

CITATION *XLS*



Specification & Description

October 2005, Revision A
Units 560XL-5586 to TBD

SPECIFICATION AND DESCRIPTION

UNITS 560XL-5586 TO TBD

OCTOBER 2005

REVISION A

**Citation Marketing
Cessna Aircraft Company
P.O. Box 7706
Wichita, Kansas 67277-7706**

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INTRODUCTION

This document is published for the purpose of providing general information for the evaluation of the design, performance, and equipment of the Cessna Citation XLS, Units 560XL-5586 to TBD. This document supersedes all previous Specification and Description documents and describes only the Cessna Citation XLS Model 560XL, its powerplants and equipment.

Due to the time span between the date of this Specification and Description and the scheduled delivery date of the Aircraft, Cessna reserves the right to revise the Specification whenever occasioned by product improvements, government regulations or other good cause as long as such revisions do not result in a material reduction in performance.

In the event of any conflict or discrepancy between this document and the terms and conditions of the Purchase Agreement to which it is incorporated, the terms and conditions of the Purchase Agreement govern.

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WARNING: This product contains Halon 1211 and Halon 1301. Furthermore, the product is manufactured with CFC-12 and 1-1-1 Trichloroethane, substances which harm public health and environment by destroying ozone in the upper atmosphere.

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MANUFACTURER _____ **CESSNA AIRCRAFT COMPANY**

MODEL _____ **560XL**

1. GENERAL DESCRIPTION

The Cessna Citation XLS is a low-wing aircraft with retractable tricycle landing gear and a conventional tail. A pressurized cabin accommodates a crew of two and up to 12 passengers (nine is standard). An interior configuration of ten or more passenger seats is not available for 14 CFR Part 135 operations. Two Pratt & Whitney Canada (P&WC) PW545B turbofan engines are pylon-mounted on the rear fuselage. Fuel stored in the wings offers generous range for most missions typical of this class aircraft. Space for baggage is provided in the cabin and tailcone.

Multiple structural load paths and system redundancies have been built into the aluminum airframe. Metal bonding techniques have been used in many areas for added strength and reduced weight. Certain parts with non-critical loads such as the nose radome and fairings are made of composite materials to save weight. The airframe design incorporates anti-corrosion applications and lightning protection.

Cessna provides a third-party training package for pilots and mechanics as well as a comprehensive warranty as described in this book. Cessna's worldwide network of company-owned and authorized service centers offers a complete source for all servicing needs.

Certification

The Model 560XL is certified to the requirements of U.S. 14 CFR Part 25, Transport category, including day, night, VFR, IFR, and flight-into-known icing conditions. Optional certifications include Part 91 Category II and steep approach. The Citation XLS meets the requirements of RVSM certification. (Note: specific approval is required for operation within RVSM airspace; Cessna offers a fee-based service to assist with this process.)

The purchaser is responsible for obtaining aircraft operating approval from the relevant civil aviation authority. International certification requirements may include modifications and/or additional equipment; such costs are the responsibility of the Purchaser.

Approximate Dimensions

Overall Height (with 2.7 inch beacon)	17 ft 2 in (5.23 m)
Overall Length	51 ft 10 in (15.80 m)
Overall Width	56 ft 4 in (17.17 m)

Wing

Span (does not include tip lights)	55 ft 8 in (16.97 m)
Area	369.7 ft ² (34.35 m ²)
Sweepback (at 35% chord)	0 degrees

Horizontal Tail

Span (overall)	21 ft 6 in (6.55 m)
Area	84.8 ft ² (7.89 m ²)
Sweepback (at 68% chord)	0 degrees

Vertical Tail

Height	9 ft 0 in (2.74 m)
Area	50.9 ft ² (4.73 m ²)
Sweepback (at 25% chord)	33 degrees

Cabin Interior

Height (maximum over aisle)	68 in (1.73 m)
Width (trim to trim)	66 in (1.68 m)
Length (forward pressure bulkhead to aft pressure bulkhead)	24 ft 0 in (7.32 m)

Landing Gear

Tread (main to main)	14 ft 11 in (4.55 m)
Wheelbase (nose to main)	21 ft 11 in (6.68 m)

1. GENERAL DESCRIPTION (Continued)

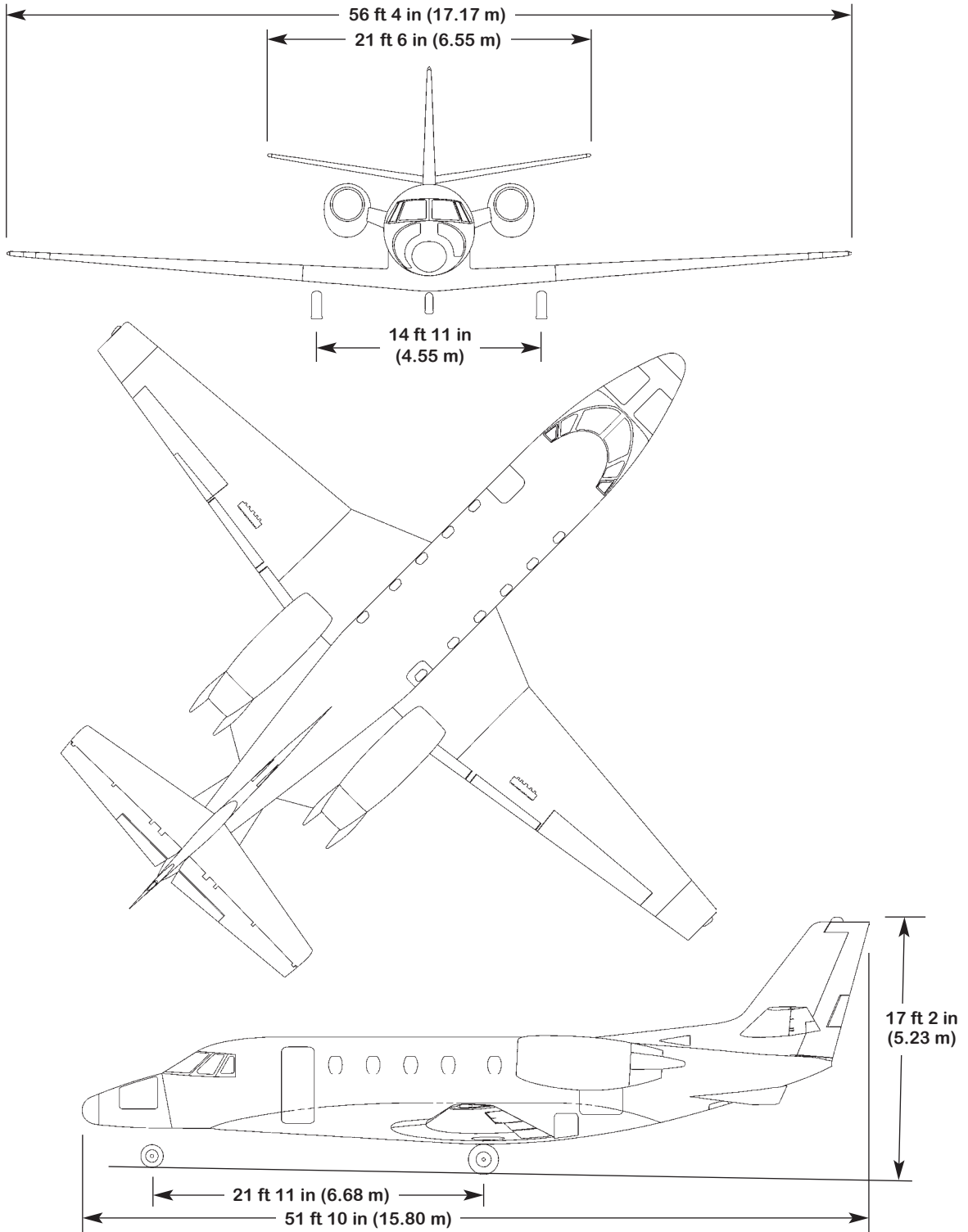


FIGURE I — CITATION XLS EXTERIOR DIMENSIONS

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1. GENERAL DESCRIPTION (Continued)

