

MICHELIN®

GENERAL AVIATION

AIRCRAFT TIRES



KADEX

AERO SUPPLY LTD. EST. 1994 

CALGARY - PETERBOROUGH



www.KadexAero.com PARTS@KADEXAERO.COM

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CALGARY: 3650 19th St. NE, Unit #6, Calgary,
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MICHELIN® TIRES FOR PISTON & TURBOPROP AIRCRAFT

PROVEN PERFORMANCE AND LONGEVITY

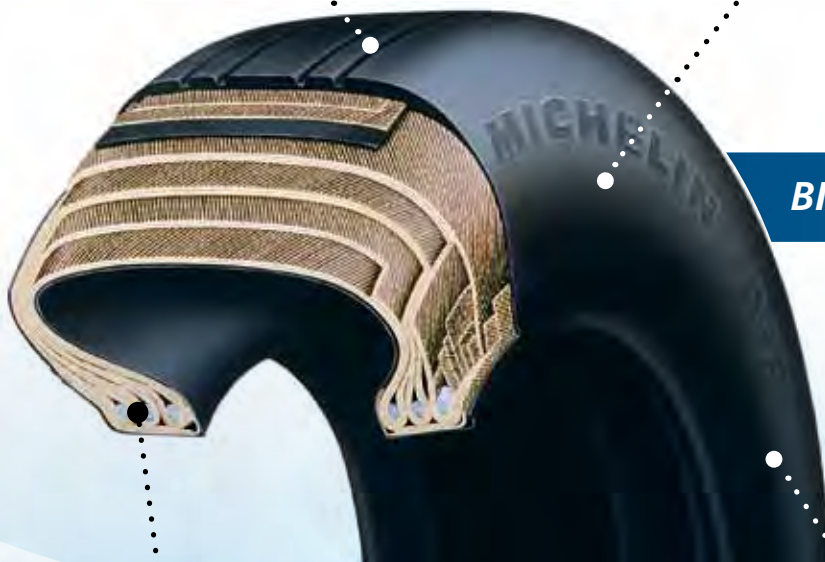
Bias technology is the conventional industry standard. MICHELIN® piston aircraft tires are designed to last and deliver maximum reliability.

FINITE ELEMENT ANALYSIS (FEA) TREAD DESIGN

Reduces driving and dragging forces between ribs

UNIQUE ANTI-OZONE SIDEWALL COMPOUND

Protects against ultraviolet and ozone deterioration



BIAS TECHNOLOGY

SINGLE OR MULTIPLE BEAD STRUCTURE

Increases overall casing strength

CONTOURED SHOULDER DESIGN

Provides better hazard resistance



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THE MAJORITY OF ALL NEW PROPELLER-DRIVEN AIRCRAFT COME EQUIPPED WITH MICHELIN BIAS TIRES.*

These are just a few of the manufacturers that choose Michelin as original equipment:



WHAT OUR CUSTOMERS HAVE TO SAY...

"For the safety of my family and the extraordinary performance...wear and value... it's been MICHELIN® (tires AND tubes) for my aircraft since the first tire change. Mark me down as a satisfied customer!"

GARY ALDRICH

Cessna 180 Owner



© John Miller/Airliners.net



© John Miller/Airliners.net

"MICHELIN® Air® gives me confidence and excellent tread life. I've been running MICHELIN® Air® for years. They've never let me down."

NICK DE MARCO

B36TC Bonanza Owner

*Based on Sept 2010 ACAS fleet data and Michelin estimates.

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FLY WITH CONFIDENCE WITH MICHELIN RADIAL TECHNOLOGY

Invented by Michelin in 1946, radial technology is more suitable for business jets, where tire usage is more demanding than in propeller-driven aircraft.

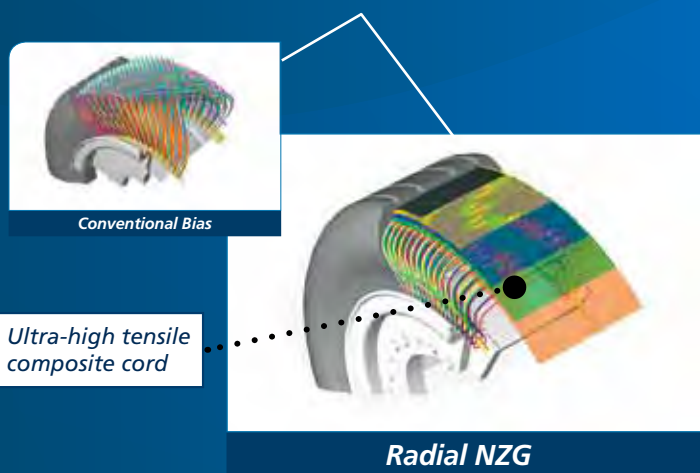
• RADIAL NYLON

The original radial tire is a lighter and better performing tire than standard bias tires.

