **EDM 760 Engine Monitor Display**—An outdated instrument that indicated engine data.
- **GI 275 Engine Indication System (EIS)**- Digital Engine Monitoring System

King Air 90 Avionics:

Remove the following avionics items from aircraft:

Description	Quantity
Attitude Indicators	2
Airspeed Indicators	2
Horizontal Situation Indicators (HSI)	2
Radio Magnetic Indicators (RMI)	1
Altimeters	2
Vertical Speed Indicators (VSI)	2
Turn Coordinators	2
Autopilot	1
Autopilot Annunciator	1
Audio Panel	1
Altitude Preselect	1
Garmin 530 GPS	1
COMM/NAV #2	1
ADF	1
ADF KR87 TSO receiver/display	1
Sperry Radar Controller	1

Weather Radar	1
Radar Altimeter	1
Transponders	2
Any other components associated with the old equipment that requires removal	

Install the following avionics items into the aircraft:

Description	Quantity
GDU 1060, G600 TXi, BLACK, STANDARD	2
G600TXi Install Kit (Part number 010-02003-25)	2
G600TXi Install Kit (Part number K11-00021-50)	2
DATA CARD, TXi, DATABASE	1
KIT, PROD INFO, GDU 700/1060	1
GAD 43e with connector kit	1
GCU485	1
Garmin GTX345R	1
GTX 335E with Installation Kit	1
GWX-75 with 12" Antenna and Install Kit	1
Install Supplies	1
GTN 750Xi	2
GMA 35c STANDARD REMOTE BLUETOOTH AUDIO PANEL SYSTEM	1
FLIGHT STREAM 510, STANDARD	1
GA37, WHITE	1
GA35, WHITE	1
GDL 69A SXM DATALINK RECEIVER SYSTEM	1
SUB-ASSY, CONFIG/MDL, W/EEPROM, JACKSCREW	1
GCU 485 CONNECTOR KIT	1
SAM/MD302 STNDBY ATTITUDE MODULE	1
Autopilot System, GFC-600 A/P	1
Servo Kit	1
KIT, GMC 605, PRODUCT INFO	1
SD Card NAV Data	1
Any other equipment, kits, or parts required for installation of avionics	

Baron Avionics:

Remove the following avionics items from aircraft:

Description	Quantity
Attitude Indicators	2

Airspeed Indicator	1
Horizontal Situation Indicator (HSI)	1
Course Deviation Indicators (CDI)	1
Directional Gyro (DG)	1
Altimeters	2
Vertical Speed Indicator (VSI)	1
Turn Coordinator	1
DME	1
Autopilot	1
Autopilot Annunciator	1
Audio Panel	1
Garmin 530 GPS	1
Bendix/King Weather Radar Controller	1
COMM/NAV #2	1
3M WX-10A Lighting Strike Indicator	1
Digital Clock	1
EDM 760 Engine Monitor Display	1
Weather Radar	1
Transponder	1
Any other components associated with the old equipment that requires removal	

Install the following avionics items into the aircraft:

Description	Quantity
G600 TXi, BLACK	2
Garmin GTX345R	1
Garmin GTX335R with Installation Kit	1
GWX-75 and Install Kit	1
GTN 750Xi	1
GTN 650Xi	1
GMA 35c STANDARD REMOTE BLUETOOTH AUDIO PANEL SYSTEM	1
FLIGHT STREAM 510, STANDARD	2
GDL 69A SXM DATALINK RECEIVER SYSTEM	1
GI 275 Engine Indicating System (EIS)	1
SAM/MD302 STNDBY ATTITUDE MODULE	1
Autopilot System, GFC-600 A/P	1
Any other equipment, kits, or parts required for installation of avionics	

King Air 90 Paint refurbishment:

Paint Stripping: The following exterior parts must be removed:

- Tail Cone*
- Wing Fairings*
- Static Wicks
- Navigational Light Lens
- Manufacturers Emblems
- A/C Condenser Blower Intake*
- Radome*
- Windshield Wiper and Arms
- Left and Right Ailerons
- Left and Right Inboard Flaps
- Left and Right Outboard Flaps
- Left and Right Elevators
- Rudder
- Nose gear Doors
- Main Gear Doors
- Inspection Covers*

*Stainless steel screws must be used when reinstalling these components.

