

CITATION ENCORE+



Specification & Description

July 2008
Units 560-0803 to TBD

SPECIFICATION AND DESCRIPTION

UNITS 560-0803 TO TBD

JULY 2008

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

July 2008

INTRODUCTION

Advanced Fully Integrated Avionics for the Citation Encore+

Combining the latest technology sensors and displays in an integrated package that is both smaller and lighter than traditional avionics, the Collins Pro Line 21 suite for the Encore+ is a true breakthrough in flight deck efficiency and pilot workload reduction. It integrates pilot information into intuitive, easy to interpret new formats with safety enhancing reversion capability.

At the heart of all the advancements found in the Pro Line 21 system are the Pro Line 21 radios and the new Collins File Server Unit (FSU). The FSU serves as a portal for software and database uploads, allowing new capabilities to be added as airspace requirements and technology evolve. The net result is a flexible, cost-effective, reusable architecture with inherent growth capability and true software mobility. Maximizing the system's high-performance, partitioned processing capabilities, Ethernet interfaces and active matrix liquid crystal display (AMLCD) flight displays, the FSU integrates with this new technology to provide enhancements such as Integrated Flight Information System (IFIS) with functionalities including electronic charting, graphical weather and enhanced mapping for the flight deck.

All primary flight, navigation, engine and sensor data is graphically presented on the system's three large liquid crystal displays for easy scanning and integration. Standard pilot and copilot primary flight displays (PFDs) are teamed with an enhanced central multi-function display (MFD), Collins FMS-3000 Flight Management System and dual radio-tuning units (RTUs) to streamline and automate input functions. This helps to ensure more eyes-up time at the controls, giving pilots a better overall view of their real-time flight situation.

There's never been a system this capable--or futuristic--in this category of aircraft. But then, offering exceptional value is what Cessna and the Citation Encore+ are all about.

This document is published for the purpose of providing general information for the evaluation of the design, performance, and equipment of the Cessna Citation Encore+, Units 560-0803 to TBD. This document supersedes all previous Specification and Description documents and describes only the Cessna Citation Encore+ Model 560, 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, Halon 1301, and also R-134A. Furthermore, the product was 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 _____ **560**

1. GENERAL DESCRIPTION

The Cessna Citation Encore+ 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 11 passengers (eight is standard). An interior configuration of ten or more passenger seats is not available for 14 CFR Part 135 operations. Two FADEC controlled Pratt & Whitney Canada (P&WC) PW535B turbofan engines are pylon-mounted on the rear fuselage. Fuel stored in the wings offers generous range for missions typical of this class aircraft. Space for baggage is provided in the nose and tailcone with additional space available in the cabin.

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.

1.2 Approximate Dimensions

Overall Height	15 ft 2 in (4.62 m)
Overall Length	48 ft 11 in (14.91 m)
Overall Width	54 ft 9 in (16.69 m)

Wing

Span (does not include tip lights)	54 ft 1 in (16.48 m)
Area	322.3 ft ² (29.94 m ²)
Sweepback (at 35% chord)	0 degrees

Horizontal Tail

Span (overall)	21 ft 6 in (6.55 m)
Area	84.8 ft ² (7.88 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)	57 in (1.45 m)
Width (trim to trim)	58 in (1.47 m)
Length (forward pressure bulkhead to aft pressure bulkhead)	22 ft 4 in (6.81 m)

Landing Gear

Tread (main to main)	13 ft 4 in (4.06 m)
Wheelbase (nose to main)	20 ft 1 in (6.12 m)

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

1.1 Certification

The Model 560 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. The Citation Encore+ is compliant with all RVSM certification requirements. (Note: specific approval is required for operation within RVSM airspace; Cessna offers a no-charge service to assist with this process.) Steep approach is standard.

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.

1. GENERAL DESCRIPTION (Continued)

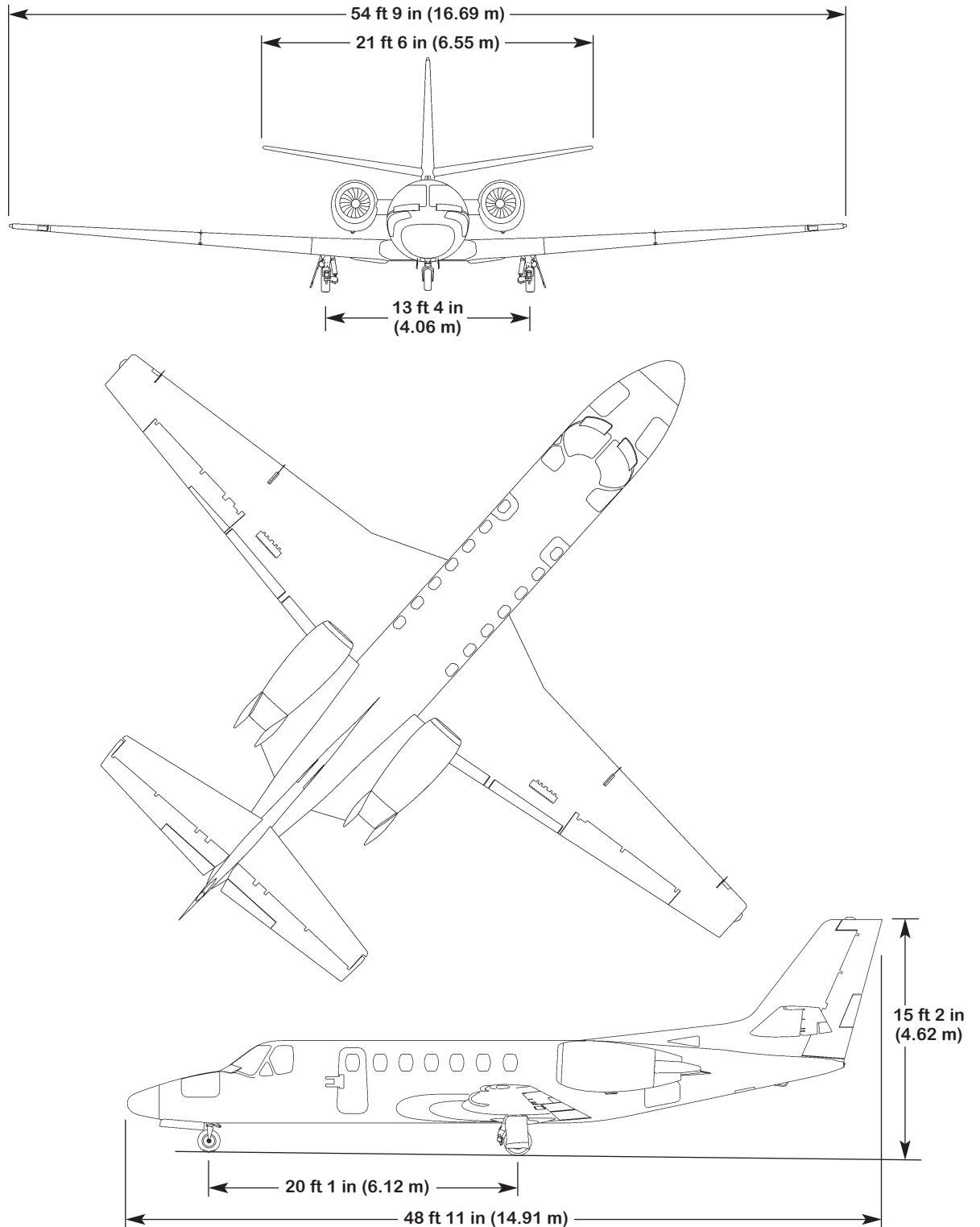


FIGURE I — CITATION ENCORE+ EXTERIOR DIMENSIONS

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1. GENERAL DESCRIPTION (Continued)

