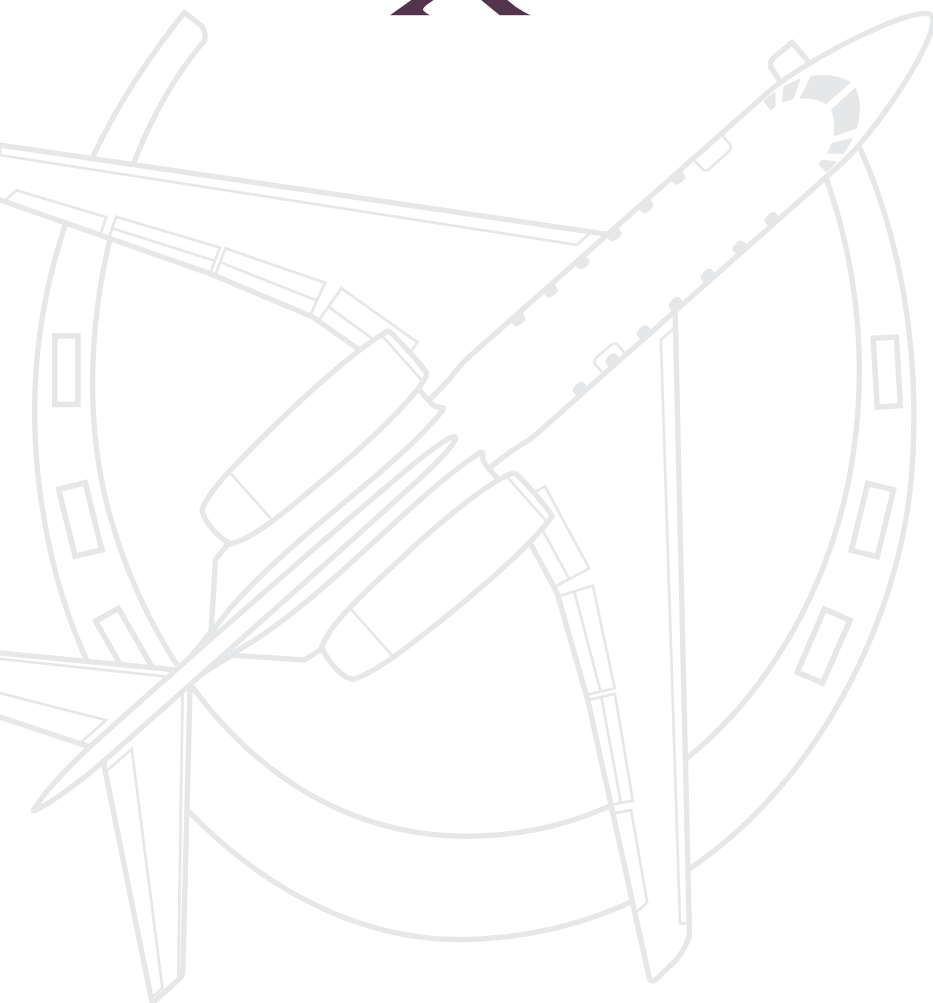


CITATION

X



Specification & Description

June 2008, Revision D
Units 750-0303 to TBD

SPECIFICATION AND DESCRIPTION

UNITS 750-0303 TO TBD

JUNE 2008

REVISION D

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

June 2008, Revision D

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 X, Units 750-0303 to TBD. This document supersedes all previous Specification and Description documents and describes only the Cessna Citation X, Model 750, 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 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 _____ **750**

1. GENERAL DESCRIPTION

The Cessna Citation X is a transcontinental swept-wing business jet utilizing new generation turbofan powerplants and fully integrated digital avionics.

Two Rolls-Royce AE3007C1 turbofan engines are pylon-mounted on the rear fuselage.

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 authorized service centers offers a complete source for all servicing needs.

Certification

Certification is to the requirements of U.S. 14 CFR, Part 25 transport category, including day, night, VFR, IFR,

flight-into-known icing conditions and Category II per Part 91. The Citation X also meets the requirements for operation within RVSM airspace. (Note: specific approval is required for operation within RVSM airspace; Cessna offers a no charge service to assist with this process.) Certification in the European community is to the requirements of JAR-25, JAR-APU, and JAR-AWO (Category II.) The equipment needed to achieve JAR-OPS approval is available.