Masking materials must be applied to critical areas of the airframe, (such as windows, de-ice boots, fuel vents, composite areas, gears, and panel openings) to prevent against stripper intrusion. Old seam sealer to be removed from skin laps and seams. An environmentally safe stripper must be applied, and a high-pressure wash shall complete the stripping process.

Sanding: Aircraft will be sanded as required to remove all paint or primer residue not removed by stripping process. All composite parts will be sanded as required.

Loose or Missing Rivets: Aircraft must be thoroughly inspected for loose or missing rivets or screws and replaced as necessary.

Composites: Applicable composites, such as radome, tail bullet and dorsal tail fin, etc., will be machine sanded and then painted with a fill primer, sanded down, painted with an applicable anti-static primer, followed by another flexible fill primer and then sanded for top coat application. Leading edges of wings to be painted black and will have Beech's ultra-lite paint additive or equivalent mixed in the color.

Flight Controls: All flight controls must be removed for priming and painting. After the final paint is applied, controls are balanced, reinstalled, and operationally checked.

Etch and Alodine Process: The aircraft must be washed with a chemical etch, scrubbed then neutralized with a fresh water wash. Then alodine (chromic acid) will be applied until a color change is evident then wash again.

Aerodynamic Filler and Primer Application:

- Protective masking will be applied to proper areas and the aircraft will be wiped down with an alcohol base cleaner.
- Minor airframe dents or irregularities will be filled with aerodynamic filler then sanded wiped down with a solvent cleaner before the initial corrosion protective primer coat is applied.
- Aircraft to be tacked properly prior to wash and primer application.
- All required skin laps and seams are to be sealed per Beechcraft specifications.
- Complete aircraft to be painted with wash primer as recommended by manufacturer of paint being used.
- Complete aircraft to have a coat of epoxy corrosion protective primer after wash primer has been applied.

Top Coat Application: The aircraft will then be cleaned again. Next, the top coat finish and color stripes will be either Sherwin Williams; Jet-Glow; Akzo Noble polyurethane paint or equal. The finish thickness will be four to five mils with a high gloss wet look free of orange peel and no overspray or runs. Paint colors will be determined after bid event is awarded. Paint scheme will include a two-color base and additional two-color stripes. Layout and colors will be determined after bid event is awarded.

Landing Gear: The landing gear, wheels, and gear doors inside and out are to be painted.

- Degreased and cleaned. They are to be hand sanded to featheredge all rough chipped areas.
- Landing struts and wheels are to be primed and then sprayed with base color white polyurethane paint.
- Door jams and frame are to be degreased and cleaned.
- Wheel wells and doorframe edges to be painted as necessary per Beechcraft maintenance manual after painting.
- Landing gear to be lubricated as necessary per Beechcraft maintenance manual after painting.

Paint Striping and Layout: All layout and color stripes will be done using fine line tape. Masked stripe areas will be hand sanded, cleaned and stripe colors applied. After painting of the stripes, the tape will be pulled immediately (if the layout design allows), leaving a clean, crisp, edge. Paint scheme and design will be supplied when needed. A 9" blue circle with three white stars shall be painted on each side of the vertical tail fin. Outside the blue circle will be a 1/2" white space and then a 1/2" red circle. The position of the logo will match the existing logo location and orientation.

Detail and Finish Work:

- The paint shop will be responsible for any damages to the aircraft.
- 3m brand or PM Research clear nose cap to be installed on radome.
- All cowling camlock fasteners are to be replaced with new stainless-steel fasteners.
- Windshield frames and stainless-steel cowling latches are not to be painted.
- Entire aircraft to be cleaned after unmasking.
- All engine cowlings, doors, etc. to be opened and checked for any dust particles, masking tape or paper.
- All bright work, (spinners, inlet lips, doorframe jams and exhaust stacks to be polished.
- All placards can either be painted, silk screened, or decals per Beechcraft specifications.
- All paint work to be inspected and any paint imperfections to be reworked prior to delivery.
- Props and prop tips to be painted same as before.
- All navigation and communication blade antennas are to be painted with lacquer paint.

- Any small parts such as windshield wiper arms, fuel, or oil drain lines to be painted flat black.
- All inspection panels are to be removed before painting; inspection panels are to be reinstalled using new stainless-steel screws.
- An airworthy inspection entry will be made in the aircraft logbook along with paint color numbers.
- De-Ice boots to be cleaned and coat of black anti-static paint to be painted around edge of boots.
- All fuel caps to be painted red.