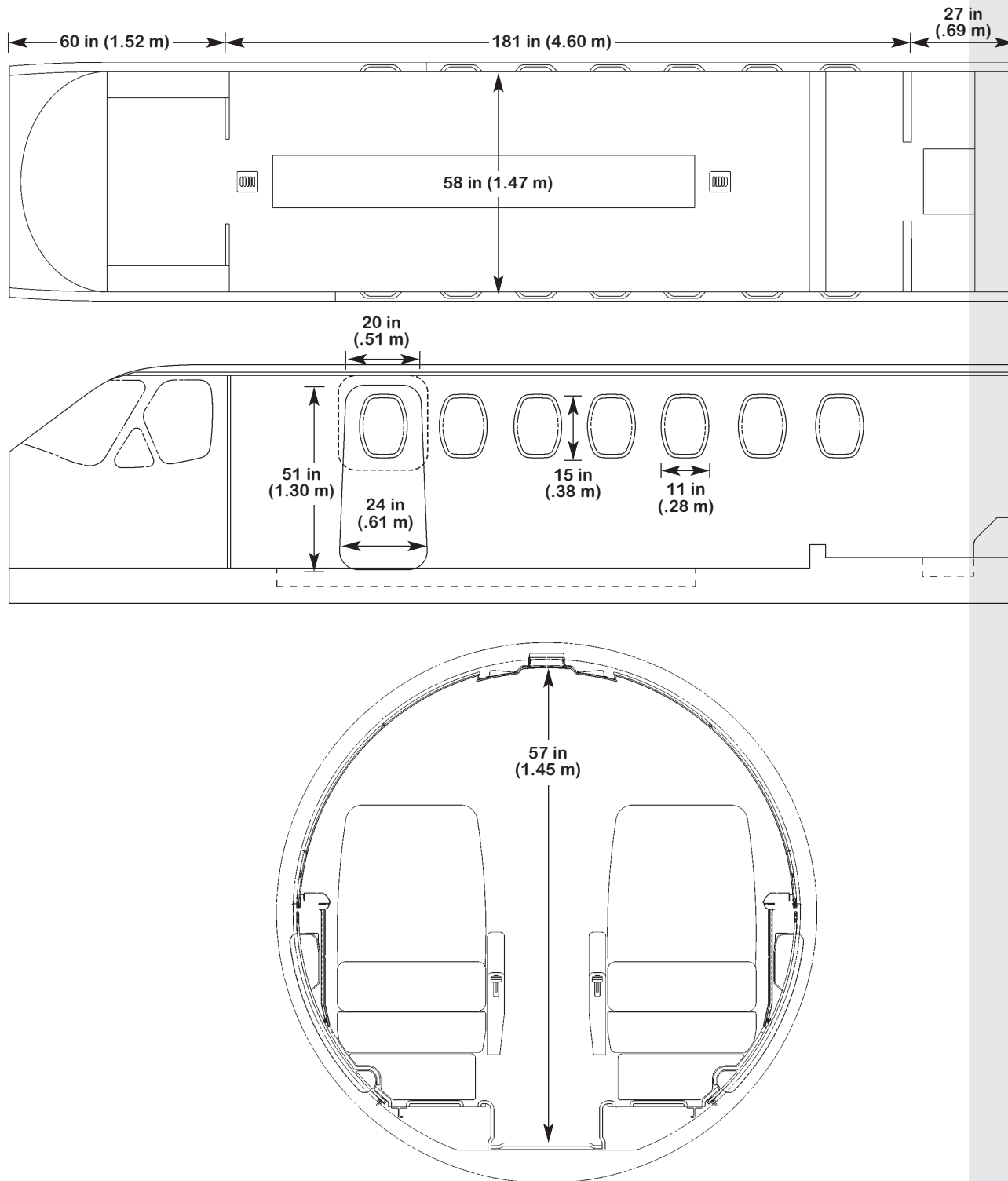


FIGURE II — CITATION ENCORE+ INTERIOR DIMENSIONS

1. GENERAL DESCRIPTION (Continued)

1.3 Design Weights and Capacities

Maximum Ramp Weight	17,030 lb (7,725 kg)
Maximum Take Off Weight	16,830 lb (7,634 kg)
Maximum Landing Weight	15,200 lb (6,895 kg)
Maximum Zero Fuel Weight	12,600 lb (5,715 kg)
Standard Empty Weight *	10,020 lb (4,545 kg)
Useful Load	7,010 lb (3,189 kg)
Fuel Capacity (useable) at 6.70 lb/gal	5,400 lb (2,449 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 (ISA) 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	3,520 ft (1,073 m)
(Maximum Takeoff Weight, Sea Level, ISA, Balanced Field Length per Part 25, 15° Flaps)	
Climb Performance	27 min to 45,000 ft (13,716 m)
(Maximum Takeoff Weight, from Sea Level, ISA)	
Maximum Altitude	45,000 ft (13,716 m)
Maximum Cruise Speed (± 3%)	428 KTAS (793 km/hr or 493 mph)
(Mid-Cruise Weight, 35,000 ft (10,688 m), ISA)	
NBAA IFR Range (100 nm alternate) (± 4%)	1,780 nm (3,260 km or 2,025 mi)
(Maximum Takeoff Weight, Full Fuel, Optimal Climb and Descent, Maximum Cruise Thrust at 45,000 feet)	
Landing Runway Length	2,770 ft (844 m)
(Maximum Landing Weight, Sea Level, ISA, per Part 25)	
Certificated Noise Levels	
Takeoff	71.5 EPNdB
Sideline	89.6 EPNdB
Approach	90.7 EPNdB

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3. STRUCTURAL DESIGN CRITERIA

The Citation Encore+ 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 the primary structure. The structure supports a nominal maximum cabin pressure differential of 8.9 psi (.61 bar).

Limit Speeds

V_{MO} at Sea Level to 8,000 ft (2,438 m)	262 KIAS (485 km/hr, 302 mph)
V_{MO} at 8,000 ft (2,438 m) to 28,900 ft (8,809 m)	292 KIAS (541 km/hr, 336 mph)
M_{MO} at 28,900 ft (8,809 m) and above	M 0.755 (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 (370 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

The Model 560 fuselage has a constant circular cross section. A dropped aisle extends from behind the cockpit to the aft row of seats. The keyed cabin door is located on the forward left-hand side of the fuselage. It has 12 locking pins and two pressure seals and is hinged forward with a folding three-step airstair mounted just inside the entrance. A plug-type emergency exit is located on the right-hand side of the cabin directly across from the main cabin door. The windshields are designed to meet bird resistance requirements of 14 CFR Part 25. An openable side window is provided for the pilot. Framing assemblies surround the main door opening, emergency exit, and windshield to provide structural continuity.

The nose section includes a generous baggage compartment from which the avionics bay and windshield alcohol supply are accessible. Behind the composite radome is the high-resolution weather radar antenna and processor.

The aft fuselage houses the major components of the environmental, oxygen, hydraulic, electrical distribution, flight control, and engine fire extinguishing systems. A baggage compartment with a ski tube extension is also located in the tailcone. External access to both the equipment and the baggage area is provided through a keyed baggage door on the lower left-hand side of the aft fuselage.

5. WING

The Citation Encore+'s straight wing design incorporates fail-safe technology. The wing structure has a two-cell torque box formed by spars, stringers, ribs and skin. The main spar carry-through consists of two halves joined together. Either section is capable of carrying the fail-safe loads. The main spar is located at 35% chord and the rear spar is at 65% chord. Four degrees dihedral contributes to lateral stability. Integral fuel tanks are located in each wing forward of the aft spar and in the wing/fuselage fairing forward of the main spar.

Control surfaces on the wing include outboard ailerons, two flap sections per side, and upper and lower surface speed brakes. The left-hand aileron incorporates a trim tab. Aileron, flap and speed brake gaps are sealed to reduce drag. Graphite composite materials are utilized for the ailerons and flaps. The wing tips include LED navigation lights, LED anti-collision strobe lights, and flush mounted LED recognition/landing lights. The wing leading edges are anti-iced using engine bleed air.

6. EMPENNAGE

The empennage consists of a vertical stabilizer, horizontal stabilizers 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 refrigeration unit heat exchangers, windshield bleed air heat exchanger, and for use in cabin ventilation in the event of a failure of the air conditioning system. The horizontal

stabilizer incorporates a nine-degree dihedral for minimum sonic fatigue and thrust effects and is de-iced using pneumatic high speed boots. Control surfaces include two elevators with a trim tab on each and a rudder with a servo/trim tab. A red LED flashing beacon is provided at the top of the rudder horn. Tail flood lights in the horizontal stabilizer illuminate the vertical.