• RADIAL NZG

Our exclusive Near Zero Growth technology offers lighter & stronger tires than radial nylon thanks to its *ultra-high tensile composite cord*.

THE DIFFERENCE BETWEEN BIAS AND RADIAL TECHNOLOGIES



MICHELIN® RADIAL TIRES HELP YOUR BUSINESS TAKE FLIGHT



Reduce operating costs

- Fewer tire changes because you get up to 100% more landings ⁽¹⁾
- Less fuel burn thanks to reduced tire weight ⁽²⁾



Gain peace of mind

- Up to 50% better Foreign Object Damage (FOD) resistance ⁽³⁾
- We are the trusted brand of aircraft manufacturers ⁽⁴⁾



Make your operations more environmentally friendly

- On average, a radial NZG tire uses 22% fewer raw materials than a standard bias equivalent ⁽⁵⁾
- Fewer CO₂ emissions ⁽⁶⁾

⁽¹⁾ NZG tire compared to bias tire as reported by a French airline.

⁽²⁾ An estimated U.S. \$36 million could be saved annually if the worldwide aircraft fleets were equipped with MICHELIN® NZG radial tires - Michelin estimates based on: average tire weight by market segment and by tire technology, ACAS fleet data, and average fuel barrel price of \$100.00 US.

⁽³⁾ NZG compared to bias. Michelin estimates based on NZG performance compared to radial nylon, study on 4 representative large sizes of commercial tires on a sample of 36,000 MICHELIN® tires.

⁽⁴⁾ Based on ACAS fleet data and Michelin estimates.

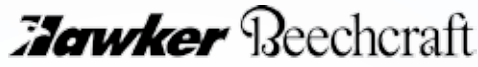
⁽⁵⁾ Michelin's calculation comparing tire mass vs. actual carried weight per tire.

⁽⁶⁾ An estimated 160,000 tons of CO₂ (or the CO₂ emissions generated by 80,000 cars) could be saved annually if the worldwide aircraft fleets were equipped with MICHELIN® NZG radial tires - Michelin estimates based on: average tire weight by market segment and by tire technology, ACAS fleet data, and average CO₂ emissions of 23.88 pounds per fuel gallon.



MICHELIN EQUIPS ALMOST HALF OF ALL NEW BUSINESS JET AIRCRAFT.

These are just a few of the manufacturers that choose Michelin as original equipment:



The radial tire design is Michelin's standard offering when developing tire fitments for new business jet aircraft.

WHAT OUR CUSTOMERS THINK:

"In July 2007 we took delivery of a new Citation XLS. MICHELIN® radial tires on this aircraft wear extremely well...we are very pleased with Michelin's quality and performance."

KEVIN SMITH

Chief of Aircraft Maintenance
Progress Energy Flight Operations | Cessna Citation XLS



"MICHELIN® tires are holding up better than anything we have used in the past. We go into all types of runways around the globe... It's good to know we can depend on these tires with the kind of flying we do."

FRANK LEONE

Director of Maintenance, Dassault F7X
Flying Lion Ltd.

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A TIRE TAILORED TO YOUR NEEDS



MICHELIN® AIR X®

*Our radial tire range offers "Total Performance" by being more reliable, more economical and more environmentally friendly**

KEY FEATURES	BENEFITS
Lightweight radial design	Measurable fuel savings, longer wear life
Optimized tread design	More landings per tire, fewer tire changes
Optimized sidewall compound	Maximum ozone & ultraviolet light protection
Extra-strong radial casing	Enhanced longevity and reliability
Flexible casing	Smoother ride, less tread squirm
Specific to radial NZG tires:	
Ultra-high tensile composite cord	Optimizes all the above MICHELIN® AIR X® benefits
	Better FOD resistance



MICHELIN® AIR®

Our premium, high-performance bias tire featuring extended life for demanding pilots