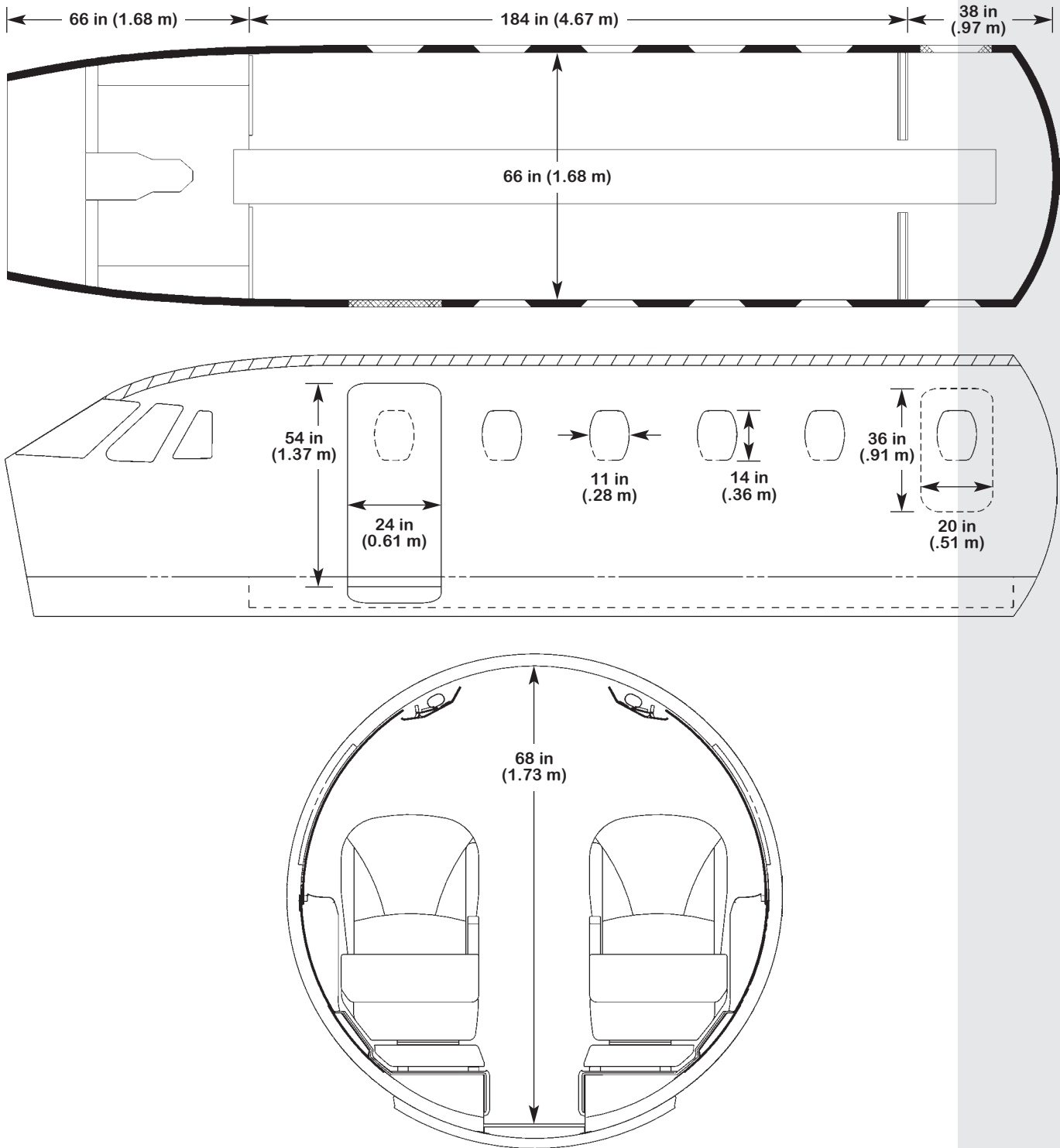


FIGURE II — CITATION XLS INTERIOR DIMENSIONS

1. GENERAL DESCRIPTION (Continued)

Design Weights and Capacities

Maximum Ramp Weight	20,400 lb (9,253 kg)
Maximum Takeoff Weight	20,200 lb (9,163 kg)
Maximum Landing Weight	18,700 lb (8,482 kg)
Maximum Zero Fuel Weight	15,100 lb (6,849 kg)
Standard Empty Weight *	12,220 lb (5,543 kg)
Useful Load	8,180 lb (3,710 kg)
Fuel Capacity (useable) at 6.70 lb/gal	6,740 lb (3,057 kg)

* Standard empty weight includes unusable fuel, full oil, standard interior, and standard avionics.

2. PERFORMANCE

All performance data is based on a standard aircraft configuration, operating in International Standard Atmosphere conditions with zero wind. Takeoff and landing field lengths are based on a level, hard surface, dry runway.

Actual performance will vary with individual airplanes and other factors such as environmental conditions, aircraft configuration, and operational/ATC procedures.

Takeoff Runway Length (Maximum Takeoff Weight, Sea Level, ISA, Balanced Field Length per Part 25, 15° Flaps)	3,560 ft (1,085 m)
Climb Performance (Maximum Takeoff Weight, Sea Level, ISA)	29 min to 45,000 ft (13,716 m)
Maximum Altitude	45,000 ft (13,716 m)
Maximum Cruise Speed (±3%) (Mid-Cruise Weight, 35,000 ft (10,668 m), ISA)	433 KTAS (802 km/hr, 498 mph)
NBAA IFR Range (100 nm alternate) (± 4%) (Maximum Takeoff Weight, Full Fuel, Optimal Climb and Descent, Maximum Cruise Thrust at 45,000 feet)	1,858 nm (3,441 km)
Landing Runway Length (Maximum Landing Weight, Sea Level, ISA, per Part 25)	3,180 ft (969 m)
Certificated Noise Levels	
Takeoff	72.7 EPNdB
Sideline	86.3 EPNdB
Landing	92.8 EPNdB

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3. STRUCTURAL DESIGN CRITERIA

The Citation XLS airframe is conventional in design, incorporating aluminum alloys, steel and other materials as appropriate. Engineering principles using multiple

load paths, low stress levels and small panel size are incorporated in all primary structure.

Limit Speeds

V_{MO} at Sea Level to 8,000 ft (2,438 m)	260 KIAS (482 km/hr, 299 mph)
V_{MO} at 8,000 ft (2,438 m) to 26,515 ft (8,082 m)	305 KIAS (565 km/hr, 351 mph)
M_{MO} at 26,515 ft (8,082 m) and above	Mach 0.75 (indicated)

Flap Extension Speeds

V_{FE} 0° to 15° Extension	200 KIAS (370 km/hr, 230 mph)
V_{FE} 15° to 35° Extension	175 KIAS (324 km/hr, 201 mph)

Landing Gear Operating and Extended Speeds

V_{LO} (retracting)	200 KIAS (371 km/hr, 230 mph)
V_{LO} (extending)	250 KIAS (463 km/hr, 288 mph)
V_{LE}	250 KIAS (463 km/hr, 288 mph)

4. FUSELAGE

A circular fuselage section is utilized with a maximum internal cabin width of 66 inches (1.68 m). A dropped aisle in the passenger cabin provides 68 inches (1.73 m) of headroom (measurements represent distance between softgoods).

The nose section includes a composite radome, high resolution radar and the avionics bay. The windshields are designed to meet bird resistance requirements of 14 CFR Part 25. Openable side windows are provided for the pilot and copilot. The cabin door is located on the forward left-hand side of the fuselage and is 54 inches (1.37 m) high with a maximum width of 24 inches (0.61 m). A plug-type emergency exit is located on the aft right-hand side of the cabin.

Various systems are housed or accessed through the wing/fuselage fairing. Removable or openable panels

are provided for single point refueling, servicing of the hydraulic and power brake systems, the battery, and the externally serviceable toilet.

A baggage compartment is located in the tailcone and is accessed through a door on the left hand side. The tailcone also contains an equipment bay which houses the APU and the major components of the hydraulic, environmental, electrical distribution, flight controls and engine fire extinguishing systems. External access to the equipment bay is provided through a door on the RH side of the tailcone. Additional equipment may also be accessed through removable panels inside the baggage compartment.

The aft fuselage is equipped with small strakes on both sides. The strakes are of a conventional construction and extend the usable C.G. range of the aircraft.

5. WING

The straight wing design is of conventional, all metal construction and incorporates damage tolerant design. The wing incorporates fuselage attachment points and a dropped carry-through which permit a continuous dropped aisle in the passenger cabin and lavatory. The wing structure has a two-cell torque box formed by spars, stringers, ribs and skin. Four degrees dihedral contributes to lateral stability. Integral fuel tanks are located in each wing forward of the aft spar and in the wing carry through section which passes under the fuselage.

Control surfaces on the wing include an outboard aileron, two flap sections per wing, and an upper and lower speed brake on each wing. The wing tips include navigation lights, strobe lights and flush mounted recognition/landing lights. Aileron, flap and speed brake gaps are sealed to reduce drag. The flaps utilize graphite composite materials.