Registration Numbers: US registration numbers will be laid out per FAA regulations with lifted off shadows. Font to be determined when bid is awarded.

Placards: All operational required placards must be applied.

Hazardous Material Disposal Fees: To be included in the base price.

Detail and Preflight Inspection: After tape and masking materials are removed, all windows are cleaned, bright work is polished, de-ice boots are cleaned and dressed; flight control inspection and a gear retraction must be done by a qualified A&P technician. All completed logbook entries and touch-up kit are delivered with the aircraft upon departure.

King Air 90 Interior Refurbishment:

- **Materials and FAA Material Documentation:** All fabrics, leather and materials used will meet or exceed all FAR regulations for your type aircraft. FAA 8110's with burn test results will be provided per FAA regulations.
- **Airstair:** Step treads are to be replaced and steps are to be repaired as required. Flanking panels will be covered per customer preference. Chains are to be covered in leather. Wind lace around door is covered in coordinated leather. Doorframe, threshold, and snubber are to be cleaned and polished. Colors to be determined when the bid is awarded.
- **Cockpit:** Instrument panel, overhead panels, and circuit breaker panels will be cleaned and upgraded per specifications at the beginning of this document. Control columns and console pedestal will be painted black. Glare shield will be repaired and recovered. Cockpit plastic window frames to be replaced with new and headliner panel will be painted to color coordinate with new headliner material in cabin area. Lower sidewalls will be upholstered in selected leather. Cabin carpeting will extend into cockpit area with sewn-in heel pads at foot pedals.
- **Crew seats:** Will be stripped down to frames, sanded and painted to match new leather. Seat foam will be rebuilt and sculpted to new customer approved seat design to include lower seat back lumbar padding. Crew seats will have sewn-in sheepskin inserts. Seat belts will be re-webbed in a color to coordinate with new leather; existing belt buckles will be retained.
- **Cabin Seats:** All cabin seats to include any divan, jump seat or potty seat will be stripped of old

material to the frames, sanded and painted to match new leather color. Seat base close outs will be fabricated and covered in coordinated leather. Mechanical functions are checked for defects, noted, and repaired upon customer approval of additional costs of parts and labor. Seat foam will be rebuilt and sculpted to new customer approved seat design. All existing hardware will be retained to include seat belt buckles. Seat belt webbing will be replaced to match new seat leather.

- **Headliner and Window Line Panels:** Cabin headliner panels and window line panels will be removed, stripped of existing foam and material, and cleaned before re-applying new insulating foam and customer selected material. Minor repairs needed in the structure of panels are to be included. The oxygen system, indirect lighting, reading lights and air gaspers will be retained, cleaned and re-installed.
- **Lower Sidewalls:** The panels will be covered with material and or carpet as needed. Minor repairs needed in the structure of panels to be included. Any vents will be retained, cleaned, and repainted black.
- **Carpet:** All existing carpet will be removed. New carpet will be cut and edges surged to prevent unraveling. Also, to be provided is an extra duplicate rear passenger (entryway and isle) carpet.
- **Placards and Detailing:** All interior placards will be applied per aircraft maintenance manual. Cabin systems, seats and cabinetry drawers/doors will be checked for proper function. Cup holders will be cleaned, and new inserts applied. Carpet will be vacuumed.
- **Cabinetry Refurbishment:** Remove existing cabinet laminate and replace with pre-selected laminate. All existing hardwood trim will be sanded and refinished to match as close as possible to the new laminate. All interior laminate will be sanded and painted per customer selection. Drawer and cup holder inserts will be replaced. Any broken hardware, moldings or cabinet components will be noted on a change order for customer approval before work commences.

Baron Paint refurbishment:

Paint Stripping: The following exterior parts must be removed:

- Tail cone*
- Wing fairings*
- Static wicks
- Navigational light lens
- Manufacturer's emblems
- Radome*
- Windshield wiper and arms
- Left and right ailerons

- Left and right flaps
- Left and right elevators
- Rudder
- Nose gear doors
- Main gear doors
- Engine cowlings*
- Inspection covers*

*Stainless steel screws must be used when reinstalling these components.

Masking materials must be applied to critical areas of the airframe, (such as windows, de-ice boots, fuel vents, composite areas, gears, and panel openings) to prevent against stripper intrusion. Old seam sealer to be removed from skin laps and seams. An environmentally safe stripper must be applied, and a high-pressure wash shall complete the stripping process.