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

Approximate Dimensions

Overall Height	19 ft 3 in (5.86 m)
Overall Length	72 ft 4 in (22.04 m)
Overall Width	63 ft 11 in (19.48 m)

Wing

Span (overall)	63 ft 11 in (19.48 m)
Area	527.0 ft ² (49.0 m ²)
Sweepback (at outboard 25% chord)	37 degrees

Horizontal Tail

Span (overall)	26 ft 1 in (7.95 m)
Area	120.0 ft ² (11.1 m ²)
Sweepback (at 25% chord)	40 degrees

Vertical Tail

Span	10 ft 7 in (3.23 m)
Area	111 ft ² (10.3 m ²)
Sweepback (at 25% chord)	52 degrees

Cabin

Height (maximum over aisle)	68.0 in (1.73 m)
Width (trim to trim)	66.0 in (1.68 m)
Length (forward pressure bulkhead to mid pressure bulkhead)	29 ft 5 in (8.97 m)

Landing Gear

Tread (main to main)	10 ft 7 in (3.23 m)
Wheelbase (nose to main)	28 ft 8 in (8.74 m)

1. GENERAL DESCRIPTION (Continued)

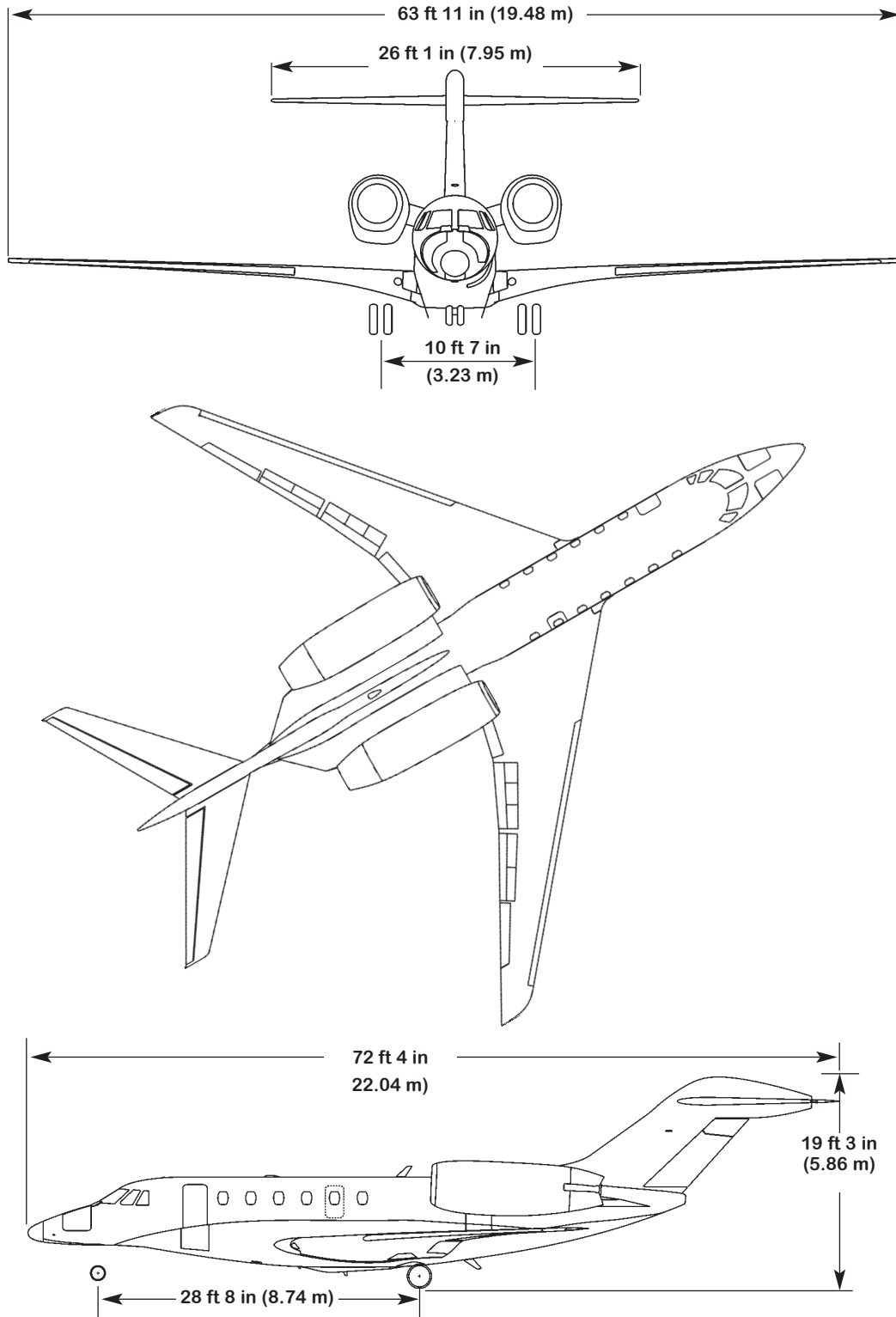


FIGURE I — CITATION X EXTERIOR DIMENSIONS

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1. GENERAL DESCRIPTION (Continued)