7. LANDING GEAR

The Citation Encore+ landing gear retraction system is electrically controlled and hydraulically actuated. The main landing gear is a trailing link design using a single wheel and tire assembly and an air over oil strut. The main gear retracts inboard into the wing. When retracted, the main gear strut is covered by a door while the tire remains exposed. Mechanical uplocks are used to hold the gear in the retracted position.

The nose gear uses a single wheel, chined tire assembly and an oil over air strut. The nose gear retracts forward into the fuselage and, when retracted, is enclosed by three doors. Two of these doors close with the gear fully extended while the rear door remains open to clear the strut. The nose gear is mechanically steered by the rudder pedals to 20 degrees either side of center. For ground handling, maximum deflection of the nose wheel is 95 degrees either side of center.

The landing gear may be extended at speeds up to 250 knots and retracted at speeds up to 200 knots. One cycle

takes less than six seconds. Maximum speed with the gear extended is 250 knots. A warning horn will sound at airspeeds below approximately 150 knots with the landing gear retracted and either throttle retarded to an approach power setting. Emergency gear extension is accomplished by manual release of the uplocks for free-fall followed by use of the pneumatic blow-down system.

Multiple disc anti-skid brakes are installed on the main gear wheels. They are hydraulically powered and actuated by toe pressure on the rudder pedals. Anti-skid protection is available at speeds above approximately 12 knots. An electrically driven hydraulic pump charges an accumulator to supply the pressure needed by the brake and anti-skid systems. The pump is always off when the gear is up. The pneumatic bottle for gear blow-down also serves as backup to the power brakes, however, if used, anti-skid protection is unavailable.

8. POWERPLANTS

Two Pratt & Whitney Canada PW535B turbofan engines are installed on the Encore+, one on each side of the rear fuselage in easily accessible nacelles. This engine produces 3,400 pounds (15.12 kN) of static takeoff thrust at sea level, up to 81° F (27° C). Featuring a high efficiency exhaust nozzle, the PW535B has a bypass ratio of 2.55 to 1. Major maintenance intervals are 2,500 hours for hot section inspection and 5,000 hours for overhaul.

Dual channel Full Authority Digital Engine Controls (FADECs) provide automation and efficiency in engine management. Detents in the throttle quadrant for take-off (TO), climb (CLB), and high speed cruise (CRU) give pilots the optimal power settings for each phase of flight based on ambient conditions. The system also provides time-limited dispatch (TLD), diagnostics,

engine synchronization and an Engine Event button, to record engine data for maintenance and troubleshooting.

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.

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9. SYSTEMS

9.1 Flight Controls

Dual flight controls are provided consisting of control wheel columns, adjustable rudder pedals, brakes, and mechanical nose wheel steering. Pushrod, bellcrank, sector, and cable systems are used to actuate the rudder, elevator, and ailerons. Corrosion resistant stainless steel cables are used in all primary and secondary systems. The ailerons and flaps are constructed of composite materials. An integral control lock is provided for the ailerons, elevators, rudder and throttles.

Trim wheels installed on the pedestal control mechanical trim tabs on the left aileron, the elevators, and a servo/trim tab on the rudder. The elevator trim also has an electric actuator controlled by split switches on each pilots' control wheel. A yaw damper system in the tail works with the autopilot to augment stability at high altitudes; however, it's not required for dispatch.

The flaps are Fowler-type and consist of two panels on each wing that are electrically controlled and hydraulically actuated. The system includes a flap lever and a position indicator on the pedestal. Positioning is available with detents at 7, 15, and 35 degrees (takeoff, takeoff/approach, and landing).

Speed brakes are installed on the upper and lower surfaces of each wing and may be extended in flight at any speed. The speed brakes are electrically activated by a guarded switch located on the throttle quadrant and hydraulically deployed. They will automatically retract anytime either engine's N_2 speed is 85% or greater.

9.2 Fuel System

The Encore+ has two integral fuel tanks, one per wing, providing a total of 5,400 pounds (2,449 kg) of usable fuel. System operation is fully automatic throughout the normal flight profile with each engine receiving fuel from its respective wing tank. Fuel is heated through an oil heat exchanger and anti-ice additive is not required.

One electric boost pump in each tank sump delivers fuel during engine start, crossfeed, and as activated by low fuel pressure. Each engine has an engine driven fuel pump and a fuel metering unit (FMU) controlled by the respective FADEC to deliver high pressure fuel to the engine. Some of that high pressure fuel from the FMU is routed back to a motive flow ejector pump in each fuel tank sump to generate the low pressure fuel supply required by the engine driven pump and by the three motive flow scavenge

pumps per tank located near each sump. A vented surge tank is integrated near each wing tip.

Fuel level signals are transmitted by six active capacitance probes per wing and a temperature probe to a signal conditioner for accurate quantity indications which are shown on the multi-function display. Refueling is accomplished through over wing filler ports with flush mounted locking caps, or through the single point refueling system. The single point refueling system incorporates a standard fueling receptacle below the right engine pylon, capable of refueling the aircraft at a rate of 150 gpm (567 lpm) at a refuel pressure of 50 psig (3.45 bar). The system can also be used to defuel one or both fuel tanks.

9.3 Hydraulic System

An open center hydraulic system operates the landing gear, flaps, speed brakes and thrust reversers. Pressure is supplied by two positive displacement, engine-driven pumps. Either pump can supply enough pressure to operate the system. When activated, the system pressurizes to 1,500 psi (103.4 bar). Ports are provided for servicing with a hydraulic service cart. A separate hydraulic system is used for the power brake / anti-skid system. An electric motor drives a hydraulic pump to charge an accumulator for this system. Approved hydraulic fluids include Skydrol and Hyjet. Flare-type fittings and flex-hoses are used throughout the system.

9.4 Electrical System

The Encore+ electrical power generation and distribution system features traditional parallel bus architecture designed to provide 600 amperes at 28 volts DC from two engine driven 300 ampere starter/generators. One 44 ampere-hour nickel cadmium battery is used for initial engine starts and serves as a limited backup to the generators. Each generator is connected to a remote generator control unit (GCU) in the tailcone. The two GCUs are connected to each other to allow proportionate load sharing. The system is designed so that essential equipment operation will not be interrupted in the event of a single power source or distribution system failure.

All system controls are located on the left-hand switch panel with gauges for system voltage and each generator's amperage. Left and right circuit breaker panels are positioned on the cockpit sidewall within easy reach of each pilot. A junction box is accessible through the aft baggage compartment. The battery, with quick disconnect, is located

9. SYSTEMS (Continued)

in the tailcone. An external power receptacle is provided below the left engine pylon.

Exterior LED lighting consists of one red flashing beacon, two anti-collision strobes, two wing inspection lights, navigation lights, two wing recognition/landing/taxi lights and the tail logo light system consisting of two external lights mounted on top of the horizontal stabilizer illuminating the vertical fin and one taxi light mounted on each main landing gear door.

A 500 watt inverter supplies 110 volt AC power to three outlets: one in the copilot's sidewall and two in the cabin.

9.5 Pressurization and Environmental System

The pressurization and air conditioning systems utilize engine bleed air to pressurize and air condition the cabin and defog the cabin and cockpit 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 controlled by a digital auto-schedule controller.

The pressurization system provides a 7,500 foot (2,286 m) cabin altitude at 45,000 feet, 8.9 psi (.61 bar) nominal maximum working pressure. Sea level cabin altitude can be maintained to 23,586 feet (7,189 m).

Air conditioning for the cabin is provided by routing 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 an overhead air duct and outlets, and underfloor and armrest air ducts. A separate cockpit and defog air distribution system is ducted forward through the underfloor from a booster blower in the aft cabin. A thermostat provides sensing for automatic temperature control. A refrigerant-type

(R134A) supplemental cooling system provides additional cooling up to 18,000 feet (5,486 m) altitude. Outlets are provided in the forward and aft cabin for conditioned air distribution.