KEY FEATURES	BENEFITS
MX2000 tread compound	Michelin's toughest compound for exceptional longevity
Optimized sidewall compound	Maximum ozone & ultraviolet light protection
Air cushion Innerliner	Protective cushion over the casing plies which guards against inner tube chafing
"Posi-Fit" bead construction	Reduction of movement between the tire and the wheel for improved lateral stability



MICHELIN® AVIATOR®

A quality, long-lasting bias tire for price-conscious pilots

KEY FEATURES	BENEFITS
MX1000 tread compound	Long-lasting tire
Extra-strong nylon casing	Good resistance to cuts and tears
Specialized sidewall compound	Ozone & ultraviolet protection



MICHELIN® AIRSTOP® Tubes

The market's best

KEY FEATURES	BENEFITS
Innovative butyl inner tube	Outstanding air retention & exceptional operation
Advanced materials	Long-lasting, dependable performance in just about any operating condition

*Radial nylon and Radial NZG compared with conventional bias tires.



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GENERAL AVIATION TIRE PRODUCT LISTING

SIZE	PLY RATING	SPEED (MPH)	PART NUMBER	TL/TT	MAIN APPLICATIONS
MICHELIN® AIR X®					
14.5x5.5R6		225	M08301	TL	Falcon 20, 50, 200, 2000 (NLG)
14.5x5.5R6		225	M15201-01	TL	Falcon 2000EX (NLG)
14.5x5.5R6	NN	225	M15201	TL	Learjet 85 (NLG)
16x4.4R8	10	190	M19301	TL	Cessna CJ4 (NLG), HondaJet (NLG)
16x4.4R8	10	210	M15601	TL	Cessna Sovereign, Citation X (NLG) - Gulfstream G150 (NLG)
16x4.4R8	12	190	M16201	TL	Pilatus PC21 (NLG)
16x6.0R6	12	225	M17201	TL	Falcon F7X (NLG)
17.5x5.75R8		225	M13301	TL	Falcon 900 (NLG)
17.5x5.75R9	12	190	M19401	TL	HondaJet (MLG)
20x4.4R12	14	190	M16301	TL	Pilatus PC21 (MLG)
23.5x8.0R12	14	190	M13702	TL	Cessna Citation Excel, XLS (MLG)
26x6.6R14	12	210	M14401	TL	Cessna Sovereign, Citation X (MLG)
26x6.6R14	14	225	M15101-01	TL	Falcon 20, 50, 50EX, 200, 2000, 2000EX, 2000DX, LX, EX (MLG)
26x6.6R14	14	225	M08401	TL	Hawker 4000, Falcon 20, 50, 50EX, 200, 2000, Gulfstream G200, G280 (MLG), Learjet 85 (MLG)
29x7.7R15		225	M06201	TL	Falcon 900 (MLG)
H32x10.5R16.5	16	225	M18901	TL	Falcon F7X (MLG)