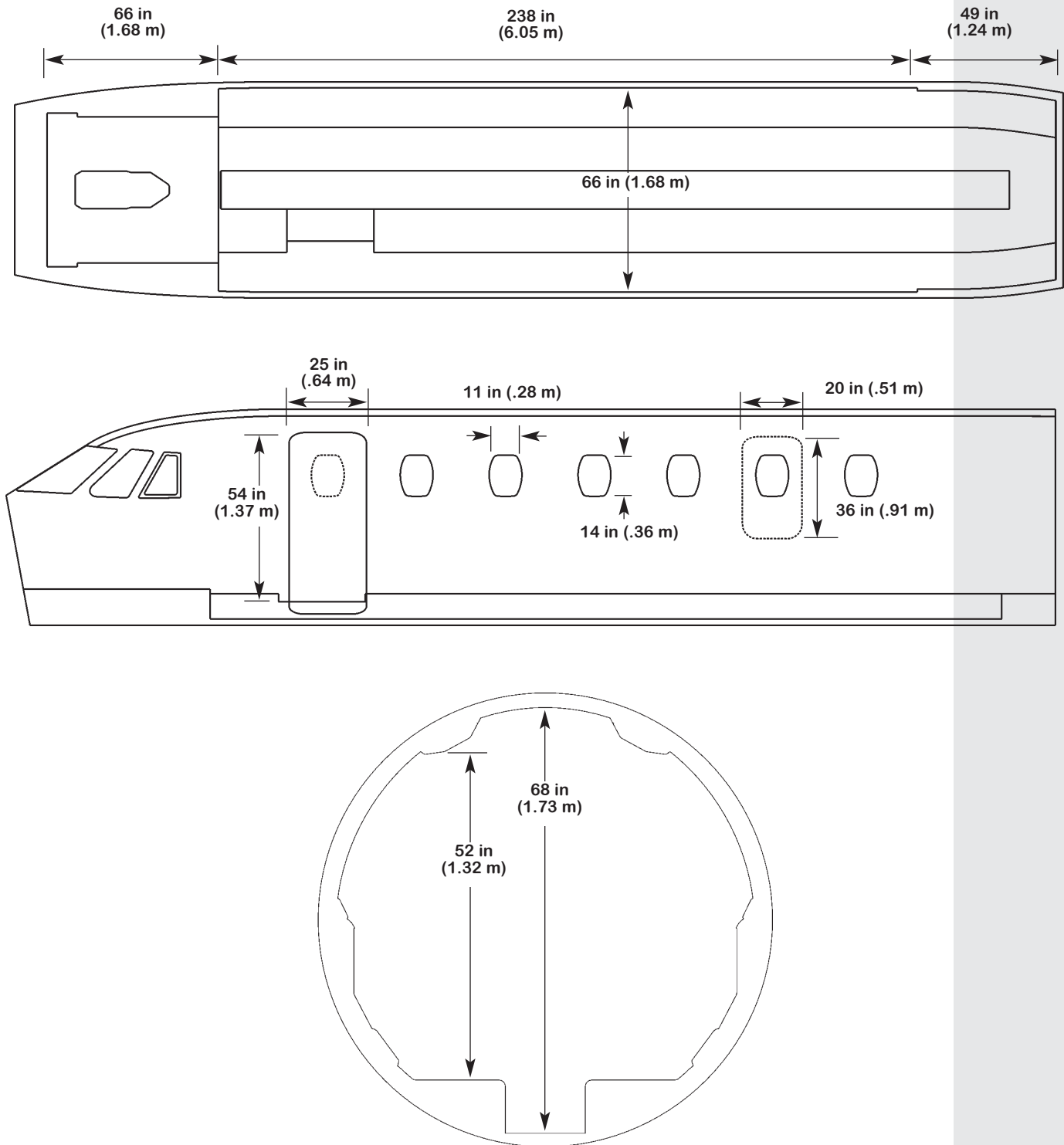


FIGURE II — CITATION X INTERIOR DIMENSIONS

1. GENERAL DESCRIPTION (Continued)

Design Weight and Capacities

Maximum Ramp Weight	36,400 lb (16,511 kg)
Maximum Takeoff Weight	36,100 lb (16,375 kg)
Maximum Landing Weight	31,800 lb (14,424 kg)
Maximum Zero Fuel Weight	24,400 lb (11,068 kg)
Standard Empty Weight *	21,625 lb (9,809 kg)
Fuel Capacity (usable) @ 6.70 lb/gal	12,931 lb (5,865 kg)

*Standard Empty Weight includes unusable fuel, oil, standard avionics, and interior, but excludes customer specified optional equipment.