A flow divider allows the crew to proportion the amount of air provided to the cockpit versus the cabin. A five position selector is provided for control of the flow divider.

9.6 Oxygen System

A 67 cubic foot (1.90 m³) oxygen bottle, located in the tailcone, is provided with a high pressure gauge and bottle-mounted pressure regulator. Quick-donning pressure demand masks with microphones are provided at each crew seat, while automatic dropout constant-flow oxygen masks are provided at each passenger seat and above the toilet. Oxygen flow to the cabin is controlled by a sequencing regulator valve for optimal passenger usage.

9.7 Ice and Rain Protection

Engine bleed air is used for anti-ice protection of the engine inlets, wings, and windshields. The pilot's windshield also utilizes a back-up alcohol anti-ice system. The horizontal stabilizer leading edges are fitted with pneumatic de-ice boots, inflated by engine bleed air (23 psi service air system). A timer manages the inflation cycle. The pitot tubes, static ports, and the AOA sensor are electrically anti-iced. Ice protection is not required for the vertical stabilizer and the pylon inlet ducts. Two windshield ice detection lights are mounted on the glareshield and wing inspection lights are positioned on each side of the fuselage to assist in the detection of ice buildup during night flights.

Windshield rain removal is accomplished with engine bleed air during normal operations and by mechanically actuated rain doors to provide deflected airflow in heavy rain.

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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. A stick shaker is provided on the left-hand column. The crew seats are fully adjustable and include five-point restraint harnesses. The emergency oxygen system provides two EROS MC10 Classic pressure demand masks for the crew members.

Electroluminescent panels, instrument floodlights, and blue-white background lighting illuminate 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 secondary flight display of altitude and airspeed.

10.2 Instrument and Control Panels

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

- Digital Clock
- Angle of Attack Indicator
- Pilot's Digital Audio Control Panel
- Master Warning / Master Caution Lights
- Flight Director Mode Select Panel
- FADEC Switches and Indicators
- Primary Flight Display
- Display Control Panel
- DC Voltmeter (Selectable to Generators or Battery)
- Left and Right Generator Load Ammeters
- Rotary Test Switch
- Electrical Power Control
- Avionics Power Control
- Fuel Transfer Control
- Engine Start and Ignition Control
- Anti-Ice / De-Ice Controls
- Pilot's AHRS Control
- Exterior Lights Control
- Cockpit and Instrument Lighting Controls
- Landing / Recognition / Taxi Light Controls
- Pulse Light Switches

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

- Flight Director Mode Select Panel
- Master Warning / Master Caution Lights
- Display Control Panel
- Primary Flight Display
- Course Knob Panel
- Copilot's AHRS and Flight Deck Lighting Controls
- Windshield Bleed Controls
- Digital Clock

- Flight Hour Meter
- Copilot's Digital Audio Control Panel
- Cockpit Voice Recorder (CVR) Control Panel
- Oxygen Pressure Indicator
- Battery Temperature Gauge
- Cabin Temperature Gauge
- ELT Remote Switch

C. Installed on Center Panel:

- TAWS Switches and Annunciators
- Avionics Dispatch Switch
- Cockpit Speaker Mute Switch
- Electronic Standby Flight Display
- Standby Engine Display with N₁, N₂, ITT
- Radio Tuning Unit #1 with Integrated EHSI
- Radio Tuning Unit #2
- Garmin GPS 500W FMS
- Multi-Function Display
- Landing Gear Control and LED Indicators

D. Installed on Environmental Control Panel:

- Cabin Altitude and Differential Pressure Indicator
- Cabin Pressurization System Controller with Digital Cabin Rate of Climb
- Cabin Bleed Air Source Selection Control
- Manual Pressure Control
- Emergency Cabin Pressure Dump Control
- Supplemental Cooling (R134A Refrigerant) Control
- Cabin Temperature Controls
- Cabin/Cockpit Flow Divider Control
- Engine Ground Idle Switch

E. Installed on Pedestal:

- Engine Power Levers
- Flap Control
- Flap Position Indicator
- Speed Brake Control
- Engine Synchronizer Switch
- Collins FMS-3000 Control Display Unit (CDU)
- Remote Course, Altitude, Heading Control
- Cursor Control Panel
- Autopilot Panel
- Elevator Trim Control and Indicator
- Aileron Trim Control and Indicator
- Rudder Trim Control and Indicator
- Maintenance Diagnostic System Download Port

F. Instrument / Warning Systems:

- Annunciator Panel Coupled to Master Warning / Master Caution System
- Engine Fire Warning System
- Battery Temperature Overheat System
- Windshield Air Overheat System
- Autopilot Off Warning

10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

- Autopilot Trim Warning (on EFIS and Autopilot Controller)
- Overspeed Warning
- Comparator Warning (on EFIS)
- Altitude Deviation Warning
- Decision Height Warning
- Stall Warning System (Stick Shaker)
- Thrust Reverser Annunciator and Emergency Stow
- Landing Gear Warning

Engine fire control switches are located on the fire control panel in the center section of the instrument glareshield. 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 Encore+ standard avionics suite as referred to in Section 17, Limited Warranties.

A. Electronic Flight Displays

The Collins Pro Line 21 Avionics System is an integrated Flight Director/Autopilot and EFIS system utilizing three 8 x 10 inch (20 x 25 cm) color, Active Matrix Liquid Crystal Displays (AMLCD). The Primary Flight Displays (PFDs) are located on the pilot's and copilot's panel with an Enhanced Multi-Function Display (MFD) on the center panel. All displays are capable of providing compass, radar information, and engine parameters in reversion mode.

Dual Display Control Panels (DCP) and a Course Heading Panel (CHP), in conjunction with bezel-mounted switches, are the primary pilot interfaces with the PFDs. The DCPs provide dedicated controls for BARO setting, map range, and radar antenna tilt. The CHP (in the pedestal) provides the means to control selected course, selected heading, and pre-selected altitude. An additional course selector knob is located on the copilot's panel.

Each PFD displays an edge to edge attitude display graphic with respect to an aircraft symbol, and incorporates a single cue flight director command bar presentation. Dual digital air data computers supply information to the PFDs for presentation of altitude, airspeed, and vertical speed. Altimeter settings may be displayed in either inches or hectopascals and altitude in either feet or meters. Dual attitude heading reference systems supply attitude and magnetic heading information.

The PFDs display either a full compass rose, a partial compass arc, or a present position map format (PPOS). Situational awareness presentations (weather detection,

TAWS and TCAS) may be overlaid on either the arc or PPOS map formats for both the PFDs and the MFD. The PFDs also display lateral navigation information in conjunction with the bearings and compass information. Temperatures (TAS, RAT, SAT and ISA deviation) are displayed at the bottom of each PFD. Various annunciations are presented for autopilot/flight director, display, vertical deviation, and distance.

The MFD has enhanced capabilities and is able to display a variety of graphical information. Engine parameters will be displayed at the top of the MFD, including N_1 , N_1 reference, thrust mode, ITT, ignition selected annunciation, N_2 , oil temp, oil pressure, fuel quantity, fuel flow and fuel temperature. Below the engine display is a window which may display extended FMS data or an integrated electronic checklist. The lower portion of the MFD displays navigation information in either a full compass rose, partial compass arc, PPOS map format or a planning map format. When charts are selected for display, the two lower sections of the MFD are merged to display charts only.