6. EMPENNAGE

The empennage consists of a vertical stabilizer, horizontal stabilizer and a dorsal fin. The dorsal fin is attached to the top side of the rear fuselage and has two ram air ducts to provide air for use in the aircraft heat exchangers. The horizontal stabilizer incorporates a nine-degree dihedral for minimum sonic fatigue and thrust effects. Control surfaces include the elevators with a trim tab on each elevator and a rudder with a rudder servo/trim tab.

The horizontal stabilizer has two position settings, a take-off and landing position, and a cruise position. Stabilizer position is controlled by flap position and airspeed.

A red flashing beacon is provided at the top of the rudder horn.

7. LANDING GEAR

Both main and nose landing gears use a single wheel assembly. The nose gear has a chined tire for water and slush deflection. The main landing gear is a trailing link type. The landing gear retraction system is electrically controlled and hydraulically actuated. The main gear retracts inboard into the wing. When retracted, the main gear strut is covered by a door. Wing mounted fairings aerodynamically blend the retracted tires. The nose gear retracts forward into the fuselage nose section and, when retracted, is enclosed by three doors. All three doors remain open with the nose gear fully extended.

The gear actuators incorporate an internal lock to hold the gear in the extended position. Mechanical uplocks are used to hold the gear in the retracted position.

Emergency landing gear extension is accomplished by a manually operated system which releases the landing

gear for free-fall extension. In the case of an unsuccessful manual release, a pneumatic system releases the uplocks and extends/locks the gear.

The nose gear is mechanically steered by the rudder pedals to 20° either side of center. For maximum maneuverability during ground handling, maximum deflection of the nosewheel is 90° either side of center.

Toe-actuated multiple disc carbon brakes are installed on the main gear wheels. Anti-skid protection is available at speeds above approximately 12 knots. Braking can be accomplished by either of two independent systems: the power brake hydraulic system or a back-up pneumatic system. Normal braking can be applied from either cockpit seat.

8. POWERPLANTS

Two Pratt & Whitney Canada PW545B turbofan engines are installed on the Citation XLS, one on each side of the rear fuselage in easily accessible nacelles. The PW545B produces a static takeoff thrust of 3,991 pounds (17.75 kN) at sea level, up to 82°F (28°C) and has a bypass ratio of 3.8 to 1. Major maintenance intervals are 2,500 hours for hot section inspection and 5,000 hours for overhaul.

The PW545B uses a single channel EEC (electronic engine control) to reduce pilot workload with a hydro-

mechanical fuel control as manual back-up. A continuous loop fire detection system monitors the nacelle area to detect and warn if a fire occurs. A two-shot fire extinguishing system is supplied. Target-type, hydraulically actuated thrust reversers are standard.

The Honeywell RE100(XL) APU is installed in the tail-cone equipment bay. The APU supplies bleed air for pressurization and air conditioning, electrical power for engine assisted starts, and other benefits. It is certified for use in flight up to 30,000 feet (9,144 m).

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9. SYSTEMS

9.1 Flight Controls

Dual controls are provided comprised of control wheel columns, adjustable rudder pedals, anti-skid power brakes and mechanical nose gear steering. Pushrod and cable systems are used to actuate the rudder, elevator and ailerons, each of which is of metal construction. An integral control lock is provided in the cockpit for the flight controls and throttles.

Trim wheels, installed on the pedestal, control mechanical trim tabs for each elevator, the left aileron, and a servo/trim tab for the rudder. Pitch trim is also electrically powered through a split switch mounted on the pilot's and copilot's control wheel.

The flap system consists of two panels on each wing which are hydraulically actuated. The flap panels are Fowler-type and are constructed of graphite composites. The flap actuation system includes a position preselect lever and a flap position indicator. Infinite positioning is provided with detents at the takeoff (7°), takeoff/approach (15°) and landing (35°) positions.

Speed brakes are installed on the upper and lower surfaces of each wing. The speed brakes are electrically controlled and hydraulically actuated by a switch on the throttle quadrant.

A rudder bias system is provided to assist the pilot in the event of an engine failure and improves the balanced field length for wet runways. The rudder bias system utilizes engine bleed air to power a pneumatic actuator.

9.2 Fuel System

Two independent fuel systems consisting of an integral tank in each wing are provided. System operation is fully automatic throughout the normal flight profile with each engine receiving fuel from its respective wing tank. Crossfeed capability is provided and, when selected, enables both engines to receive fuel from a single tank.

A capacitance-type fuel gauging system provides direct reading of fuel on board in pounds. Usable fuel capacity is 6,740 pounds (3,057 kg). Fueling is accomplished through a lockable filler port on each wing or single point pressure refueling system.

9.3 Hydraulic System

An open-center hydraulic system operates the two position horizontal stabilizer, landing gear, flaps, speed brakes,

and thrust reversers. All hydraulic control valves are consolidated into a main manifold and two thrust reverser control manifolds. A separate independent system is used for the main wheel anti-skid/power brake system.

Basic aircraft hydraulic pressure is provided by two positive displacement, engine-driven pumps. Either pump can supply enough flow to operate the system.

An electric motor-driven hydraulic pump charges an accumulator to power the independent system used for the wheel brakes.

When activated, the basic aircraft system pressurizes to 1,500 psi (103 bar). Ground connections are provided to service the hydraulic system. Approved hydraulic fluids include Skydrol and Hyjet. Flare-type fittings, aluminum tubing and flex-hoses are used throughout the system.

9.4 Electrical System

Electrical power is supplied by two 28-volt DC, 300 ampere, engine-driven starter/generators and by a 28-volt DC, 300 ampere, APU mounted starter/generator. Generator control units provide static regulation, over-voltage, feeder fault, and ground fault protection for each generator. An AC system is included and dedicated to support the electric windshield. A separate 500 watt inverter supplies 110 volt AC power to three outlets: one in the cockpit and two in the cabin.

A 24-volt, 44-amp-hour, nickel-cadmium battery is mounted inside an access panel on the left side of the fuselage just behind the wing fairing to supply power for starting and emergency requirements. A receptacle is provided for connection of an external power unit. Battery temperature monitoring and battery disconnect systems are provided.

The electrical system incorporates a dual parallel main bus distribution system, designed so that essential equipment operation will not be interrupted in the event of a single power source or distribution system failure.

Exterior lighting consists of one red flashing beacon, two anti-collision strobes, two wing inspection lights, navigation lights, two wing recognition/landing lights, two fuselage belly fairing recognition/landing lights, and the tail flood light system consisting of two external flood lights mounted on top of the horizontal stabilizer illuminating the vertical fin.

9. SYSTEMS (Continued)

9.5 Pressurization and Environmental System

The pressurization and air conditioning systems utilize APU or engine bleed air to pressurize and air condition the cabin and defog the cabin and cockpit side windows. Ram air for cabin ventilation is available when the pressurization system is not in use. Pressurization is controlled by two outflow valves located in the aft pressure bulkhead. Cabin altitude and rate of change are automatically scheduled by the pressurization controller.

The system provides a 6,800 foot (2,073 m) cabin altitude at 45,000 feet (13,716 m) (9.3 psi (0.64 bar) nominal maximum working pressure). Sea level cabin altitude can be maintained to 25,230 feet (7,690 m).

Air conditioning for the cabin is provided by routing APU or engine bleed air through the air cycle machine which conditions the air prior to distribution to the cabin. The cabin air distribution system consists of overhead air ducts and outlets, and underfloor and armrest air ducts. A separate cockpit air distribution system is ducted forward through the underfloor from the aft cabin. Dual thermostats provide independent sensing for automatic temperature control in both zones.

9.6 Oxygen System

A 77.1 cubic foot (2.18 m³) oxygen bottle is provided with a high pressure gauge and bottle-mounted pressure reducer. Automatic dropout, constant-flow oxygen masks are provided for each passenger. Pressure demand masks are provided for the crew.

9.7 Ice and Rain Protection

Engine bleed air is used for anti-ice protection of the engine inlets and wing leading edges. The windshields, pitot tubes, static ports, and angle of attack probe are electrically anti-iced.

A pneumatic boot ice protection system is used on the horizontal tail leading edge surfaces. Windshield ice detection lights are mounted on the glareshield and wing inspection lights are mounted on the fuselage to assist in detection of ice buildup during night flights.

A fan mounted in the nose avionics bay is available to assist with rain removal from the windshields during taxi operations.

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10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS

10.1 General

Two complete crew stations are provided with dual controls including control columns, adjustable rudder pedals, and brakes. Stick shakers are provided on both columns. The crew seats are fully adjustable and include five-point restraint harnesses. The emergency oxygen system provides two pressure demand masks for the crew members.