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	5,140 ft (1,567 m)
(Maximum Takeoff Weight, Sea Level, ISA, Balanced Field Length per Part 25, 15° Flaps)	
Climb Performance28 min to 43,000 ft (13,106 m)
(Maximum Takeoff Weight, Sea Level, ISA)	
Maximum Altitude	51,000 ft (15,545 m)
Maximum Cruise Speed (±3%)	37,000 ft (11,278 m) M 0.91
(Mid-Cruise Weight, ISA)	
	41,000 ft (12,497 m) M 0.89
	45,000 ft (13,716 m) M 0.87
NBAA IFR Range (200 nm alternate) (± 4%)	3,070 nm (5,686 km)
(Maximum Takeoff Weight, Full Fuel, Optimal Climb and Descent, Mach 0.82 Cruise Thrust at 49,000 feet)	
Landing Runway Length	3,400 ft (1,036 m)
(Maximum Landing Weight, Sea Level, ISA, per Part 25)	
Certificated Noise Levels	
Takeoff	73.2 EPNdB
Sideline	83.8 EPNdB
Approach	90.3 EPNdB

3. STRUCTURAL DESIGN CRITERIA

Limit Speeds

V_{MO} at Sea Level to 8,000 ft (2,438 m)	270 KIAS (500 km/hr, 311 mph)
V_{MO} at 8,000 ft (2,438 m) to 30,650 ft (9,342 m)	350 KIAS (649 km/hr, 403 mph)
M_{MO} at 30,650 ft (9,342 m) to 51,000 ft (15,545 m)	M 0.92 (indicated)

Flap Extension Speeds

V_{FE} at Takeoff and Approach (5° flaps)	250 KIAS (463 km/hr, 288 mph)
V_{FE} (15° flaps)	210 KIAS (389 km/hr, 242 mph)
V_{FE} at Landing Extension (full flaps)	180 KIAS (333 km/hr, 207 mph)

Landing Gear Operating and Extended Speed

V_{LO}	210 KIAS (389 km/hr) (242 mph)
V_{LE}	210 KIAS (389 km/hr) (242 mph)

4. FUSELAGE

A circular fuselage section is utilized with an internal cabin width of 66 inches (1.68 m). A continuous dropped aisle in the passenger cabin provides approximately 68 inches (1.73 m) of standup headroom measured softgoods to softgoods.

The nose section incorporates a contoured radome. The windshields are designed to meet bird resistance requirements of Part 25, and are all glass design, electrically heated and defogged.

The aft fuselage incorporates a 72.0 cubic feet (2.04 m³) heated and pressurized baggage compartment. A door in the left hand side of the fuselage provides access. An additional 10.0 cubic feet (.28 m³) utility cargo area is accessed through the lower tailcone door. This cargo area is 83.0 inches (2.11 m) long and provides storage for cargo such as skis. Aft fuselage area-ruling is utilized, consistent with a low-drag design. The aft fuselage also incorporates servicing ports for the hydraulic system and for external toilet servicing.

5. WING

A highly swept wing utilizing super critical airfoil technology tailored to the Model 750 is incorporated. Speed brakes and spoiler design are optimized for drag control with minimum pitching moments.

Dual hydraulically-powered non-reversible controls are incorporated.

The wing incorporates fuselage attachment points and a dropped carry-through which permit a continuous dropped aisle in the passenger cabin and lavatory.

A large aerodynamic fairing is optimized for low drag.

6. EMPENNAGE

The empennage incorporates a highly swept T-tail with a moveable horizontal stabilizer for trim. Elevators and the lower portion of a two-piece rudder are hydraulically

powered. The upper portion of the rudder is electrically powered. An elevator control column shaker barrier is installed.

7. LANDING GEAR

The main landing gear is a trailing link design utilizing dual wheels, tires and powered anti-skid carbon brakes.

The nose gear is a conventional strut design with dual

wheels and tires. Nose gear steering is provided by a hydraulic power steering system.

8. POWERPLANTS

The aircraft is powered by two Rolls-Royce AE3007C1 turbofan engines installed on the rear fuselage. The AE3007C1 features two spools with a 14-stage axial flow compressor, two-stage high pressure turbine and a three-stage low pressure turbine.

The AE3007C1 incorporates dual channel Full Authority Digital Electronic Controls (FADEC). The engine is a modular design and features six large access panels for Line Replacement Unit (LRU) maintenance and multiple borescope inspection ports.

The engine has a bypass ratio of 5:1 and is rated at a static sea level takeoff thrust of 6,764 pounds (30.09 kN) at 86 degrees fahrenheit (30 degrees celsius).

An APU is incorporated for engine start and other benefits, and is certified for in-flight use up to 31,000 feet. The APU is located in the tailcone stinger for ease of maintenance.

Hydraulically actuated, target-type thrust reversers compatible with the engine nacelles and powerplants are included.

9. SYSTEMS

9.1 Flight Controls

The primary flight controls are hydraulically powered with a dual, isolated hydraulic system and manual backup. All control surfaces, spoilers, speedbrakes and flaps are of composite construction. Dual series yaw dampers are incorporated. There are three flap panels per side which are electrically operated by a DC system.