SIZE	PLY RATING	SPEED (MPH)	PART NUMBER	TL/TT	MAIN APPLICATIONS
MICHELIN® AIR®					
15x6.0-6	6	160	070-449-0	TT	Cessna 172, 177, 182 - Cirrus SR20, SR22 (MLG) - Cessna 336, 337 (NLG)
16x4.4	8	160	079-606-0	TL	Cessna Mustang (NLG)
17.5x6.25-6	8	160	021-327-0	TL	Pilatus PC-12 (NLG)
17.5x6.25-6	10	120	061-326-0	TT	Piper PA31, 42 (NLG)
18x4.25-10	6	210	031-595-0	TL	Hawker 700, 800, 800XP, 1000 (NLG)
18x4.4	6	190	030-611-0	TL	Cessna CJ, CJ1, CJ1+, CJ2 (NLG)
18x4.4	6	190	019-611-0	TL	Hawker Premier 1 (NLG)
18x4.4	10	190	031-613-2	TL	Cessna Citation III, VI, VII (NLG) * Citation III over 20,000 lbs MTOW
18x4.4	10	210	031-613-8	TL	Hawker Beechjet 400A - Cessna CJ2+, CJ3, Citation I, II, III, V, VI, VII, Bravo, Encore, Encore+, Excel, XLS (NLG) - Learjet 40, 45
18x4.4	10	210	031-613-4	TL	Gulfstream G200 (NLG)
18x4.4	10	210	031-613-5	TL	Learjet 31, 35, 36, 55, (NLG)
18x4.4	10	210	027-613-0	TL	Hawker 4000 (NLG)
18x4.4	12	210	027-614-0	TL	Gulfstream G280 (NLG)
18x4.4	12	210	031-614-0	TL	Bombardier Challenger 600, 601, 604, 605 (NLG)
18x5.5	10	210	033-631-0	TL	Beech King Air 200, 55 (MLG) - Socata TBM 700, 850 (MLG)
21x7.25-10	10	210	031-506-1	TL	Gulfstream II, III, IV (NLG)
22x5.75-12	10	190	026-520-0	TL	Cessna Citation III, VI, VII (MLG) - Falcon 10 (MLG)
22x6.75-10	10	190	026-524-0	TL	Beech King Air 200 (NLG), Beech 1900D (MLG), IJT36 (MLG)
22x7.75-10	10	160	021-527-0	TL	Cessna 404 Titan, 441 Conquest II (MLG)
22x7.75-10	12	190	026-528-0	TL	Cessna CJ, CJ1, CJ1+, CJ2, CJ2+ (MLG)
22x8.0-8	8	120	024-560-0	TL	Cessna 208 (NLG)
23x7.0-12	12	210	033-504-0	TL	Hawker 800, 800XP, 1000 (MLG)
23x7.0-12	12	210	027-504-0	TL	Gulfstream G100, G150, Hawker 800 series STC (MLG)
24x7.7	14	210	038-675-2	TL	Hawker Beechjet 400A - Mitsubishi MU-300 (MLG)
29x11.0-10	10	160	076-446-1	TL	Cessna 208 (MLG)
34x9.25-16	18	210	033-841-0	TL	Gulfstream II, IIB, III, IV (MLG)
380x150-5 15x6.00-5	6	120	070-544-0	TT	Robin
5.00-5	4	120	070-308-0	TT	Beechcraft 30, Cessna 170, Mooney M20, Piper PA28 (NLG)
5.00-5	6	120	070-312-0	TT	Cirrus SR20, SR22 (NLG)
5.00-5	8	160	070-310-0	TL	Eclipse 500 (NLG)

* For any other tire size not featured in the above listing, please contact your local sales office.

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GENERAL AVIATION TIRE PRODUCT LISTING

SIZE	PLY RATING	SPEED (MPH)	PART NUMBER	TL/TT	MAIN APPLICATIONS
MICHELIN® AIR® CONTINUED					
6.00-6	4	120	070-315-0	TT	Beechcraft 20, Cessna 170 (MLG), Cessna 200/300 (NLG), Piper PA20/30
6.00-6	6	120	070-314-0	TT	Cessna 170/180/190/200/300/400, Mooney M20 (MLG)
6.00-6	8	120	070-317-0	TT	Cessna 200, Piper PA30/40
6.50-10	6	120	076-367-0	TT/TL	Beech King Air 90 (NLG)
6.50-10	8	120	076-345-0	TL	Cessna 208, 310, 335, 401, 402, 414, 421, 425, Piper PA-30, 31 (MLG)
6.50-10	10	120	076-356-0	TL	Cessna 425 Conquest I (MLG)
6.50-8	8	160	025-338-0	TT/TL	Beech Baron 55, 56 (MLG)
7.00-6	6	120	070-313-0	TT	Beech 33, 35, 36 (MLG)
7.00-6	8	120	070-306-0	TT	Piper PA23 (MLG)
8.50-10	8	160	025-349-0	TT/TL	Beech 18, 50, 65, 70, 80, 88, King Air 90 - Cessna 188, 208, 308, 406 - Gulfstream 500, 560, 680, 681, 685, 720 - Mitsubishi MU2 - Piaggio 149, 166, 136 - Rockwell Int'l 500, 560, 680, 520 (MLG)
8.50-10	10	160	025-350-0	TT/TL	Gulfstream 690, 680T - Rockwell Int'l 685, 690, 695, 700, 840 (MLG)
8.50-6	6	120	076-325-0	TT/TL	Dornier Do 27
H22x8.25-10	12	190	026-618-0	TL	Cessna CJ3 (MLG) - Hawker Premier 1 (MLG)
H22x8.25-10	14	190	026-617-0	TL	Cessna Citation Encore, Encore+, 560 (MLG)
H22x8.25-10	14	190	026-617-1	TL	Cessna CJ4 (MLG)
H27x8.5-14	16	210	027-697-0	TL	Bombardier Challenger 604 (MLG)