Electroluminescent panels, instrument floodlights and blue-white background lighting illuminates all cockpit instruments and switches. Overhead map lights and floodlights are also provided. The pitot-static system includes three heated pitot sources and six heated static sources.

Independent sources are used to drive the pilot's and copilot's flight instruments and the pilot's backup airspeed and altimeter.

10.2 Instrument and Control Panels

A. Installed on Left-hand Panel (pilot):

- Locator Beacon (on pilot circuit breaker panel)
- Radio Call Placard
- Angle-of-Attack Indexer (on glareshield)
- 8 x 10 inch LCD Primary Flight Display (PFD)
- PFD Controller
- Flight Director Mode Control Panel
- Audio Control Panel
- Master Warning Light
- Master Caution Light
- DC Voltmeter (Selectable to Generators or Battery)
- LH/RH Generator Load Ammeters
- Engine Start and Ignition Control
- Electrical Power Control
- Fuel Crossfeed Control
- Avionics Power Control
- Electronic Engine Control (EEC)
- Attitude/Heading/ADC Reversion Switches
- Oxygen Mask Switch
- Panel Light Controls
- AHRS 1 Controls
- Standby Flight Display Switch

B. Installed on Right-hand Panel (copilot):

- Radio Call Placard
- 8 x 10 inch LCD Primary Flight Display (PFD)
- PFD Controller
- Flight Director Mode Control Panel
- Audio Control Panel
- Master Warning Light

- Master Caution Light
- Flight Hour Meter (on copilot circuit breaker panel)
- Oxygen Pressure Indicator
- Battery Temperature Indicator
- Attitude/Heading/ADC Reversion Switches
- Cockpit Recirculation Control
- AHRS 2 Controls
- Cockpit Voice Recorder Control
- Oxygen Mask Switch
- APU Hour Meter (on copilot circuit breaker panel)
- APU Ammeter
- APU System Annunciators

C. Installed on Center Panel:

- Active Matrix Liquid Crystal Display Engine Indicating System (AMLCD EIS)
- Standby Flight Display (Provides attitude, airspeed and altimeter indications.)
- Annunciator Panel (Under Glareshield)
- Standby Horizontal Situation Indicator
- 8 x 10 inch LCD Multi-Function Display (MFD)
- Dual Radio Management Units
- Landing Gear Control
- Anti-skid Switch
- Standby Comm/Nav Control
- HF Control Head Provisions
- Davtron Clock
- Remote Cabin Temperature Control
- Avionics Annunciator Switches
- APU Generator OFF Annunciator
- Bias Heater Fail Annunciator

D. Installed on Pedestal:

- Landing Light Controls
- Flight Management System Control Display Unit
- FMS Data Loader
- Altitude Preselector and SG Reversion Control
- Remote Heading and Course Instrument Control
- Autopilot Controller
- Weather Radar Controller
- Rotary Test Switch
- MFD Controller
- Pulse Lights Control
- FMS 2 Provisions

E. Installed on the Tilt Panel:

- Cabin Altitude & Differential Pressure Indicator
- Cabin Temperature Controls
- Cabin Pressurization System Controller
- Emergency Cabin Pressure Dump Control
- Cabin Bleed Air Input Flow Selection Control
- Deice/Anti-Ice Controls
- Exterior Lighting Control

10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

F. Warning Systems/Alerting Systems:

- Annunciator Warning/Caution System (Master Warning and Master Caution Coupled)
- Engine Fire Warning System
- Autopilot Off and Autopilot Out of Trim Warning System and System Status
- Battery Temperature Overheat System
- Overspeed Warning System
- Stall Warning System (Stick Shaker)
- Thrust Reverser Annunciator & Emergency Stow
- No Takeoff System
- Windshield Overheat
- Landing Gear Warning Horn
- Antiskid Annunciator
- Altitude Alerter
- Terrain Awareness Warning System (TAWS)
- Traffic Collision Avoidance System (TCAS II Change 7)
- Altitude Preselector Alerting
- Baro and Radio Altitude Minimums Alerting

Engine fire control switches are located on the fire control panel in the center section of the instrument glareshield. All cockpit DC circuit breakers are installed on circuit breaker panels located on the pilot's and copilot's sidewalls.

10.3 Avionics

Described below is the Citation XLS's standard avionics suite as referred to in section 17, Limited Warranties.

A. Electronic Flight Instrument System (EFIS)

The Honeywell Primus 1000 Control Display System (CDS) includes display and flight guidance functions. The P-1000 CDS uses two integrated computers (IC-615s). The ICs collect data from other aircraft systems and organize the data to send it to the displays. The display system is comprised of two 8 x 10 inch (.20 x .25 m) liquid crystal primary flight displays (PFDs) and one 8 x 10 inch (.20 x .25 m) liquid crystal Multi-Function Display (MFD). The displays contain circuitry and software that format the data for display.

The IC-615s include the IM600 configuration modules. The modules provide a means to configure a variety of sensors and subsystem options for the IC-615 and EFIS/FMS interfaces. The IM600 also includes many user-defined power up default selections.

Several display reversionary modes exist. All three displays can be driven from either IC using the symbol

generator (SG) reversion switch. Turning off either PFD will cause the display to revert to the center display except when in SG reversion mode. In this case the center display remains the MFD. Turning off the center display reverts the PFD menu button to the PFD. This feature can be used for two-display dispatch.

The P-1000 CDS includes a joystick controlled menu system. PFD and MFD menus are accessed using the MFD controller joystick. The joystick is normally focused on the menu buttons except when designator or checklist modes are in use. The joystick allows up/down and right/left movement of the cursor.

Primary Flight Displays (PFDs)

The PFDs display an attitude sphere with respect to an aircraft symbol, a rotating heading dial with fixed indices with respect to a fixed aircraft symbol, selected course and heading readouts, digital radio altitude readout, dual bearing pointers capable of displaying short range navigation, FMS, or ADF data, a distance display, navigation system display, and air data presentations consisting of airspeed, altitude and vertical speed. V-speed set bugs are available for display on the airspeed tape, which provide for pilot selection of key airspeed settings. Slip/skid information is provided electronically at the top of the attitude display. TAWS, weather radar, TCAS, and optional lightning display overlays are selectable in the arc or map mode.

The FMS is available in the map mode and displays the next four waypoints in the flight plan. The FMS flight plan display on the PFD will not include procedure turns, holding patterns, and DME arcs. Individual windows located in the lower half of the display provide FMS, TAWS, weather radar modes and status information, FMS wind direction and speed, and digital clock in UTC format updated by the FMS. FMS vertical navigation (VNAV) modes and annunciations are provided to the right of the attitude sphere.

Flight director modes, autopilot/yaw damper off, and pitch/roll mis-trim annunciations are provided above the attitude sphere. Comparison monitor annunciations are provided for altitude, airspeed, attitude, heading, glideslope and localizer. TCAS pitch targets are displayed on the ADI during TCAS resolution advisories.

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**10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS
(Continued)**