Interconnect wiring for the electrical components is designed to minimize susceptibility of critical and essential systems to High Intensity Radiated Fields (HIRF).

Standard exterior lighting consists of two red strobe lights for ground recognition, two anti-collision strobes, two wing inspection lights, navigation lights, two landing/recognition lights including the Precise Flight pulselite system which when activated pulses the landing/recognition lights, windshield ice detection lights, taxi lights (located on the nose landing gear), wing tip down wash lights and tail logo lights located on the aft end of the engine pylon illuminating the vertical stabilizer surfaces.

9.2 Fuel System

Three separate fuel tanks are incorporated, two wing tanks and one center tank (in both wing and forward fairing). The fuel supply systems are two independent systems located in the wing tanks. The center tank transfers fuel to the wing tanks. The total usable fuel is 12,931 pounds (5,865 kg). Both single point and over wing refueling are provided.

9.5 Pressurization and Environmental System

Cabin pressurization is supplied by bleed air from each engine. The system has a 9.3 psi (.64 bar) nominal maximum pressure differential and provides an 8,000 foot (2,438 m) cabin altitude at 51,000 feet (15,540 m).

9.3 Hydraulic System

A dual isolated hydraulic system utilizes pressure compensated pumps which maintain a continuous pressure of approximately 3,000 psi (206.8 bar).

9.6 Oxygen System

9.4 Electrical System

The electrical system is a split-bus system powered by two engine-driven, 400 amp, brushless DC generators. In addition, a third generator is driven by the APU when the APU is operating. Two 24-volt, 44-amp hour nickel cadmium batteries are provided.

A 76.0 cubic feet (2.15 m³) oxygen bottle is provided with a high pressure gauge and bottle-mounted reducer. An automatic dropout oxygen mask is provided for each passenger. Pressure demand masks are provided for the crew.

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9. SYSTEMS (Continued)

9.7 Ice and Rain Protection

The wing leading edge, horizontal stabilizer leading edge and engine inlets are heated by bleed air. Electric

heat is used for the windshield, wing cuff, pitot/static, AOA systems and RAT probe.

10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS

10.1 General

The cockpit is fitted with fully integrated digital components. Large electronic flight instruments are utilized, including two Primary Flight Displays (PFDs) and two Multi-Function Displays (MFDs) for displaying weather and navigation information plus a fifth tube for the Engine Indicating and Crew Alerting System (EICAS) display.

Combined radio control units allow tuning of conventional NAV/COM units. Dual Flight Management Systems are standard equipment.

A comprehensive diagnostics system is incorporated to facilitate troubleshooting and maintenance.

10.2 Avionics

A. Autopilot/Flight Director/EICAS

The Honeywell Primus 2000 dual digital autopilot/flight director/EICAS system includes a five tube, 8 x 7 inch (20 x 18 cm) EFIS display system. Primary flight information is provided on the pilot's and copilot's Primary Flight Display (PFD), which includes attitude, heading, air data, flight director and navigation data. The pilot's and copilot's Multi-Function Display's (MFD) provide heading, FMS data (nav-aids, airports, flight plans), radar, FMS VNAV, checklist capability and system information (EICAS display capability). In addition, the MFD provides for reversionary display of the PFD and EICAS displays. The center tube is an EICAS display providing engine indications, annunciations and systems information. Attitude and heading information is provided by dual LASEREF IV IRS Systems. Air data information is provided by dual AZ-940 Micro Air Data Computers (MADC).

B. Radio Altimeter

The Honeywell AA-300 radio altimeter system provides altitude information from 2,500 feet (762 m) AGL to touchdown. Radio altitude is digitally displayed on the pilot's and copilot's PFD.

C. Communication / Navigation Radios

The Honeywell radio package consists of dual RM-855 Radio Management Units (RMUs), dual RNZ-850 Navigation Units, and dual RCZ-833 Communication Units. The radio system functions include dual VOR, localizer, glideslope, marker beacon, DMEs, Mode-S transponders with enhanced surveillance capability, VHF Comms and a single ADF. The VHF comm units support both 25 kHz and 8.33 kHz channel spacing. The RMUs have color LCD displays with line select keys for tuning and display selection.

D. High Frequency Communication

A Honeywell HF-1050 and provisions for a second HF-1050 are installed to provide HF communications (2-29.9999 MHz with 100 Hz resolution). Both systems share the antenna embedded in the leading edge of the vertical stabilizer. After both systems are tested, the boxes for the second system are removed, leaving only the provisions for the second system installed. An Avtech CSD-714 SELCAL system is also installed to monitor radio transmissions on the VHF and HF radios in the aircraft.