B. Flight Guidance System

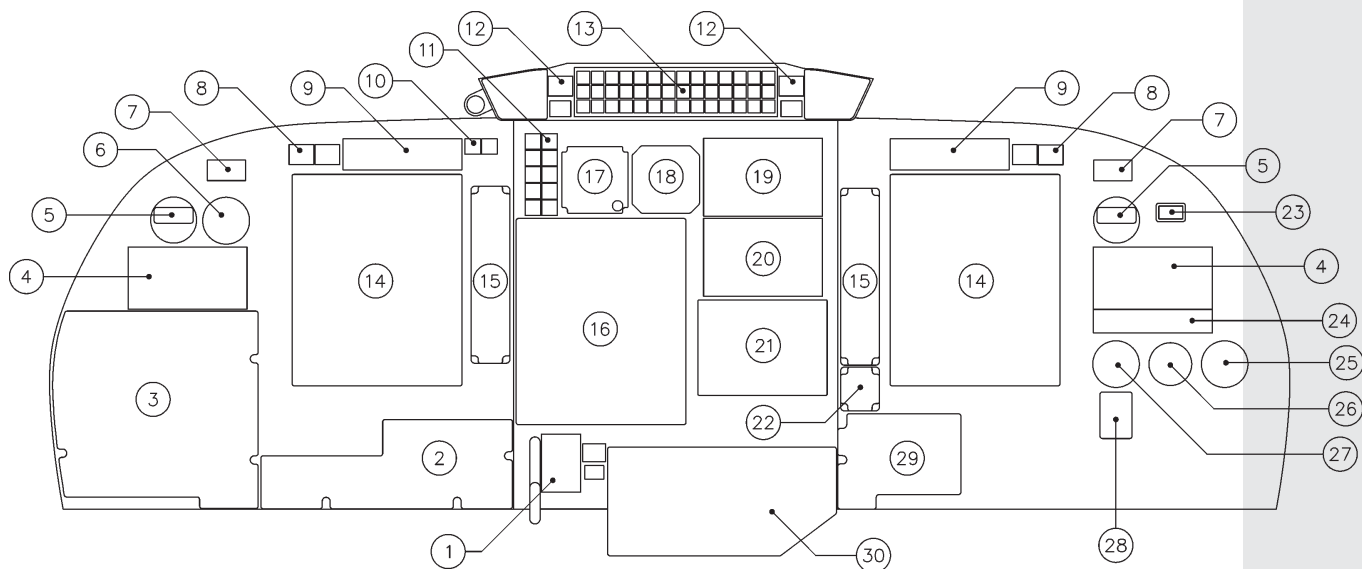
The integrated Collins Pro Line 21 Flight Guidance System (FGS) consists of dual flight guidance computers and a single, three-axis autopilot. Flight director modes consist of selected heading, lateral navigation capture and track, Go Around (GA) attitude, altitude hold, preselected altitude capture and track, vertical speed, IAS or Mach hold, and vertical navigation capture and track. In the absence of a vertical or lateral selected mode, the system will maintain pitch or roll attitude. Mode references can be synchronized to current aircraft parameters with a control wheel mounted SYNC switch. Flight director commands from either the pilot's or copilot's side may be coupled to the autopilot/yaw damper system, which consists of three electric servos in the primary flight control system along with an integral automatic or manual pitch trim system.

C. Attitude Heading Reference System (AHRS)

Dual Collins AHC-3000 solid-state Attitude/Heading Computers independently supply attitude and heading information to the EFIS and flight guidance system. Either AHC may be selected for display on each PFD via a cockpit switch. The heading reference may be slaved to a magnetic flux detector or may be operated in the free-gyro mode.

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10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)



- | | |
|--|--|
| 1. Landing Gear Panel | 18. Standby Engine Display with N_1 , N_2 , and ITT |
| 2. Pilot Switch Panel | 19. Radio Tuning Unit #1 (RTU) with Standby EHSI |
| 3. Electrical Switch Panel | 20. Radio Tuning Unit #2 (RTU) |
| 4. Audio Control Panel | 21. Garmin GPS 500W Flight Management System |
| 5. Digital Clock | 22. Copilot Course Knob Panel |
| 6. Angle of Attack Indicator | 23. Flight Hour Meter |
| 7. Radio Call Placard | 24. Cockpit Voice Recorder (CVR) Control Panel |
| 8. Master Caution / Warning Annunciators | 25. Cabin Temperature Indicator |
| 9. Flight Director Mode Select Panel | 26. Battery Temperature Indicator |
| 10. FADEC Fault Reset Switches | 27. Oxygen Pressure Indicator |
| 11. TAWS Switches, Avionics Dispatch Switch, Cockpit Speaker Mute Switch, and Annunciators | 28. Emergency Locator Transmitter (ELT) Remote Switch |
| 12. Engine Fire Warning / Bottle Arm Switches | 29. Copilot Switch Panel |
| 13. Annunciator Panel | 30. Environmental Control Panel |
| 14. Primary Flight Display (PFD) | 31. Collins FMS-3000 Flight Management System Control Display Unit (CDU) |
| 15. Display Control Panel (DCP) | 32. Remote Course, Altitude, Heading Control Panel |
| 16. Multi-Function Display (MFD) | 33. Cursor Control Panel |
| 17. Electronic Standby Instrument System | 34. Autopilot Panel |

FIGURE III — CITATION ENCORE+ INSTRUMENT PANEL AND PEDESTAL LAYOUT

10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

D. Air Data Computer (ADC)

Dual Collins ADC-3000 digital air data computers independently supply altitude, airspeed, vertical speed and temperature information to each pilot's PFD. Pressure altitude information is supplied to each Mode-S transponder, as well as to the Collins FMS and FGS for vertical mode computations. In addition, a third ADC is dedicated to the Electronic Standby Instrument System.

E. Integrated Flight Information System (IFIS)

The Collins IFIS-5000 is integrated with the Collins FMS to provide a significant increase in situational awareness. The heart of the system is the Collins FSU-5010 File Server Unit. The FSU contains the storage, memory, and processing power to display Enhanced Map Overlays on the MFD using high speed Ethernet connections. The Cursor Control Panel allows pilots to place overlays on the Collins FMS navigation presentation such as worldwide political boundaries including state and national borders; geographical features such as lakes, rivers, and oceans; high and low enroute airways; and controlled, restricted, and prohibited airspace. In addition, the XM WX Satellite Weather Data Service (Broadcast Weather) and Jeppesen Electronic Charts are channeled through the IFIS and may be selected for display on the MFD. See respective descriptions in this section.

The IFIS Enhanced Map Overlay database is updated by subscription through Collins on a 28 day cycle and must be uploaded from the customer's laptop through the data port on the aft side of the pedestal. Inherent flexibility in the Collins IFIS allows for future expansion and/or upgrades to options currently available such as Interactive Graphical Weather and Flight Services.

F. Cursor Control Panel (CCP)

The Collins CCP-3000 is a control panel used in conjunction with the IFIS. It includes three Quick Access Keys, which allow rapid selection of pilot defined, pre-stored MFD formats. Other knobs and buttons support electronic checklist functions and menu functions for Enhanced Map Overlays, Broadcast Weather, and Electronic Charts.

G. Integrated Electronic Checklist

Capability for display of customer-defined electronic checklists is included on the MFD. Control of the checklists is through the integral Cursor Control Panel, installed in the pedestal. Windows compatible software is provided for customized generation of checklist text pages.

H. Electronic Charts

The worldwide Electronic Charts function allows high resolution Jeppesen SID, STAR, and Approach charts as well as airport taxi diagrams to display on the MFD. This IFIS-driven feature includes dynamic integration with the Collins FMS to allow the aircraft's present position to be shown on all geo-referenced charts. The ever-growing list of such charts includes all of the U.S. and many areas outside the U.S. Collins' Chartlink feature automatically loads the appropriate charts based on the flight plan data from the Collins FMS. Using the CCP, the pilot may zoom and pan a chart or map. The database must be updated by subscription on a 14 day cycle.

I. Collins Flight Management System (FMS)

The single Collins FMS-3000 combines the Wide Area Augmentation System (WAAS) enabled GPS-4000S to provide multiple waypoint navigation solutions blended from available GPS, VOR, and DME sources, suitable for enroute, terminal, and non-precision approach navigation. Both lateral and vertical modes may be displayed on the Flight Director and may be fully coupled to the autopilot. Airway flight planning, plain language identifiers and airport communication and navigation frequency lookup features are included. Present position referenced geopolitical, airspace, and major water boundaries as well as airways may be overlaid on any of the FMS map formats. Updated software adds Localizer Performance with Vertical Guidance (LPV) approach capability. The FMS-3000 keyboard provides an alternate tuning method for controlling the radio sensors and transponders. The FMS database requires updates by subscription through Collins on a 28 day cycle and must be uploaded from the customer's laptop through the data port on the aft side of the pedestal.