MICHELIN® AVIATOR®					
11.00-12	10	160	021-355-0	TL	IAI 201, Bombardier DHC6, Casa 212, 235 (MLG)
15x6.0-6	6	160	061-501-0	TT	Beech 17, 24, Baron 58, 60, 77 - Bellanca 1730, 1731 - Cessna 172, 177, 182RG (MLG) - Cessna 336, 337 - Rockwell Int'l 695, 700, 840 (NLG)
16x4.4	8	160	021-606-0	TL	Raytheon T6A Texan - Pilatus PC9 - Embraer Xingu - Fairchild SA226 (NLG)
17.5x5.75-8	12	210	038-627-0	TL	Learjet 20, 31, 35, 36 (MLG)
18x4.4	6	160	021-611-0	TL	Fairchild SA226, 227, Piper PA31 (NLG)
18x5.5	8	190	028-630-0	TL	Beech King Air 200, 99, 100 - Cessna 337 - Socata TBM700 - Eclipse 500 (MLG) - Bombardier DHC8 - Embraer EMB120 - Fairchild SA226 (NLG)
19.5x6.75-8	10	160	021-335-1	TL	Beech King Air 300, Baron 58, 60 - Fairchild SA226, 227 (MLG)
19.5x6.75-8	10	190	026-335-1	TL	Beech 1900, C, D (NLG)
20x4.4	8	160	028-619-0	TL	Pilatus PC9 (MLG)
22x6.75-10	8	160	021-523-0	TL	Beech 1900C (MLG), King Air 300 & 200 (NLG) - Tucano S312 (MLG) - Cessna Mustang (MLG)
22x8.0-10	10	190	028-699-1	TL	Cessna Citation I (MLG)
22x8.0-10	12	190	028-700-0	TL	Cessna Citation SII, V, Ultra (MLG)
5.00-5	6	120	071-312-0	TT	Piper (NLG), Socata (NLG)
5.00-5	8	160	021-310-0	TL	Piaggio P180 (NLG)
5.00-5	10	120	071-311-0	TT/TL	Cessna 210 (NLG), Socata TMB700/850 (NLG)
6.00-6	4	120	071-315-0	TT	Beechcraft 20, Cessna 170 (NLG), Cessna 200/300 (MLG), Piper PA20/30
6.00-6	6	120	071-314-0	TT	Cessna 170/180/190/200 (MLG), Cessna 300/400 (NLG), Mooney, Piper 20/30
6.00-6	6	160	061-316-1	TT	Cessna 400, Piper PA60
6.00-6	8	120	071-317-0	TT	Cessna 200, Piper PA30/40
6.00-6	8	160	021-317-1	TT/TL	Jetstream 31; Pilatus PC7 (NLG)
6.50-10	6	120	077-367-0	TL	Beech King Air C90 (NLG)
6.50-10	8	120	077-345-0	TL	Cessna 208, 310, 335, 401, 402, 414, 421, 425, Piper PA-30, 31 (MLG)
6.50-10	10	120	077-356-0	TL	Cessna 425 Conquest I (MLG)
6.50-10	10	160	021-356-1	TT/TL	Bombardier CL215, 415 (NLG) Cessna 208 (MLG)
6.50-10	12	160	021-357-1	TT/TL	Piper PA-42 (MLG)
6.50-10	12	190	028-357-0	TL	Piaggio P180, Piper PA-31 (MLG)
6.50-8	8	160	061-338-2	TT	Pilatus PC7 (MLG)
7.00-6	6	120	071-313-0	TT	Beech 33, 35, 36 (MLG)



GENERAL AVIATION TIRE PRODUCT LISTING

SIZE	PLY RATING	SPEED (MPH)	PART NUMBER	TL/TT	MAIN APPLICATIONS
MICHELIN® AVIATOR® CONTINUED					
7.00-6	8	120	071-306-0	TT	Piper PA23 (MLG)
7.50-14	12	160	028-362-1	TL	Gulfstream 1 (MLG)
8.00-6	6	120	071-371-0	TT	Cessna 140, 185, 206, 207, 305, 01E, Socata Rallye
8.50-10	8	160	021-349-0	TT/TL	Beech 18, 50, 65, 70, 80, 88, King Air 90 - Cessna 188, 208, 308, 406 - Gulfstream 500, 560, 680, 681, 685, 720 - Mitsubishi MU2 - Piaggio 149, 166, 136 - Rockwell Int'l 500, 560, 680, 520 (MLG)
8.50-10	10	160	021-350-0	TL	Gulfstream 690, 680T - Rockwell Int'l 685, 690, 695, 700, 840 (MLG) -Pilatus PC12 (MLG)