E. Audio

Dual Honeywell AV-850 Audio Control panels provide transmitter selection for microphone inputs and audio outputs from all receivers, to either the speaker or headphones at both crew stations. Also included are master volume control and navigation station identification filter.

F. Microphones / Headsets

Speakers, microphones, and active noise reduction headsets with integral boom microphones are included.

G. Flight Management System

Dual Honeywell FMSs provide full flight regime, lateral and vertical navigation management, engine trend monitoring, Takeoff and Landing Data (TOLD), and a worldwide database. The CDUs feature a color display and an

10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

alphanumeric keyboard. Dual Honeywell GPS Sensor Units provide positioning and velocity inputs to the FMSs. A Honeywell DL-950 data loader is provided to update the FMS database.

H. Airborne Flight Information System (AFIS)

The Honeywell AFIS is a VHF, ground-based, two-way datalink providing the crew flight planning information, text weather services, dispatch/air traffic services, and flight-related text messaging services. The system is controlled through the onboard Honeywell FMS. Registration with the Global Data Center is required for service to be activated.

I. Weather Radar

The Honeywell Primus 880 color weather radar system is a stabilized X-band radar system. The radar has a 120 degree scan angle over selectable ranges of 5, 10, 25, 50, 100, 200 or 300 nautical miles.

J. Traffic Collision Alert System (TCAS)

The TCAS 2000 by ACSS consists of a TCAS II system that provides simultaneous tracking of up to 50 intruder aircraft. A maximum of 32 aircraft targets may be displayed along with their relative altitudes and positions at ranges up to and potentially beyond 40 nm. Traffic alerts and resolution advisories, with audio and EFIS display warnings, are generated for the targets with the highest threat level. TCAS 2000 meets or exceeds all current regulatory requirements (European ACAS II and Change 7). (Note: 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.)

K. Terrain Avoidance Warning System (TAWS)

The Honeywell Enhanced Ground Proximity Warning System (EGPWS) is a Class A TAWS that provides basic GPWS warnings, windshear detection, and terrain awareness warnings. The system displays proximate terrain information on the MFDs and gives both audible and visual warnings to help avoid controlled flight into terrain (CFIT). The EGPWS terrain database includes manmade obstacles and Peaks Mode.

L. Backup Instruments

Backup reference is provided by instruments installed on the center panel. Power is supplied to the backup attitude system by a battery pack.

M. Cockpit Voice Recorder

The L3 Communications FA2100 cockpit voice recorder consists of three major components: the recorder with ULB (Underwater Locator Beacon) located in the aircraft tailcone, the control panel located in the pedestal, and a remote microphone centrally located in the instrument panel glareshield. 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.

N. Flight Data Recorder - Provisions Only

Installation includes wiring, mounting racks, and other necessary hardware to install the Honeywell SSFDR flight data recorder. System operation is verified in the factory. After system verification, the SSFDR unit is removed from the aircraft, leaving the remaining items of the system installed.