A performance database specific to the Citation Encore+ is included in the Collins FMS. It permits flight-planning calculations prior to departure based on predicted fuel burn. It also allows calculation of aircraft weight, V-speeds, and balanced field length based on specific runway conditions. V-speeds may be automatically posted on the airspeed tape.

Note: The above mentioned performance database will be available shortly after delivery of the first aircraft unit and will be provided at that time to Purchasers of all prior units.

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10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

J. Garmin Flight Management System (FMS)

The Garmin GPS 500W with high-contrast color LCD serves as a second, independent FMS using its own internal GPS sensor. The unit is coupled to the Pro Line 21 system, and tracks up to 12 GPS satellites. The GPS 500W displays a moving map of up to 20 user defined flight plans with overlaid natural and manmade features such as rivers, lakes, coastlines, cities, highways, and political boundaries. Advisory VNAV data is displayed as desired and the map view may be zoomed from one tenth to 3,000 nautical miles. Jeppesen's front-loading data card contains information pertaining to airports, nav aids, approaches, and departure and arrival routes as well as frequencies, runway data, and airspace including MOAs and their respective controlling agencies. Calculations for trip and fuel planning can be performed but require manual input of fuel quantity and flow. An emergency search feature shows the nearest 9 airports and nav aids. The GPS receiver is WAAS enabled, but the installation will not support WAAS LPV capability. Coupled VNAV approaches are not supported.

K. Global Positioning System (GPS)

The single Collins GPS-4000S is a WAAS enabled 12-channel receiver providing satellite-based position data for use by the Collins FMS-3000.

L. Radio Tuning Units (RTUs)

Two Collins Radio Tuning Units (RTU-4200 series) provide a dual interface for control of all radio sensors. Each center-panel mounted RTU provides logical tuning and management for each communication, navigation, DME, ADF (optional), and HF (optional) radio as well as all TCAS and transponder functions. Both feature non-volatile memory to retain all current and up to 20 preset frequencies for each radio and transponder. An intuitive menu structure minimizes pilot workload. The RTUs are integrated with the Collins FMS for automatic tuning of navigation frequencies enroute. Each individual radio unit is isolated to prevent interference in the event of a failure of one unit, while continuous fault monitoring records anomalies for ease of diagnosis and maintenance.

The upper RTU also serves as a standby electronic horizontal situation indicator (EHSI) and is automatically activated if main electrical power is lost. In that case, the aircraft's heading in full compass card format is displayed along with VOR, localizer, glideslope, and ADF (optional).

M. Terrestrial Navigation Receivers

Dual Collins NAV-4500 navigation receivers provide integrated ground-based navigation functions. Dual VOR, Localizer, Glideslope, and Marker Beacon receivers are standard. A single ADF receiver may be ordered as an option. Navigation information is displayed on both PFDs and the MFD. Tuning and management is accomplished through the RTUs or the FMS-3000 keyboard.

N. Distance Measuring Equipment (DME)

A single Collins DME-4000 provides the ability to monitor as many as three active DME stations simultaneously. This allows full time distance display of pilot-selected VHF nav aids, along with the enhancement of FMS position determination through the use of the non-displayed DME channel. Tuning and management is accomplished through the RTUs or the FMS-3000 keyboard.

O. Radio Altimeter

The Collins ALT-4000 Radio Altimeter system provides height above the terrain from 2,500 feet (762 m) to touch-down. This information is integrated with functions in the EFIS, TCAS, and TAWS and is presented on the PFDs.

P. VHF Communication Transceivers

The dual Collins VHF-4000 Transceivers provide a minimum of 16 watts power output and digital receiver and exciter technology, which will provide growth capability to support future VHF data link modes of operation. They are compliant with European 8.33 kHz spacing requirements. Tuning and management is accomplished through the RTUs or the FMS-3000 keyboard.

Q. Audio Control Panel

Dual Collins digital audio control panel amplifiers provide transmitter selection for microphone inputs and direct audio outputs from all receivers to either the speaker or headphones at each crew station. They feature independent crew sidetone adjustment.

R. Cockpit Speaker Mute Switch

A switch on the instrument panel allows the crew to mute all audio and aural warnings to the cockpit overhead speakers including TCAS and TAWS. (Note: This system may not be approved by some international regulation authorities, in which case, it may be disabled.)

10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

S. Transponders

Dual Collins TDR-94D Mode S Diversity solid-state transponders include Enhanced Surveillance and ADS-B out capability. Altitude reporting information is supplied from the digital ADCs. Each transponder is remotely mounted and tuned through the RTUs or FMS-3000 keyboard.

T. Traffic Collision Avoidance System (TCAS II)

The Collins TCAS II System (TTR-4000 with Change 7) is a Traffic Alert and Collision Avoidance System that identifies and displays potential and predicted collision threats. The system will provide appropriate aural and visual advisories to the flight crew. Traffic advisories are displayed on the Rose, ARC and MAP formats of the PFD and MFD. Resolution Advisories (RA) are displayed on the PFD only. Control of the TCAS modes is handled thru either of the two RTUs mounted in the center instrument panel. The TCAS range is selectable from the Display Control Panel (DCP).

U. Pulse Lights

Precise Flight's Pulselite 2401 system causes the taxi/recognition lights to cycle on and off to improve visibility to other aircraft and birds. A panel switch allows activation by the pilot. In addition, the system is interconnected to the TCAS II such that traffic advisories will automatically activate the pulse lights. A soft-start feature in the system increases lamp life.

V. Terrain Awareness Warning System (TAWS)

The Honeywell Mark VIII EGPWS display presentation is integrated with the Pro Line 21 EFIS. It provides visual and aural warning alerts for terrain avoidance. This Class A TAWS system incorporates six alert modes: Excessive Descent Rate, Excessive Terrain Closure Rate, Altitude Loss After Takeoff, Unsafe Terrain Clearance, Excessive Deviation Below Glideslope and Advisory Callouts. The system features symbology for obstacles, terrain threats, and potential impact point. The system provides aural advisories through the aircraft audio system, and visual advisories displayed on the integrated PFDs and the MFD. The Honeywell system uses an internal terrain database developed by Honeywell and Jeppesen and is updated as required through a data port in the avionics bay.

W. Weather Avoidance Radar

The Collins WXR-800 is a stabilized, single-unit, solid state, X-band color radar system. The depiction can be overlaid on the arc or present-position map displays on either the PFDs or MFD and corresponds to the map/radar range selected. The radar has a 120 degree scan angle over a selectable range of from five to 300 nm.

X. Broadcast Weather

The XM WX Satellite Weather Data Service adds long range comprehensive situational awareness by providing constantly updated broadcast weather information, channeled through the IFIS for display on the MFD. The CCP allows pilots to select and manipulate site specific products. The aircraft's present position is shown on the graphical images and upgraded software features the capability to view satellite imagery with NEXRAD overlays, see TFRs both in graphical and textual formats, view winds aloft, and view cloud-to-cloud lighting with strikes refreshed every five minutes. Images and data are available at any altitude and are processed through a receiver supplied by Heads Up Technologies and stored in the FSU for recall on demand. This service requires a subscription through XM and is currently available only within the Continental United States.

Y. Standby Engine Indicator

Standby engine indications include N_1 , N_2 , and ITT for each engine and are displayed in digits on the standby engine indicator on the center panel. Exceedances cause the respective digits to flash.

Z. Electronic Standby Instrument System (ESIS)

The L-3 Communications GH-3000 ESIS features solid-state internal sensors for attitude cues and an independent, dedicated air data computer (remotely mounted) for airspeed and altitude information. Flight reference information including heading is presented in an EFIS-matched format on a full-color AMLCD.

AA. Emergency Locator Transmitter (ELT)

The Artex C406-N is a three frequency ELT that transmits on the emergency frequencies of 121.5 and 243.0 MHz and the satellite frequency of 406 MHz. It interfaces with the onboard Collins FMS and is capable of transmitting the last known aircraft position on the satellite frequency if activated. (Interface feature disallowed by some certifying agencies.)