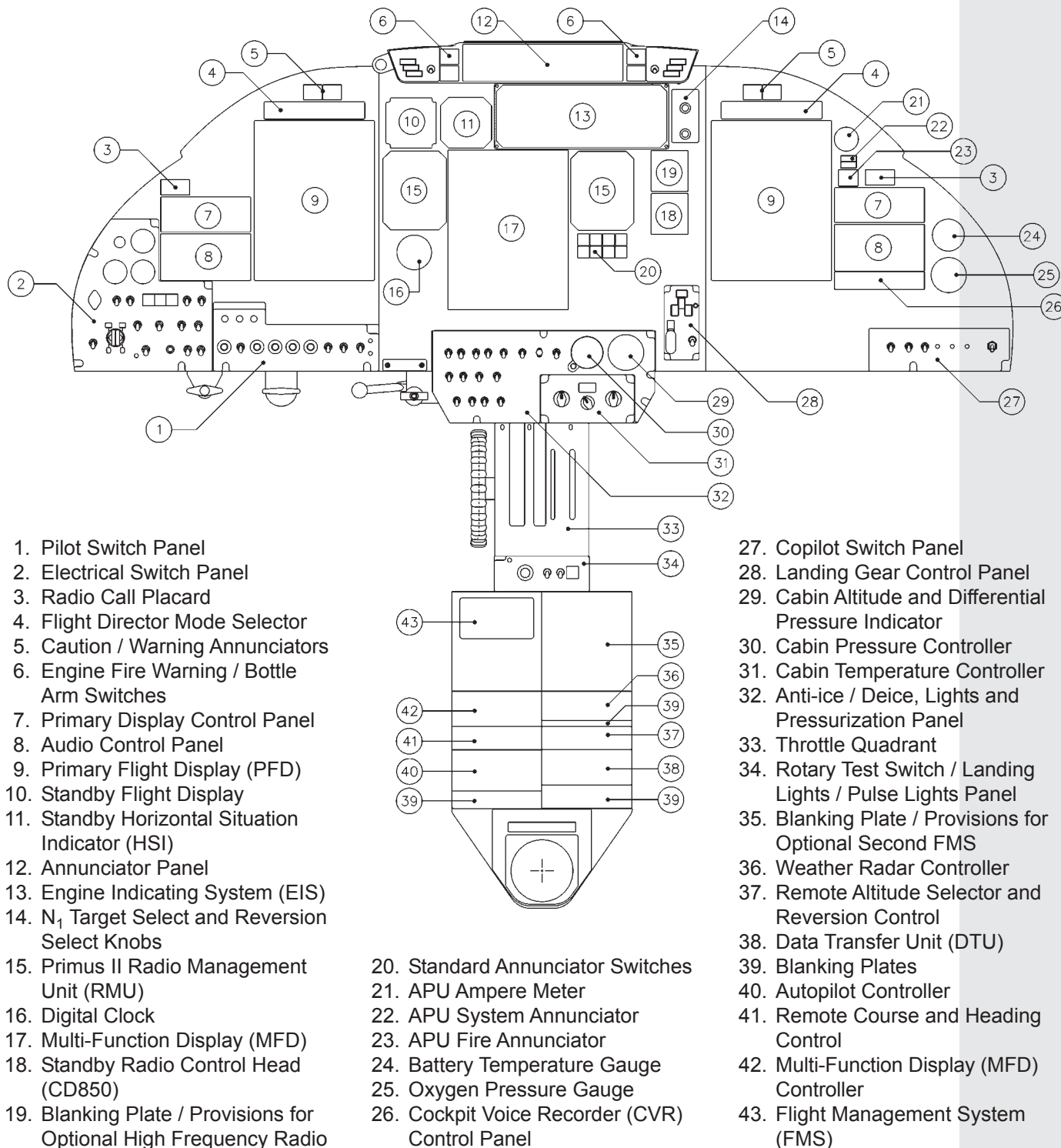


FIGURE III — CITATION XLS INSTRUMENT PANEL AND PEDESTAL LAYOUT

10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

Multi-Function Display (MFD)

The MFD displays FMS-based map information, TCAS intruders, TAWS, weather radar, and optional lightning system in the map mode. Up to ten FMS waypoints are displayed along with the conics included in procedure turns, holding patterns, and DME arcs. A North-Up plan mode is provided for displaying FMS-based map information. An auto pop-up TCAS zoom window controlled by the radio remote management unit (RMU) is also available. Individual windows located in the lower half of the display provide RAT and SAT temperatures, TCAS, TAWS, weather radar modes and status annunciations, digital clock in UTC format updated by the FMS, and DME 1 / 2 navigation information. PFD and MFD electronic drop down menu buttons are located at the top of the displays and provide control of the parameters as previously described. The aircraft designator can be moved from the home position to any position on the FMS map. The selected position can be entered into the FMS flight plan as a user defined waypoint. A checklist format is provided. The checklist data content is the customer's responsibility if the feature is desired.

System controllers consist of dual PFD display/source controllers, dual synchronized mode controllers, remote heading and course controller, altitude pre-selector and SG reversion controller, MFD display/source controller, autopilot controller, and weather radar controller.

B. Flight Guidance System

The automatic flight control system (AFCS) provides flight director, autopilot, yaw damper, and system monitor functions. The components of the AFCS include the integrated computer (IC), pilot and copilot synchronized mode controllers, pilot and copilot display controllers, autopilot controller and three-axis servo motors.

C. Attitude Heading Reference Systems (AHRS)

Dual digital attitude and heading reference systems (AHRS) supply primary heading and attitude information to the cockpit displays. The AHRS also provide digital data to the traffic alert and collision avoidance system (TCAS), terrain awareness warning system (TAWS), weather radar, standby horizontal situation indicator (HSI), and flight management system (FMS).

D. Air Data Computers (ADCs)

Dual digital advanced microprocessor based air data computers (AMADC) integrate static source error correction for improved accuracy and V_{MO} curves for added speed protection. The AMADCs provide altimeter, barometric set, mach/airspeed, and vertical speed to the ICs for display on the PFDs. The AMADCs also provide data to the AHRS, transponders, flight director, autopilot, TAWS, FMS, and optional flight data recorder (FDR). The capability exists to display cross-side attitude, heading, air data, short-range navigation (SRN) and long-range navigation (LRN).

E. Flight Management System

The Universal Avionics UNS-1Esp features an all-in-one package design, which includes control/display functions and the navigation computer all in a single unit. The 5" liquid crystal display incorporates the latest technology for superior sunlight readability, high resolution, and wide viewing angles. The unit has a high-speed processor with 32 megabytes of memory storage. The FMS unit includes an integral 12-channel GPS receiver with DME-DME and DME-VOR navigation capability. Enroute maneuvering features include a dedicated Direct-To function, FMS heading commands, PVOR (Pseudo-VOR) tracking, full featured VNAV and user defined holding patterns and approach VNAV. Fuel management and remote radio tuning is included. The UNS-1Esp is approved for vertical navigation (VNAV) for enroute, terminal, and approach, and GPS non-precision approaches. A high speed Ethernet-based data loader is provided. Provisions for a second FMS are installed.

F. Radio Control

The heart of the Primus II System is the liquid crystal display full color central radio management unit (RMU). The RMU allows line-selection of all COMM/NAV/IDENT tuning, as well as cross-side tuning backup and built in test equipment (BITE) readout in a unit which is crisp, clear and easy to read.

G. Navigation Receivers

Dual Honeywell NV-850 systems contained in the RNZ-851 integrated navigation unit (INU) include VOR, localizer, glide slope and marker beacon receivers. Each RMU has the capability to store 12 Nav frequencies.

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10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

H. Distance Measuring Equipment (DME)

Dual Honeywell DM-850 transceivers contained in the INU provide digital readout of distance, ground speed, and time-to-station on the MFD. The HOLD function is provided on the RMU.

I. Automatic Direction Finder (ADF)

A single Honeywell DF-850 digitally-tuned receiver contained in INU 1 has a frequency range of 100 Hz to 1,799.5 kHz and incorporates integral BFO and Voice mode. Navigation display is on a bearing pointer located on each PFD.

J. Radio Altimeter

Honeywell AA-300 radio altimeter system is installed. Radio altitude is digitally displayed on the pilot's and copilot's PFD.

K. VHF Communication Transceivers

Dual Honeywell TR-850 transceivers contained in the RCZ-833 integrated communication unit (ICU) provide 20 watts of transmitter output power. Each RMU has the capability to store 12 comm frequencies. The transceivers are capable of 25 MHz or 8.33 MHz channel spacing.

L. High Frequency (HF) Communication Provisions

Provisions are installed on the XLS to support a full-up installation of the optional Honeywell KHF-1050 High Frequency radio including all the necessary wires, connectors, racks, panel cutout and antenna.

M. Audio Control Panel

Dual Honeywell AV-850A digital audio control panels provide transmitter selection from microphone inputs and direct audio outputs for all receivers to either the speaker or headphones at each crew station. Also included is a navigation station identification filter, marker beacon muting, separate headphone or speaker volume control, automatic receiver audio selection and voice activated interphone audio.

Dual Telex hand microphones, dual Telex headsets with integral boom microphones, and dual cockpit speakers are included. Four speakers are also provided in the cabin area.

N. Transponders

Dual Honeywell XS-852B Mode S diversity transponders contained in the ICU provide 4,096 codes. Altitude reporting information is supplied from the digital air data computer.

O. Traffic Collision Avoidance System (TCAS II)

The Honeywell TCAS II enables the crew to monitor altitude (absolute or relative), position and flight path trends of up to 12 aircraft within a 40 nautical mile range, as well as both audible and visual resolution advisory. System will limit presentations of aircraft based on range selection and threat analysis of intruder aircraft. Traffic advisories are provided to the pilots with both audible and visual indications, along with a resolution advisory displayed on both the pilot's and copilot's PFDs. System includes Software Change 7 necessary to meet European ACAS II requirements. This system is installed to provide collision avoidance information and will not necessarily display aircraft within the monitoring area that do not pose a threat.