O. Angle of Attack Indicator and Indexer

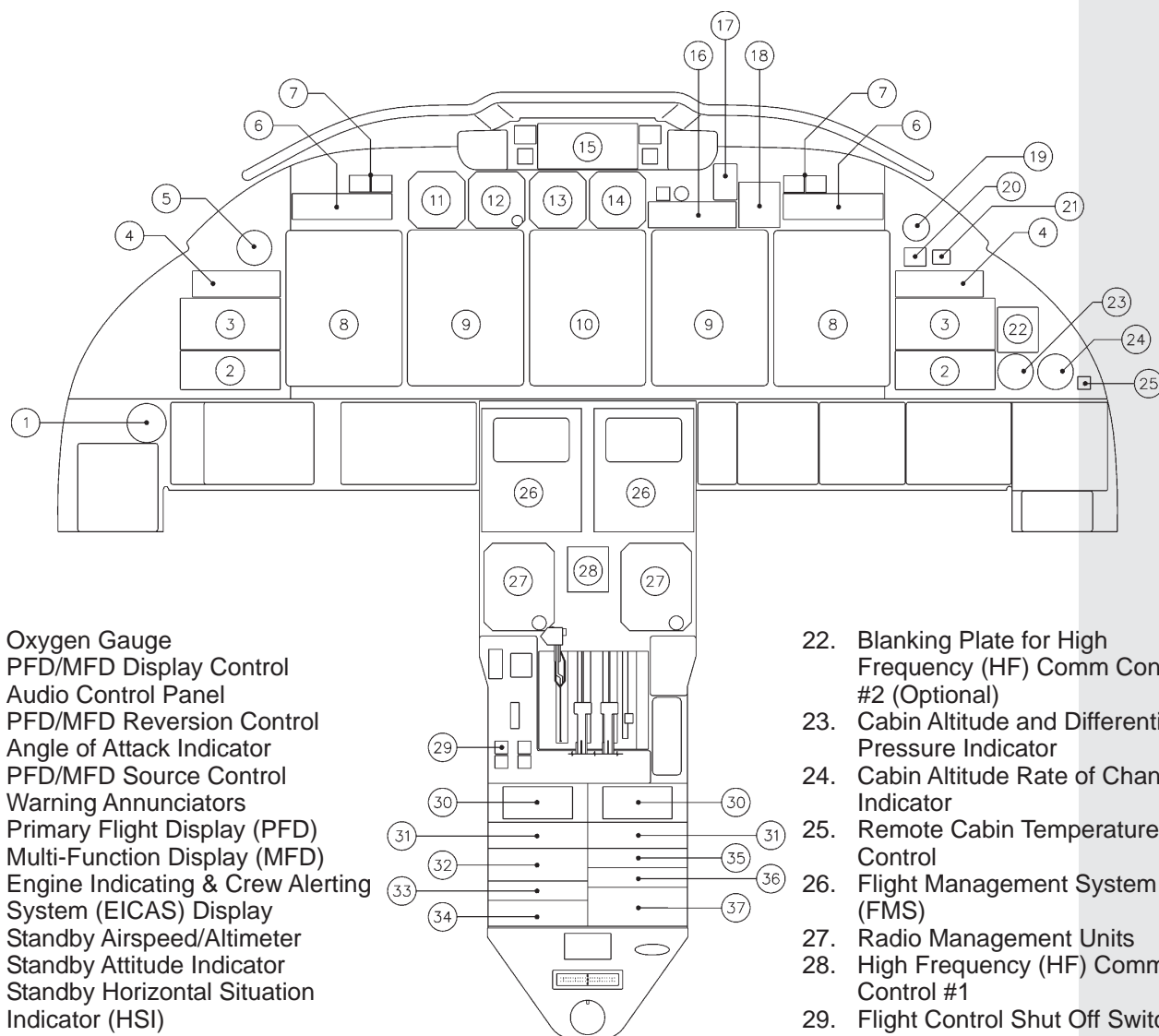
A Teledyne angle of attack indicator is installed in the pilot's panel and an indexer is mounted above the glareshield.

P. 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.

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10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)



- | | |
|--------------------------------------------------------------|-----------------------------------------------------------------------|
| 1. Oxygen Gauge | 22. Blanking Plate for High Frequency (HF) Comm Control #2 (Optional) |
| 2. PFD/MFD Display Control | 23. Cabin Altitude and Differential Pressure Indicator |
| 3. Audio Control Panel | 24. Cabin Altitude Rate of Change Indicator |
| 4. PFD/MFD Reversion Control | 25. Remote Cabin Temperature Control |
| 5. Angle of Attack Indicator | 26. Flight Management System (FMS) |
| 6. PFD/MFD Source Control | 27. Radio Management Units |
| 7. Warning Annunciators | 28. High Frequency (HF) Comm Control #1 |
| 8. Primary Flight Display (PFD) | 29. Flight Control Shut Off Switches |
| 9. Multi-Function Display (MFD) | 30. Remote Course/Heading Control |
| 10. Engine Indicating & Crew Alerting System (EICAS) Display | 31. IRS Mode Control |
| 11. Standby Airspeed/Altimeter | 32. Weather Radar Control |
| 12. Standby Attitude Indicator | 33. Airshow Control |
| 13. Standby Horizontal Situation Indicator (HSI) | 34. Blanking Plate |
| 14. Standby Engine Instrument | 35. Cockpit Voice Recorder Control |
| 15. Autopilot/Flight Director Mode Select | 36. Data Loader Switch |
| 16. EICAS Reversion Control | 37. Data Loader |
| 17. Emergency Locator Transmitter (ELT) | |
| 18. Standby NAV/COM Control | |
| 19. APU Amp Meter | |
| 20. APU Fire Annunciator | |
| 21. APU System Annunciator | |

FIGURE III — CITATION X INSTRUMENT PANEL AND PEDESTAL LAYOUT

11. INTERIOR

11.1 General

The cockpit has been designed for maximum comfort on long flights. The flight compartment bulkhead location has been designed to easily accommodate crew members in the 95th percentile. A wide variety of custom seating configurations can be specified, from low density executive suites to high density (up to 11 passenger) configurations. An interior configuration of ten or more passenger seats is not available for Part 135 operations.

The cabin is separated from the flight compartment by dividers and sliding cockpit doors and is sized to offer passenger comfort and flexibility for a variety of interior arrangements. The cabin is approximately 23 ft 11 inches (7.57 m) long and extends from the flight compartment dividers to the mid pressure bulkhead. The constant section of the cabin provides a continuous width of 66 inches (1.68 m).