SIZE	PART NUMBER	VALVE
MICHELIN® AIRSTOP® TUBES		
11.00-12	092-354-0	TR-13 / Straight
15x6.0-6	097-500-0	TR-20 / Straight
15x6.0-6 (H60 TW)	092-501-0	TR-67 / Bent 90 degrees
17.5x6.25-6	092-315-0	TR-20 / Straight
22x8.0-8	092-354-0	TR-15 / Straight
5.00-5	092-308-0/097-908-0	TR-67A / Bent 90 degrees
6.00-6	092-315-0/092-500-0	TR-20 / Straight
6.50-10	092-344-0	TR-25 / Straight
6.50-8	092-337-0	TR-15 / Straight
7.00-6	092-318-0	TR-20 / Straight
7.00-8	092-337-0	TR-15 / Straight
7.50-10	097-373-0	TR-25 / Straight
8.00-6	092-318-0	TR-20 / Straight
8.50-10	092-348-0	TR-25 / Straight
355x150-4	097-543-0	Bent 90 degrees

* For any other tire size not featured in the above listing, please contact your local sales office.

Michelin Standard Limited Warranty for New/Retreaded Tires

When used in accordance with the Tire & Rim Association's recommendations, and the applicable Michelin Care and Service Manual, every aircraft tire, either originally manufactured by Michelin, or retreaded by Michelin on a Michelin casing or on a non-Michelin casing inspected by Michelin, bearing the MICHELIN name and a complete serial number, is warranted to be free from defects in workmanship and material. Michelin's warranty with respect thereto is limited, however, to client net purchase price after cash and other discounts of any such tire proved defective, or, at Michelin's option, to the repair or replacement of such tire upon its return to Michelin, transportation charges prepaid, and in either case after a prorated charge for any service obtained from the tire. Except as expressly stated above, Michelin makes no other warranty, express or implied [For the US only: OTHER THAN AS TO TITLE, AND MICHELIN SPECIFICALLY DISCLAIMS THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. THE FOREGOING WARRANTIES ARE GIVEN AND ACCEPTED IN LIEU OF ANY AND ALL OTHER WARRANTIES, GUARANTEES, OBLIGATIONS, RIGHTS AND REMEDIES, EXPRESS OR IMPLIED, WHETHER BASED IN NEGLIGENCE, CONTRACT, STRICT LIABILITY, TORT OR OTHERWISE]. For the avoidance of doubt, the terms of this warranty shall not extend to any third party manufactured tires supplied by Michelin or tires retreaded with Non-Michelin materials. In such cases, Michelin will transfer the third party's published warranty for said tires only.

IN NO EVENT WILL MICHELIN BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL OR SPECIAL DAMAGES. MICHELIN SPECIFICALLY DISCLAIMS ANY AND ALL LIABILITY FOR ANY KIND OF DAMAGES CAUSED BY TIRES RETREADED WITH NON-MICHELIN MATERIALS.

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INCREASE THE LIFESPAN OF YOUR TIRES

KEEP YOUR TIRES PROPERLY INFLATED

Proper inflation helps:

- Improve tire longevity
- Reduce the potential for in-service failure
- Maximize tractive performance

Tire inflation pressure checklist:

- Check inflation pressure daily with a calibrated gauge
- Maintain 100% to 105% of target pressure
- Check inflation pressure at ambient temperatures only
 - Approximately 3 hours after landing
 - Never bleed pressure from a hot tire
 - Compensate pressure for the lowest temperature expected
- Log inflation pressure to monitor trends

CHECK FREQUENTLY FOR FOREIGN OBJECT DEBRIS ON THE AIRPORT OPERATING SURFACES

Other important recommendations:

- Protect tires in storage to avoid ozone damage on tire surfaces
- Slow down before turning and increase turn radius when possible to reduce resulting lateral skidding
- Avoid heavy braking whenever possible

» Please refer to the Michelin Care and Service Manual at airmichelin.com for further advice on tire maintenance.