P. Pulse Lights

Precise Flight's Pulselite 2401 system causes the landing lights to cycle on and off to improve own visibility to other aircraft and birds. A panel switch allows activation by the pilot. A soft-start feature in the system increases lamp life.

Q. Terrain Awareness Warning System (TAWS)

The Honeywell Mark V EGPWS provides visual and aural warning alerts for avoidance of controlled flight into terrain (CFIT) and features the Honeywell TERRAIN AWARENESS and DISPLAY SYSTEM (TADS) displayed on the P-1000 CDS. Features include excessive descent rate alert warning (mode 1), excessive closure rate to terrain warning (mode 2), alert to descent after takeoff (mode 3), insufficient terrain clearance based on the airplane configuration (mode 4), alert to inadvertent descent below glideslope (mode 5), altitude call outs and excessive bank angle alerts (mode 6), and windshear warning and windshear caution alerts (mode 7). Terrain map enhanced modes include terrain clearance floor exceedance, "Look-Ahead" cautionary terrain and obstacles alerting and warning awareness and terrain and obstacle awareness display.

10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

R. Weather Avoidance Radar

The Honeywell Primus 880 weather radar is a four-color weather and turbulence detection sensor consisting of an integrated receiver/transmitter/12-inch antenna unit with an independent controller mounted on the pedestal. The system provides 10,000 watts of transmitter power, 120 degree scan angle, ± 15 degrees tilt, and turbulence detection to 50 nm. The system also includes several additional features: Altitude compensated tilt which automatically adjusts the tilt angle with changes in altitude; Target alert notifies the pilots of hazardous targets outside the selected range; Sector scan narrows the scan range and increases the scan rate; and ground mapping for depicting terrain features.

S. Engine Indicating System (EIS)

The Engine Indicating System (EIS) is a fully electronic, self-contained, dual redundant, active matrix liquid crystal display (AMLCD). The system displays Fan Speed N_1 percent RPM, Turbine Speed N_2 percent RPM, Interturbine Temperature ITT °C, Oil Pressure PSI, Oil Temperature °C, Fuel Flow PPH or kg/hr, Fuel Quantity LBS or kg, Fuel Temperature °C, and Ram Air Temperature °C. Additionally the Takeoff N_1 reminder and the throttle detent position indicator are shown on the AMLCD EIS.

T. Standby Equipment

A mechanical HSI is used to supply short range navigation data in the event of loss of the primary displays. An electronic attitude/altimeter/airspeed/slip-skid/heading indicator is available for use in the event of an air data failure and is powered by a remote battery pack to supply information in the event of loss of the primary displays.

U. Emergency Locator Transmitter (ELT)

The Artex C406-N provides a three-frequency ELT that transmits on the international emergency frequencies of

121.5 and 243.0 MHz and the satellite frequency of 406 MHz. The C406-N is interfaced with the onboard FMS/GPS and will transmit the last known aircraft position on the satellite frequency. Registration with the National Oceanic and Atmospheric Administration (NOAA) for recognition of the 406 MHz frequency is required.

V. Cockpit Voice Recorder (CVR)

L-3 Communications FA2100 CVR consists of three major components: the recorder with ULB (Underwater Locator Beacon) located in the aircraft tailcone, the control panel located in the cockpit instrument panel, and a remote microphone centrally located in the instrument panel glare shield. The recorder continuously records both pilot and copilot audio communications. The remote area mic records all cockpit sound information. The recorder stores the last two hours of data prior to system shutdown.

10.4 Miscellaneous Cockpit Equipment

- Seat Belts, Shoulder Harnesses with a Five-point Restraint System
- Generic Seat Tailoring
- Monorail Sunvisor (2)
- Parking Brake Control
- Emergency Brake Control
- Flight Deck Dividers with a One-Piece Curtain
- Ventilation Air Outlets
- Reading Lights (2)
- Cup Holders (4)
- Oxygen Masks (2)
- Overwater Life Vest (2) (TSO-C13)
- Three-Book Navigation Chart Case (2)
- Cockpit Assist Handle
- Emergency Gear Extend Control
- Openable Side Windows
- Control Lock
- 110 volt AC Outlet

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11. INTERIOR

11.1 General

The XLS fuselage is sized to minimize drag while offering passenger comfort and flexibility for a variety of interior arrangements. The constant section of the cabin provides a continuous width of 66 inches (1.68 m). The cabin is 18 ft 6 in (5.64 m) long from the flight compartment to the aft pressure bulkhead. The cabin is separated from the flight compartment by the storage cabinet and refreshment center. A one-piece half-length cockpit curtain is mounted on the RH forward side of the cabinets and may be pulled across the aisle and attached on the LH side.

A 13 inch (0.33 m) wide dropped aisle, extending from the cockpit divider aft to the aft pressure bulkhead, provides a cabin height of 68 inches (1.73 m) (measurements represent distance between softgoods).

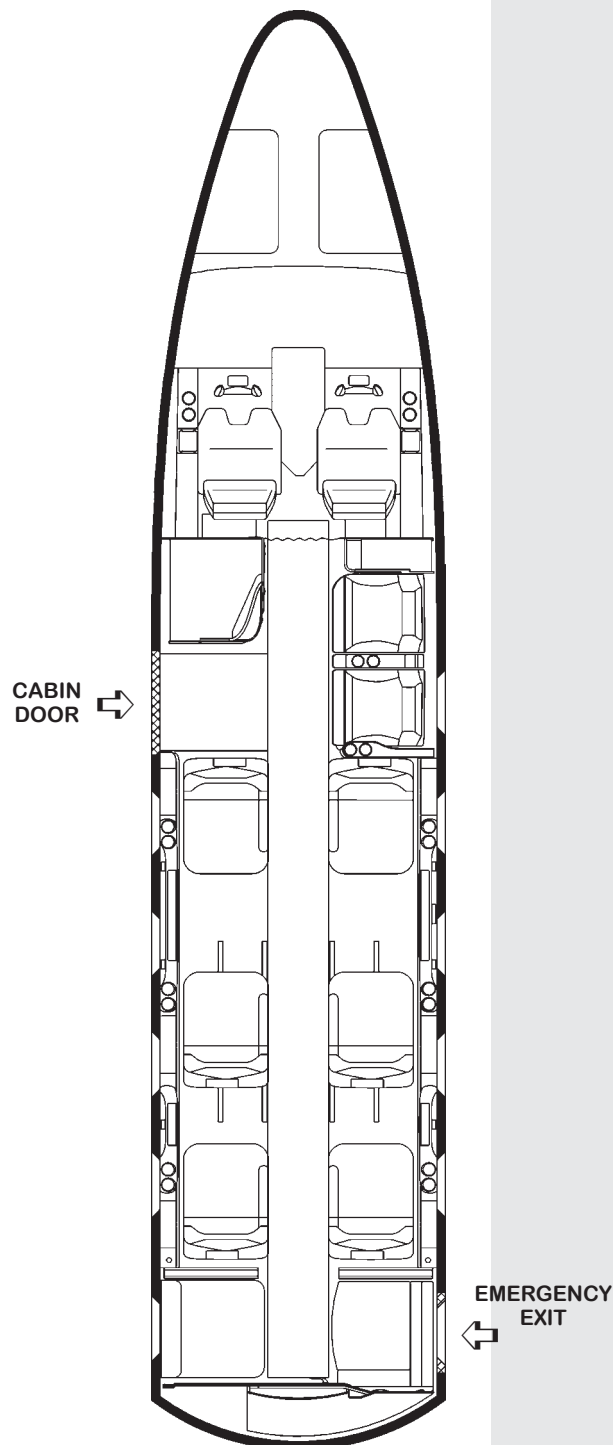
Passenger seats track forward and aft 7 inches (0.18 m) and track 3.6 inches (0.09 m) laterally on the seatbase with 180° swiveling capability. Seats recline to an infinite number of positions, with full reclining capability. All passenger seats are equipped with seat belts, shoulder harness straps with inertia reel, and an overwater life vest stored in the seatbase shroud.

Eleven elliptical windows are provided in the cabin with pleated manual window shades. Individual air outlets and reading lights are provided for each passenger. Indirect LED lights with full dimming capability, dropped aisle lighting, entrance and emergency exit lights are also provided in the passenger cabin. Bagged insulation and soundproofing are consistent with this category of aircraft, its operating speeds and environment. Dropout, constant-flow oxygen masks are furnished for each passenger for emergency use. Certified burn resistant materials are used throughout the cockpit and cabin.