Sanding: Aircraft will be sanded as required to remove all paint or primer residue not removed by stripping process. All composite parts will be sanded as required.

Loose or Missing Rivets: Aircraft must be thoroughly inspected for loose or missing rivets or screws and replaced as necessary.

Composites: Applicable composites, such as radome, and dorsal tail fin, etc., will be machine sanded and then painted with a fill primer, sanded down, painted with an applicable anti-static primer, followed by another flexible fill primer and then sanded for top coat application.

Flight Controls: All flight controls must be removed for priming and painting. After the final paint is applied, controls are balanced, reinstalled, and operationally checked.

Etch and Alodine Process: The aircraft must be washed with a chemical etch, scrubbed then neutralized with a fresh water wash. Then alodine (chromic acid) will be applied until a color change is evident then wash again.

Aerodynamic Filler and Primer Application:

- Protective masking will be applied to proper areas and the aircraft will be wiped down with an alcohol base cleaner.
- Minor airframe dents or irregularities will be filled with aerodynamic filler then sanded wiped down with a solvent cleaner before the initial corrosion protective primer coat is applied.
- Aircraft to be tacked properly prior to wash and primer application.
- All required skin laps and seams are to be sealed per Beechcraft specifications.
- Complete aircraft to be painted with wash primer as recommended by manufacturer of paint being used.
- Complete aircraft to have a coat of epoxy corrosion protective primer after wash primer has been applied.

Top Coat Application: The aircraft will then be cleaned again. Next, the top coat finish and color stripes will be either Sherwin Williams; Jet-Glow; Akzo Noble polyurethane paint or equal. The finish thickness will be four to five mils with a high gloss wet look free of orange peel and no overspray or runs. Paint colors will be determined after bid event is awarded. Paint scheme will include a two-color base and additional two-color stripes. Layout and colors will be determined after bid event is awarded.

Landing Gear: The landing gear, wheels, and gear doors inside and out are to be painted.

- Degreased and cleaned. They are to be hand sanded to featheredge all rough chipped areas.
- Landing struts and wheels are to be primed and then sprayed with base color white polyurethane paint.
- Door jams and frame are to be degreased and cleaned.
- Wheel wells and doorframe edges to be painted as necessary per Beechcraft maintenance manual after painting.
- Landing gear to be lubricated as necessary per Beechcraft maintenance manual after painting.

Paint Striping and Layout: All layout and color stripes will be done using fine line tape Masked stripe areas will be hand sanded, cleaned and stripe colors applied. After painting of the stripes, the tape will be pulled immediately (if the layout design allows), leaving a clean, crisp, edge. Paint scheme and design will be supplied when needed. An **8"** blue circle with three white stars shall be painted on each side of the vertical tail fin. Outside the blue circle will be a **1/2"** white space and then a **1/2"** red circle. The position of the logo will match the existing logo location and orientation.

The paint scheme, colors, and interior design will be determined after bid is awarded.

Detail and Finish Work:

- The paint shop will be responsible for any damages to the aircraft.
- 3m brand or PM Research clear nose cap to be installed on radome.
- All cowling screws are to be replaced with new stainless-steel screws.
- Baggage door latches are not to be painted.
- Entire aircraft to be cleaned after unmasking.
- All engine cowlings, doors, etc. to be opened and checked for any dust particles, masking tape or paper.
- All bright work (spinners, pitot tube, and bag door latches) to be polished.
- All placards can either be painted, silk screened, or decals per Beechcraft specifications.
- All paint work to be inspected and any paint imperfections to be reworked prior to delivery.
- Props and prop tips to be painted same as before.
- All navigation and communication blade antennas are to be painted with lacquer paint.
- All inspection panels are to be removed before painting; inspection panels are to be reinstalled using new stainless-steel screws.
- An airworthy inspection entry will be made in the aircraft logbook along with paint color numbers.
- De-Ice boots to be cleaned and coat of black anti-static paint to be painted around edge of boots.
- All fuel caps to be painted red.

Registration Numbers: US registration numbers will be laid out per FAA regulations with lifted off shadows. Font to be determined when bid is awarded.

Placards: All operational required placards must be applied.

Hazardous Material Disposal Fees: To be included in the base price.

