

Still Paying OEM Prices for Brakes? Let's Put A Stop To That Right Now!



Since 1987, Rapco Fleet Support (RFS) has been providing cost savings to aircraft owners and operators around the world by providing a quality alternative to OEM replacement brake parts. Their main advantage is having a comprehensive all-in-house system, allowing them to design, test and manufacture all parts within their own facility.

With comprehensive and rigorous quality control and assurance programmes, and by using the latest technology whilst strictly adhering to FAA regulations, RFS continue to bring the safest products directly to the worldwide market.

Successful, continued operation of any aircraft fleet relies on adherence to tight margins. For decades, RFS has helped regional, corporate and private operators generate a profit by dramatically reducing their brake costs.



As a direct distributor Adams Aviation is proud to be part of that revolution.

If you're still paying OEM prices for your King Air brakes, let us put a stop to that right now, from stock – [click here](#) to contact us.

Rapco Fleet Support, Inc. to B.F. Goodrich and Beech Part Number cross reference:

	QTY	R.F.S. Part No.	B.F.G. Part No. 101 Series	B.F.G. Part No. 2-1576	Beech Part No.	Part Description
RFS-15K Hot-Pac Kit Contents	6	RFS207-111	342-93	342-144	101-8001-111	Wear Pad
	1	RFS-27	244-416	244-669	101-8001-27	Stationary Disc
	2	RFS-15	133-420	133-1097	101-8001-15	Rotating Disc
	3	RFS-151	115-151	115-151-2	115-8001-11	Insulator (Lining)
	1	RFS63-501	63-501	63-501		Cinch Nut
	1	RFS6375	74-645	74-645	101-8001-19	Piston
	3	RFS101-8001-97	54-377	54-377	101-8001-97	Adjuster Sleeve
	6	RFS115-210-2	115-210-2	115-210-2		Piston Insulator
		RFS259-80	259-80	259-80		Wheel Key

For reference only. Please refer to individual FAA-PA Supplements for installation eligibility.



OEM Brake Parts vs. PMA Brake Parts

While OEM brake parts get their approval authority simply by virtue of being on the aircraft when it was originally certified as a whole, RFS earn their approval by actually proving performance of the brake parts themselves. Hundreds of design landings using a full-scale wheel on a state-of-the-art brake dynamometer are documented **before** approval to conduct a strict FAA mandated flight test. A complete flight test includes landings at various weights, water contaminated landing conditions and max-weight rejected take offs (RTO). RFS have to prove compliance with applicable airworthiness standards and substantiate that the PMA-candidate part is equal to or better than the original OEM part. And typically exceed them.