11.2 Baggage Compartments

An unpressurized, unheated baggage compartment is located in the tailcone. The compartment is accessible through a lockable door, 25w x 29h inches (0.64 x 0.74 m) with an integral step. Anchors for the cargo tie-down straps and cargo net are built into the compartment walls. In addition, the cabin accommodates baggage in the 9 inch (0.23 m) RH forward closet and the aft centerline closet. The following limits apply:

- Tailcone Baggage Compartment: 700 lb, 80 ft³ (318 kg, 2.27 m³)
- RH Forward Closet: 56 lb, 3.6 ft³ (25 kg, 0.10 m³)
- Aft Centerline Closet: 44 lb, 6.6 ft³ (20 kg, 0.19 m³)



**FIGURE IV — CITATION XLS
STANDARD FLOORPLAN**

11. INTERIOR (Continued)

11.3 Standard Interior

The standard interior configuration of the Citation XLS includes the following:

- LH Forward Refreshment Center featuring one hot liquid container, bottled water storage, two disposable cup dispensers, beverage can rack, wine bottle storage, divided ice chest with removable wine caddy, drip tray connected to a manual overboard drain, trash container, miscellaneous general storage, catering drawer and accent lighting
- RH Forward Closet with coat rod and adjustable/removable shelves
- Two-place side facing couch with fold down center armrest and aft armrest
- Six pedestal seats (four forward and two aft facing) featuring a single inboard flip-down armrest, a retractable headrest with slip cover pillow, seat back pocket, and seat restraints. Seats #5 and #6 have floor tracking.
- Two executive and two slimline tables with leather table top inserts
- Storage compartments and two cup holders in sideledge at each seat location
- Overhead panels containing an air vent, reading light, and oxygen mask for each passenger and the aft lavatory area
- Soft touch window reveals
- Manual pleated window shades
- Carpeting
- Aft cabin dividers with sliding privacy doors and accent lighting
- Removable, belted, LH aft side-facing seat with stowable half-height cargo net
- RH non-belted externally serviceable flushing toilet
- Aft centerline closet with vanity sink, temperature controlled water, coat rod, and general storage
- LH aft retractable coat rod with hangers
- Plated hardware finish
- Selected wood veneer cabinetry
- Fasten seat belt, no smoking, emergency exit signs with chimes (Note: The no smoking sign remains illuminated at all times unless the optional smoking configuration is ordered.)
- Single insertable ashtray
- Fireblocking on all passenger seats
- Fire extinguisher

12. EXTERIOR

Distinctive exterior styling featuring polyurethane paint in a variety of colors is provided.

13. ADDITIONAL EQUIPMENT

- Fuel Sump Sample Cup
- Screwdriver
- Pitot Covers
- Engine Inlet and Exhaust Covers
- Emergency Escape Hatch Ground Locking Pin
- Thrust Reverser Stow Locks
- Cargo Tie-Down Straps
- Emergency Tow Straps (MLG)
- Three Jack Pads
- Coat Hangers
- Leather Cleaning Kit
- Paint Touch-up Kit
- Cabin Door Eccentric Adjustment Tools
- Static Discharge Wick Covers
- APU Cover Kit
- Water Barrier

14. EMERGENCY EQUIPMENT

- Fire Extinguisher in Cockpit and Cabin
- Individual Life Preserver (TSO-C13 Overwater)
- Crew and Passenger Oxygen
- Emergency Exit Lights
- Emergency Lighting Battery Packs
- First Aid Kit
- Two Flashlights (D-cell)

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15. DOCUMENTATION AND TECHNICAL PUBLICATIONS

- U.S. Standard Airworthiness Certificate FAA8100-2; Export Certificate of Airworthiness FAA8130-4; or Special Airworthiness Certificate FAA8130-7 as appropriate
- Airplane Flight Manual
- Pilot's Operating Manual
- Abbreviated Procedures Checklist
- Weight and Balance Report
- Weight and Balance calculator spreadsheet *
- Planning and Performance booklet
- Cabin Operating Manual
- Passenger Information Cards
- Log Books (aircraft and engines)
- Service Bulletins and Service Letters - Engine **
- Maintenance Manual - Airframe *
- Maintenance Manual Chapter 5 - Time Limits and Maintenance Checks (hardcopy)
- Maintenance Manual - Interior *
- Maintenance Manual - Engine **
- Illustrated Parts Catalog - Airframe *
- Illustrated Parts Catalog - Interior *
- Illustrated Parts Catalog - Engine **
- Wiring Diagram Manual - Airframe *
- Avionics Wiring Booklet *
- Component Maintenance Manual *
- Structural Repair Manual *
- Nondestructive Testing Manual *
- Illustrated Tool and Equipment Manual *

Cessna will provide Service Bulletins, Service Letters and manual revisions for documents published by Cessna for five (5) years beginning from the start date of airframe warranty.

* These publications are provided on CD-ROM or DVD.

** These publications are provided directly from Pratt & Whitney Canada

16. COMPUTERIZED MAINTENANCE RECORD SERVICE (CESCOM)

Cessna will provide an online computerized maintenance record service for one (1) full year from the date of delivery of a Citation XLS to the Purchaser.

This service will provide management and operations personnel with the reports necessary for the efficient control of maintenance activities. The service provides an accurate and simple method of keeping up with aircraft components, inspections, service bulletins and airworthiness directives while providing permanent aircraft records of maintenance performed.

Reports, available on demand, show the current status, upcoming scheduled maintenance activity and the history

of the aircraft maintenance activity in an online format which is printable locally. Semi-annual reports concerning projected annual maintenance requirements, component removal history and fleet-wide component reliability are provided as part of the service.

Services are provided through a secure Internet Site requiring a computer with Internet connectivity. A local printer is required to print paper versions of the online reports and documentation. If receiving these services through the Internet is not feasible for an operation, a paper based service delivered through the U.S. mail is available at an additional fee.

17. LIMITED WARRANTIES

The standard Citation XLS Aircraft (Aircraft) Limited Warranty which covers the Aircraft, other than Pratt & Whitney Canada, Inc. (P&WC) engines and associated engine accessories and the Honeywell auxiliary power unit (APU) and the associated APU accessories which are warranted separately and directly by P&WC and Honeywell, respectively, is set forth below. Cessna specifically excludes vendor subscription services and the availability of vendor service providers for Optional

and Special Equipment Request (SER) equipment from Cessna's Limited Aircraft Warranty. Following Cessna's Limited Warranty, an outline of the P&WC engine and engine accessory warranty is set forth as well as an outline of the Honeywell APU and APU accessories warranty. All warranties are incorporated by reference and made a part of the Purchase Agreement. All warranties are administered by Cessna.

17. LIMITED WARRANTIES (Continued)

17.1 Cessna Citation XLS Limited Warranty (Limited Warranty)

Cessna Aircraft Company (Cessna) expressly warrants each new Citation XLS Aircraft (exclusive of engines and engine accessories supplied by P&WC and APU and APU accessories supplied by Honeywell, both of which are covered by their individual and separate warranties), including factory-installed avionics and other factory-installed equipment to be free from defects in material and workmanship under normal use and service to the first user for the following periods after delivery:

- (a) five years or 5,000 operating hours, whichever occurs first, for Aircraft component parts manufactured by Cessna, except avionics;
- (b) five years or 5,000 operating hours, whichever occurs first, for standard Honeywell avionics;
- (c) two years for all other standard avionics ; and
- (d) one year for interior furnishing, exterior paint, all Special Equipment Request (SER'S), optional avionics and all vendor items including engine or APU accessories supplied by Cessna unless otherwise stated in the Optional Equipment Selection Guide.

Any remaining period of this Limited Warranty is transferable to subsequent Aircraft purchasers for the remaining term specified.

Cessna's obligation under this Limited Warranty is limited to repairing or replacing, at its sole option, any part or parts which within the applicable warranty period are returned at the owner's expense to the facility where the replacement part was purchased with completed claim information and which are found defective by Cessna. (Replacement parts must be procured through Citation Parts Distribution or any Cessna-authorized Citation Service Facility and are only warranted for the remainder of the applicable original aircraft warranty period. A new warranty period is not established for replacement parts.) The repair or replacement of defective parts under this Limited Warranty will be made by or through any Cessna or Cessna-authorized Citation Service Facility without charge for parts or labor for removal, installation and/or actual repair. All import duties, customs brokerage charges, sales taxes and use taxes, if any, on such warranty repairs or replacement parts are the warranty recipient's sole responsibility. (Location of Cessna and Cessna-authorized Citation Service

Facilities will be furnished by Cessna upon request.)