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10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

BB. Cockpit Voice Recorder (CVR)

The L-3 Communications FA2100 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 as well as the cabin PA system. The remote area mic records all cockpit sound information. The recorder stores the last 120 minutes of data prior to system shutdown.

CC. Maintenance Diagnostic Computer

The Collins MDC-3100 Maintenance Diagnostic System has the ability to collect, store, and display diagnostic data, service, and fault messages for many Collins Pro

Line 21 Line Replaceable Units (LRUs). The system can store fault history for 100 flights.

10.4 Miscellaneous Cockpit Equipment

- Eye Position Reference Indicator
- Glareshield
- Two Ventilation Air Outlets
- Oxygen System Control
- Two Oxygen Masks
- Parking Brake Control
- Rain Removal Door Control
- Control Lock
- Emergency Brake Control
- Emergency Gear Extension Control
- Two Reading Lights
- Floodlights (2)

11. INTERIOR

11.1 General

The cabin is separated from the flight compartment by dividers and is sized to offer passenger comfort and flexibility for a variety of interior arrangements. The cabin is 17 feet 4 inches (5.28 m) long measured softgoods to softgoods and extends from the flight compartment dividers to the aft pressure bulkhead. The constant section of the cabin provides a continuous width of 58 inches (1.47 m) measured softgoods to softgoods.

A five-inch (.13 m) dropped aisle, extending from the aft end of the forward evaporator to the forward edge of the aft evaporator, just forward of the wing spar carry-through, provides a cabin height of 57 inches (1.45 m). A foot well is provided in the lavatory area.

Fourteen elliptical windows are provided in the cabin. All except the cabin door window have manually operated, pleated window shades.

Passenger seats track forward and aft approximately 7 inches (.18 m) and track 4 inches (.10 m) laterally on the seatbase. Seats #5 and #6 are mounted to floor mounted tracks that allow the seatbase an additional 11 inches (.28 m) of fore/aft movement. Seats recline to an infinite number of positions, with all seats having full berthing capabilities where applicable. All passenger seats are equipped with a seat belt, shoulder harness strap with inertia reel, and an overwater life vest stored in the seatbase shroud.

Bagged soundproofing and insulation are consistent with this category of aircraft, its operating speeds, and environment. Burn-resistant materials are used throughout the cockpit and cabin.

Drop-out, constant-flow oxygen masks are furnished for each passenger for emergency use. Individual air outlets and reading lights are provided for each passenger. Indirect lights, entrance and emergency exit lights are provided in the passenger cabin.

11.2 Baggage

Three separate baggage areas provide a total volume of 69.6 cubic feet (1.97 m³) and a total weight capacity of 1,410 pounds (640 kg).

- A 13.0 cubic feet (.37 m³), 310 pound (141 kg) capacity lockable nose baggage compartment is externally accessible from either side of the aircraft.
- A 2.4 cubic feet (.07 m³), 55 pound (24.95 kg) slimline storage cabinet is located in the forward righthand cabin.
- A 26.0 cubic feet (.74 m³), 600 pound (272 kg) capacity storage area is located in the aft cabin.
- A 29.6 cubic feet (.84 m³), 500 pound (227 kg) capacity lockable baggage compartment with 210 cm ski tube is located in the tailcone and is externally accessible.

11. INTERIOR (Continued)

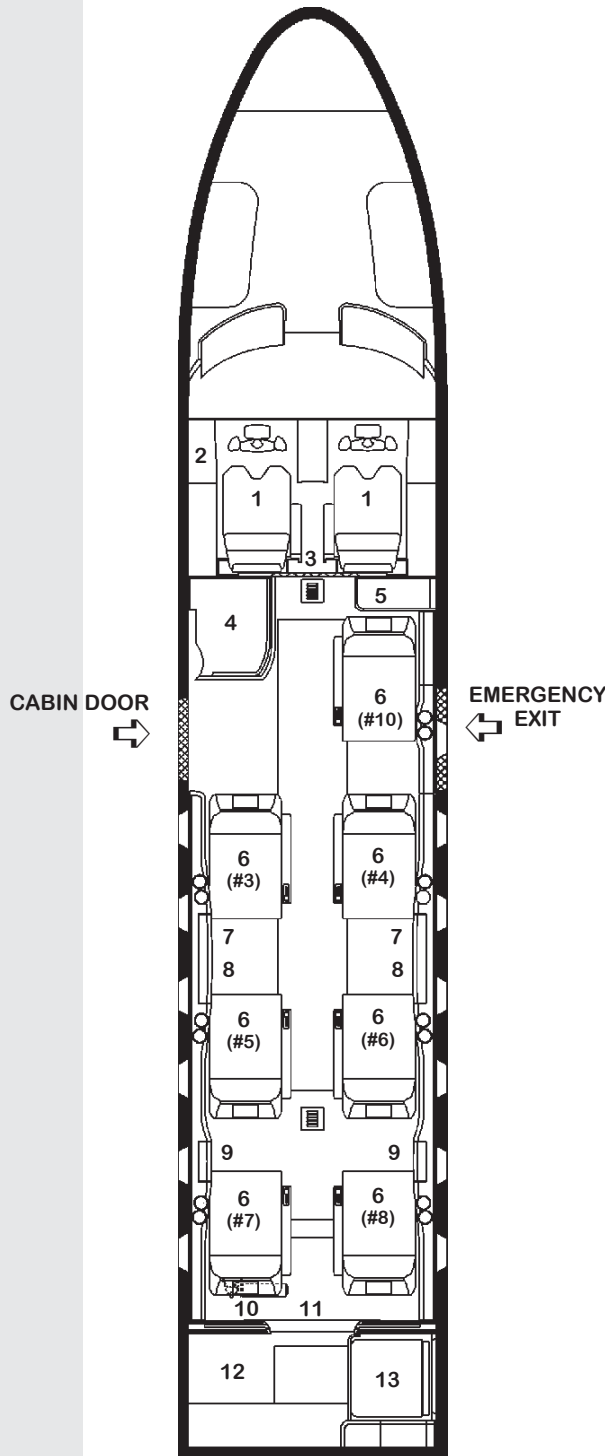


FIGURE IV — CITATION ENCORE+
STANDARD FLOORPLAN

11.3 Standard Interior Configuration

The following items are standard in the Citation Encore+. Numbered items refer to the cabin diagram (Figure IV).

Cockpit

1. Two crew seats
 - Mechanically adjustable
 - Independent seat back recline
 - Five point restraint system
 - Overwater life vest stored in seat back pocket
2. Openable side window on pilot's side
3. LH/RH three-book navigation chart case

Not Shown:

- Cockpit assist handle
- Dual monorail sunvisor
- Dual cupholders for each crew seat
- Sidewall storage pockets
- Single 110 volt AC outlet in copilot sidewall
- Fire extinguisher

Cabin Area

4. LH forward refreshment center with:
 - Heated liquid container
 - Two dispensers for disposable cups
 - Bottled water storage
 - Beverage can and miniature liquor storage
 - Adjustable storage shelf
 - Ice chest drawer with removable liner connected to a manual overboard drain.
 - Drip tray connected to an overboard drain
 - Trash receptacle
 - Pullout food tray drawer
 - Miscellaneous general storage
 - Accent Lighting
5. RH forward slimline storage cabinet with:
 - Two removable shelves
 - Two coat hooks
 - Storage for two Jeppesen chart books and two Airplane Flight Manuals
 - Miscellaneous general storage
6. Pedestal Seats: three aft facing (#3, 4 and 10), and four forward facing (#5, 6, 7 and 8) with:
 - Tracking on pedestal forward / aft and inboard / outboard
 - Floor tracking (#5 and 6 only)
 - 180 degree swivel capability (#3, 4, 5, 6, and 10)
 - Seat back recline to full berthing, depending on position
 - Single retractable inboard armrest

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11. INTERIOR (Continued)