Detail and Preflight Inspection: After tape and masking materials are removed, all windows are cleaned, bright work is polished, de-ice boots are cleaned and dressed; flight control inspection and a gear retraction must be done by a qualified A&P technician. All completed logbook entries and touch-up kit are delivered with the aircraft upon departure.

Baron Interior Refurbishment:

- **Materials and FAA Material Documentation:** All fabrics, leather and materials used will meet or exceed all FAR regulations for your type aircraft. FAA 8110's with burn test results will be provided per FAA regulations.
- **Cockpit:** Instrument panel and circuit breaker panels will be cleaned and upgraded per specifications at the beginning of this document. Control columns will be painted black. Glare shield will be repaired and recovered. Headliner panel will be painted to color coordinate with new headliner material in cabin area. Lower sidewalls will be upholstered in selected leather.
- **Crew seats:** Will be stripped down to frames, sanded and painted to match new leather. Seat foam will be rebuilt and sculpted to new customer approved seat design to include lower seat back lumbar padding. Crew seats will have sewn-in sheepskin inserts. Seat belts will be re-webbed in a color to coordinate with new leather; existing belt buckles will be retained.
- **Cabin Seats:** Mechanical functions are checked for defects, noted, and repaired upon customer approval of additional costs of parts and labor. Seat foam will be rebuilt and sculpted to new customer approved seat design. All existing hardware will be retained to include seat belt buckles. Seat belt webbing will be replaced to match new seat leather.
- **Headliner and Window Line Panels:** Cabin headliner panels and window line panels will be removed, stripped of existing foam and material, and cleaned before re-applying new insulating foam and customer selected material. Minor repairs needed in the structure of panels are to be included. The oxygen system, indirect lighting, reading lights and air gaspers will be retained, cleaned and re-installed.
- **Lower Sidewalls:** The panels will be covered with material and or carpet as needed. Minor repairs needed in the structure of panels to be included. Any vents will be retained, cleaned, and repainted black.

- **Carpet:** All existing carpet will be removed. New carpet will be cut and edges surged to prevent unraveling.
- **Placards and Detailing:** All interior placards will be applied per aircraft maintenance manual. Cabin systems, seats and cabinetry drawers/doors will be checked for proper function. Carpet will be vacuumed.
- **Cabinetry Refurbishment:** Remove existing card table/tray holder and replace with pre-selected laminate. All existing hardwood trim will be sanded and refinished to match as close as possible to the new laminate. All interior laminate will be sanded and painted per customer selection. Any broken hardware or moldings will be noted on a change order for customer approval before work commences.

The paint scheme, colors, and interior design will be determined after bid is awarded.

After each individual aircraft is delivered to the vendor, all work (avionics, paint, and interior) shall be completed within 4 months for the King Air 90 and 3 months for the Baron or less unless the awarded vendor can provide reasonable justification to extend the completion of work. In any case, the work shall be completed as expeditiously as possible within the above timeframes of each aircraft being delivered to the awarded vendor.

Awarded facility must be an FAA certified repair station detailed in 14 CFR Part 145 and Part 91 for all work (avionics, paint, and interior). The awarded facility must have experience and has previously installed the requested avionics package, painted, and upholstered the King Air C90A and Beechcraft Baron BE58. The awarded facility will perform all work as described in these specifications.

All materials used will meet or exceed FAR regulations for the type aircraft. FAA 8110's with burn test results will be provided for materials used in the interior. Upon completion detailed logbook entries will be provided including all paint manufactures and color numbers, all interior fabric and material manufacturers color numbers and dye lot information. Aircraft logbook entries to include an airworthy statement with approval for return to service per current FAR's.

All newly installed avionics equipment must be fully functional and meet all FAA regulatory requirements for operations in Visual Flight Rules and Instrument Flight Rules upon upgrade completion.

All work must be accomplished by certified avionics technicians and/or A&Ps (Airframe and Powerplant (A&P) mechanics are certified generalist mechanics who can independently perform many maintenance and alteration tasks on aircraft. A&P mechanics repair and maintain most parts of an aircraft, including the engines, landing gear, brakes, and air-conditioning system) and appropriate aircraft logbook entries made to ensure that all FAA requirements are complied with, and the aircraft must be in an FAA airworthy condition upon completion.

The aircraft will be repositioned from the State hangar located at 7335 Centennial Blvd, Nashville, TN 37209 by TDOT Flight Services staff to the airport of the company awarded the bid for the work to be performed.