This Limited Warranty applies to only items detailed herein which have been used, maintained, and operated in accordance with Cessna and other applicable manuals, bulletins, and other written instructions. However, this Limited Warranty does not apply to items that have been subjected to misuse, abuse, negligence, or accident; to items that have been installed, repaired, or altered by repair facilities not authorized by Cessna; or to items that, in the sole judgment of Cessna, have been installed, repaired, or altered by other than Cessna-owned service facilities contrary to applicable manuals, bulletins, and/or other written instructions provided by Cessna so that the performance, stability, or reliability of such items are adversely affected. Limited Warranty does not apply to normal maintenance services (such as engine adjustments, cleaning, control rigging, brake and other mechanical adjustments, and maintenance inspections); or to the replacement of service items (such as brake linings, lights, filters, de-ice boots, hoses, belts, tires, and rubber-like items); or to normal deterioration of appurtenances (such as paint, cabinetry, and upholstery) or structural components due to wear and exposure.

WITH THE EXCEPTION OF THE WARRANTY OF TITLE AND TO THE EXTENT ALLOWED BY APPLICABLE LAW, THIS LIMITED WARRANTY IS EXPRESSLY IN LIEU OF ANY OTHER WARRANTIES, EXPRESSED OR IMPLIED, IN FACT OR BY LAW, APPLICABLE TO THE AIRCRAFT. CESSNA SPECIFICALLY DISCLAIMS AND EXCLUDES ALL OTHER WARRANTIES, INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. THE AFOREMENTIONED REMEDIES OF REPAIR OR REPLACEMENT ARE THE ONLY REMEDIES UNDER THIS LIMITED WARRANTY. CESSNA EXPRESSLY AND SPECIFICALLY DISCLAIMS ALL OTHER REMEDIES, OBLIGATIONS, AND LIABILITIES, INCLUDING, BUT NOT LIMITED TO, LOSS OF AIRCRAFT USE, LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS, LOSS OF PROFITS, LOSS OF GOODWILL, AND ANY AND ALL OTHER CONSEQUENTIAL AND INCIDENTAL DAMAGES. CESSNA NEITHER ASSUMES NOR AUTHORIZES ANYONE ELSE TO ASSUME ON ITS BEHALF ANY FURTHER OBLIGATIONS OR LIABILITIES PERTAINING TO THE AIRCRAFT NOT CONTAINED IN THIS LIMITED WARRANTY.

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17. LIMITED WARRANTIES (Continued)

17.2 New Engine Warranty

The following is an outline of the P&WC warranty for new PW545B engines.

P&WC warrants that at the time of delivery all parts of a new engine comply with the relevant specification and are free from defects in material or workmanship.

This warranty shall take effect immediately upon acceptance of the engine by the operator, either installed in an aircraft or delivered as a spare, and shall remain in force until the expiration of 5 years or the completion of 2,500 operating hours, whichever occurs first. Notice of warranty defect must be provided to P&WC within 30 days of the occurrence, and P&WC reserves the right to refuse any warranty claim received more than 180 days after the removal from operation of any engine or engine part.

Application

This warranty is applicable only to engines operated on non-military aircraft used for commercial, corporate, or private transportation service.

Coverage

P&WC will repair or replace any parts found to be defective (including resultant damage to the engine) during the warranty period. Replacement parts may be new parts or serviceable parts. P&WC will pay reasonable engine removal and reinstallation costs and transportation costs (excluding insurance, duties and taxes) to and from a facility designated by P&WC warranty administration.

Extended Coverage

After expiration of the new engine warranty, P&WC will provide commercial support to assist an operator in the event of extensive damage to an engine resulting from a chargeable defect. This maximum event cost will be based on total engine hours and cycles run since new, or since last overhaul, adjusted for engine age, as well as environmental and operating conditions. P&WC reserves the right to cancel or change this extended coverage at any time.

Operator's Responsibilities

The operator is responsible for operating and maintaining the engine in accordance with P&WC's manuals and

recommendations. All repairs to the engines must be carried out at a facility designated by P&WC warranty administration. P&WC shall not be responsible for defects or damages resulting from improper use, improper maintenance, normal wear and tear, accident or foreign object damage (FOD).

Limitations

This is the only warranty applicable to a new PW545B engine and is given and accepted in place of all other warranties or remedies express or implied including without limitation any warranties as to merchantability or fitness for purpose. In no event shall P&WC be responsible for incidental or consequential damages.

For complete information on how this warranty may apply to you, please write:

Manager, Warranty Administration
Pratt & Whitney Canada Corp.
1000 Marie-Victorin
Longueuil, Quebec J4G-1A1
Canada

17.3 Summary of Honeywell APU Warranty:

New APU Warranty:

The following is an outline of the Honeywell warranty for the new RE100(XL) APU.

Each RE100(XL) APU sold for installation as original equipment on new aircraft will, at the time of delivery, be free from defects in material and workmanship and shall conform to the applicable specifications. Warranty shall expire 5 years from date of shipment to Owner or 2,500 APU operating hours, whichever first occurs.

The above APU warranty outline is provided as a general description only; specific terms and conditions are available through Honeywell (Engines, Systems & Services Division) or Cessna.

For complete information on how this warranty may apply and for more complete warranty details, please write to:

Honeywell Engines
Post Office Box 29003
Phoenix, Arizona, 85038-9003

18. CITATION XLS CREW TRAINING AGREEMENT

Training for one (1) Citation XLS crew will be furnished to First Retail Purchaser (hereinafter called the "Purchaser"), subject to the following:

1. A crew shall consist of up to two (2) licensed pilots with current private or commercial, instrument and multi-engine ratings and a minimum of 1,000 hours total airplane pilot time and up to two (2) mechanics with A&P licenses or equivalent experience.
 2. Training shall be conducted by Cessna or by its designated training organization.
 - a. A simulator shall be utilized which is FAA certified to provide training for the CE-560XL FAA type rating.
 - b. In lieu of a model specific simulator, training will be provided in the most appropriate type simulator available capable of accomplishing the FAA type rating, with differences training provided.
 - c. Additional training as requested by the customer, shall be conducted in the customer's aircraft.
 - d. Location of training to be Wichita, Kansas, unless mutually agreed otherwise. The organization conducting the training is hereinafter called the "Trainer."
 3. Training furnished shall consist of the following:
 - a. Flight training to flight proficiency in accordance with Trainer's standards aimed toward type certification of two (2) Captains under applicable Federal Air Regulations not to exceed five (5) total hours for the two (2) pilots.
 - b. Flight simulation training to simulator proficiency in accordance with Trainer's standards but not to exceed thirty (30) total hours for both pilots.
 - c. Ground School training for each pilot and classroom instruction for each mechanic in accordance with Trainer's standards.
 4. Purchaser shall be responsible for:
 - a. Transportation of crew to and from training site and for living expenses during training.
 - b. Providing an interpreter during the course of training for any of Purchaser's crew not conversant with the English language.
 - c. Payment to Trainer for additional simulator or flight training beyond that required to attain proficiency in accordance with Trainer's standards for the course in which the pilot is enrolled.
 - d. All aircraft for flight training as well as all landing fees, fuel costs, aircraft maintenance and insurance and all other direct costs of operation, including applicable taxes required in connection with the operation of said aircraft during such flight training.
 - e. Extra charges, if any, for scheduling pilots in separate training classes.
 - f. Reimbursing to Cessna the retail rate for training in the event of training before actual sale/delivery, if sale/delivery is cancelled.
5. Seller or Trainer shall schedule all training, furnish Purchaser schedules of training and endeavor to schedule training at a convenient time for Purchaser. A cancellation fee will be paid by Purchaser if crew fails to appear for scheduled training, except for reasons beyond its reasonable control, unless Purchaser gives Seller written notice of cancellation received at Wichita, Kansas, at least seven (7) days prior to scheduled training. In the event of such cancellation Seller shall reschedule training for the next available class.
 6. Neither Seller nor Trainer shall be responsible for the competency of Purchaser's crew during and after training. Trainer will make the same efforts to qualify Purchaser's crew as it makes in training of other Citation XLS crews; however, Seller and Trainer cannot guarantee Purchaser's crew shall qualify for any license, certificate or rating.
 7. Neither Seller nor Trainer shall be responsible for any delay in providing training due to causes beyond its or their reasonable control.
 8. All Training furnished to Purchaser under the Agreement will be scheduled to commence no earlier than three (3) months prior to delivery and will be completed within twelve (12) months after delivery of the Aircraft unless mutually agreed otherwise.

Signature of the Purchaser to the Purchase Agreement to which this Training Agreement is attached as a part of the Specification and Description shall constitute acceptance by Purchaser of the foregoing terms and conditions relative to training to be furnished by Seller. Purchaser agrees that Seller can provide Purchaser's name and address to the training organization for the purpose of coordinating training.