- Hidden headrest with slipcover pillow as loose equipment
 - Seat restraint system including seat belt and retracting shoulder harness with inertia reel
 - Seat back pocket
 - Underseat storage drawer (#3, #4 and #10)
 - Overwater life vest stored in seat base shroud
7. LH/RH sideledge with dual cupholders at each pedestal seat location
 8. LH/RH executive tables with leather table top insert
 9. LH/RH slimline tables with leather table top insert
 10. Cabin fire extinguisher
 11. LH/RH aft cabin dividers with mirror treatment on upper half (forward side), upholstery on lower half (forward side), and sliding privacy doors
 12. LH aft coat rod and headliner hanger
 13. RH aft auxiliary passenger seat
 - Self contained flushing toilet certified as a seat for takeoff and landing
 - Relief tube with overboard drain
 - Toilet tissue storage area
 - Generic tailoring
 - Overwater life vest
 - Trash receptacle
- Not Shown:
- Two 110 volt AC outlets in lower sidewall at seats #5 and #6 with 5 amp maximum each
 - Passenger service units (PSU) containing oxygen mask, air outlet, and reading light at each passenger seat location and in the aft lavatory area. Two masks are provided in the lavatory.
 - Manual pleated cabin window shades
 - Indirect overhead lighting
 - Gloss laminate cabinetry
 - Hardware plating
 - Threshold carpet assembly
 - Foldable threshold carpet assembly
 - Center aisle carpet assembly
 - Chime unit
 - Fasten seat belt/no smoking and emergency exit signs (Note: The no smoking sign remains illuminated at all times unless the optional smoking configuration is ordered.)
 - One insertable ashtray
 - Fireblocking on all passenger seats

12. EXTERIOR

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

13. ADDITIONAL EQUIPMENT

- Two Telex Airman 850 Active Noise Reduction Headsets
- Two Flashlights (D-cell)
- Eight Coat Hangers
- Seven Headrest Slipcover Pillows
- Cargo Net and Strap Kit for Lavatory Baggage Area
- Cargo Net and Strap Kit for Tailcone Baggage Area
- Emergency Escape Hatch Ground-Locking Pin
- Engine Inlet and Exhaust Covers
- Pitot Covers
- Jack Pad Adapters
- Thrust Reverser Stow Locks
- Static Discharge Wick Covers
- Main Landing Gear Towing Adapters

14. EMERGENCY EQUIPMENT

- First Aid Kit
- Crew and Passenger Oxygen
- Individual Overwater Life Vests
- Fire Extinguisher (cockpit and cabin)
- Emergency Exit Lights
- Emergency Lighting Battery Pack

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 software *
- Cabin Operating Manual
- Passenger Information Cards
- Log Books (aircraft and engines)
- Service Bulletins and Service Letters - Engine **
- Maintenance Manual - Airframe *
- Maintenance Manual - Interior *

15. DOCUMENTATION AND TECHNICAL PUBLICATIONS (Continued) _____

- 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 *
- CESNAV***

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

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

** These publications/revisions are provided by the supplier following delivery.

*** CESNAV software provides an integrated FAA approved performance calculator, weight & balance calculator, and operating manual performance data.

16. COMPUTERIZED MAINTENANCE RECORD SERVICE (CESCOM) _____

Cessna will provide an online computerized maintenance record service for one full year from the date of delivery of a Citation Encore+ 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 Encore+ Aircraft Limited Warranty which covers the aircraft, other than Pratt & Whitney Canada (P&WC) engines and associated engine accessories which are warranted separately is set forth below. Cessna specifically excludes vendor subscription services and the availability of vendor service providers for Optional and Customer Requested Equipment (CRQ) from Cessna's Limited Aircraft Warranty. Following Cessna's Limited Warranty, the engine and engine accessory warranty of P&WC is set forth. Both warranties are incorporated by reference and made part of the Purchase Agreement. All warranties are administered by Cessna's Citation Warranty Department.

17.1 Cessna Citation Encore+ Limited Warranty (Limited Warranty)

Cessna Aircraft Company (Cessna) expressly warrants each new Citation Encore+ Aircraft (exclusive of engines and engine accessories supplied by P&WC which are covered by their separate warranty), including factory-installed

avionics and other factory-installed optional equipment to be free from defects in material and workmanship under normal use and service, except as set forth herein, to the first user for the following periods after delivery:

- (a) Five years or 5,000 operating hours, whichever occurs first, for Aircraft components manufactured by Cessna;
- (b) Five years or 5,000 operating hours, whichever occurs first, for Collins and Honeywell standard avionics;
- (c) Two years for all other Standard Avionics and Optional Avionics;
- (d) One year for Actuators, ACMs, Brakes, GCUs, Oleos, Starter Generators, Valves, Windshields, and Vendor items including engine accessories supplied by Cessna unless otherwise stated in the Optional Equipment and Selection Guide;
- (e) One year for Customer (CRQs), Interior Components, Interior Furnishings, and Paint;

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17. LIMITED WARRANTIES (Continued)

Any remaining term of this Limited Warranty is automatically transferred to subsequent purchasers of the aircraft.

Cessna's obligation under this Limited Warranty is limited to repairing or replacing, in Cessna's sole discretion, any part or parts which: (1) within the applicable warranty period and 120 days of failure, (2) are returned at the owner's expense to the facility, where the replacement part is procured, whether Citation Parts Distribution or a Cessna-owned Citation service facility or a Citation service facility authorized by Cessna to perform service on the aircraft (collectively "Support Facility"), (3) are accompanied by a completed claim form containing the following information: aircraft model, aircraft serial number, customer number, failed part number and serial number if applicable, failure date, sales order number, purchased part number and serial number if applicable, failure codes, and action codes, and (4) are found by Cessna or its designee to be defective. Replacement parts must be procured through a Support 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 any Cessna-owned Citation service facility or a Citation service facility authorized by Cessna to perform service on the aircraft without charge for parts and/or labor for removal, installation, and/or repair. All expedited freight transportation expenses, import duties, customs brokerage fees, sales taxes and use taxes, if any, on such warranty repairs or replacement parts are the warranty recipient's sole responsibility. (Location of Cessna-owned 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, accident, or neglect; 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), corrosion or structural components due to wear, exposure, and neglect.

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.

17.2 Pratt & Whitney Canada (P&WC) Limited Engine Warranty

The following is an outline of the Pratt & Whitney Canada PW535B Engine Warranty.

New Engine Warranty

Pratt & Whitney Canada (P&WC) warrants that at time of delivery, all parts of a new Engine comply with the relevant specification and are free from defects in material and/or manufacturing workmanship.

17. LIMITED WARRANTIES (Continued)

This warranty shall take effect immediately upon delivery of the Engine to the original Operator, either installed in an aircraft or delivered as a spare, and shall remain in force until the expiration of 2,500 Engine Operating Hours (EOH) or Five (5) years, whichever occurs first. Notice of a warranty defect shall 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 parts.

Application

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

Coverage

P&WC will repair or replace any Engine parts found to be defective due to a defect in material and/or manufacturing workmanship (including resultant damage to the Engine) within 2,500 Engine operating hours or 5 years, whichever occurs first. P&WC will pay reasonable Engine removal and reinstallation costs, and reasonable transportation costs (excluding insurance, duties, brokerage fees, and taxes) to and from the 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 an Engine 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 Responsibility

The Operator is responsible for operating and maintaining the Engine in accordance with P&WC's written instructions. Any warranty work performed on the Engine 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 maintenance, normal wear, and accident or foreign object damage (FOD).

Limitations

Other terms and conditions apply to the Warranty and Extended Engine Service Policy outlined above. A complete copy of the Warranty for New Engines and Extended Engine Service Policy will be available from P&WC Warranty Administration.

In no event shall P&WC be responsible for incidental or consequential damages.

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

Manager, Warranty Administration (01RD4)
Pratt & Whitney Canada, Inc.
1000 Marie Victorin
Longueuil, QC J4G 1A1
Canada

18. CITATION ENCORE+ CREW TRAINING AGREEMENT

Training for one (1) Citation Encore+ 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, at Cessna's option.

a. A simulator shall be utilized which is FAA certified to provide training for the CE-560 FAA type rating.

b. In lieu of a model specific simulator, training may 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, or 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

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18. CITATION ENCORE+ CREW TRAINING AGREEMENT (Continued)

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 required 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 of Two Hundred Dollars (\$200) will be paid to Cessna 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 Encore+ 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.