A 13 inch (.33 m) wide dropped aisle, extending from the cockpit divider aft to the aft wall of the lavatory, provides a cabin height of 68 inches (1.73 m) from softgoods to softgoods.

Passenger seats track forward and aft 7 inches (.18 m) and track 4 inches (.10 m) laterally on the seat base with 360 degrees of swiveling capability. Seats recline to an infinite number of positions with full seat recline capability. All passenger seats are equipped with a seat belt, a shoulder harness strap with inertia reel and an over water life vest stored in the seat base shroud.

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

Thirteen elliptical windows are provided in the cabin with pleated electric window shades. A drop-down, constant-flow oxygen mask is furnished for each passenger for emergency use. Individual air outlets and reading lights are provided for each passenger. Indirect LED lights with variable adjustment settings, dropped aisle lighting, entrance and emergency exit lights are also provided in the passenger cabin.

11.2 Cabin

The cabin supports a variety of seating configurations most typically represented by eight passenger double club seating with a right hand forward refreshment center and left hand forward closet.

Included in the typical interior offering are the following:

- A left hand coat closet forward of the cabin entry door with navigation chart, flight manual, briefcase storage, dual DVD entertainment equipment and video monitor;
- A right hand refreshment center with hot and cold beverage capability, large ice drawer, numerous storage areas, large trash receptacle, glassware capability, microwave oven and provisions for ample catering;
- Eight pedestal mounted seats with full berthing, swivel and pedestal tracking features;
- Four executive tables with ample work area with indirect and individual reading lights, shade and air control for each passenger;
- Individual passenger entertainment controls and sideledge mounted video monitors;
- A customer designated VIP location incorporating all indirect lighting/entertainment controls and cabin temperature adjustment with master shades control;
- Indirect lighting in the continuous dropped aisle;
- Up to four individual 110 VAC outlets to operate various personal electronic devices;
- An aft lavatory with externally serviceable flushing toilet (belted), a vanity sink with running temperature controlled water and numerous storage compartments across from the toilet;
- A large centerline closet to accommodate many hanging clothes bags, coats, briefcases or additional storage for passenger amenities, as well as designated storage areas for life rafts; and
- A full range of fabrics, leathers, carpets, laminates, selected wood veneers and metal finishes are available to custom configure the interior furnishings to meet a wide variety of customer tastes.

11.3 Baggage Compartment

A pressurized, heated baggage compartment, approximately 72.0 cubic feet (2.04 m³), is located in the tail-cone. The compartment is accessible through a 27 inch (.69 m) wide lockable door with an integral step.

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11. INTERIOR (CONTINUED)

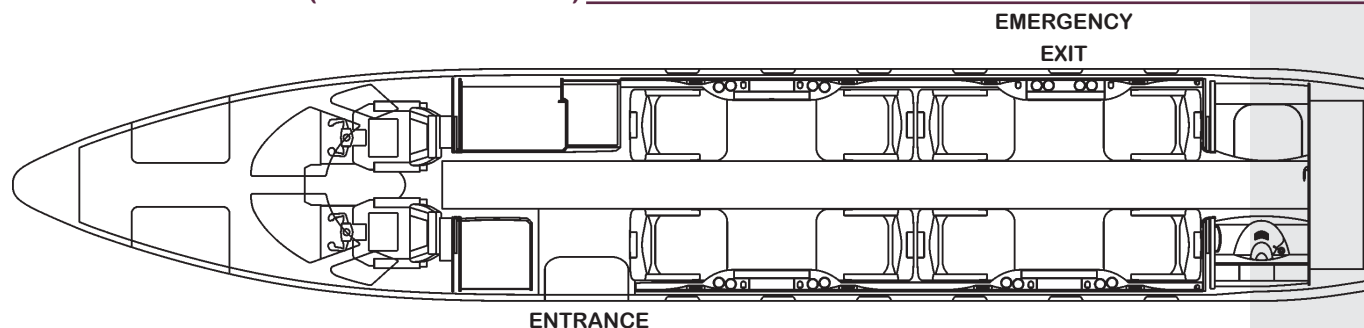


FIGURE IV — CITATION X STANDARD INTERIOR ARRANGEMENT

12. EXTERIOR

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

13. ADDITIONAL EQUIPMENT

- Screwdriver
- Jack Pads
- Emergency Exit Locking Pin
- Thrust Reverser Stow Kit
- Pitot Covers
- Coat Hangers
- Single Insertable Ashtray
- Data Monitor Unit (DMU)
- Required Software
- Cable for diagnostic Laptop (mentioned above)
- Engine Inlet Covers
- Communication Headsets
- Door Lock Keys
- Fuel Sump Sample Cup
- Cargo Net
- Center Aisle Carpet Assembly
- Foldable Threshold Carpet Assembly

14. 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
- Cabin Operating Manual
- Passenger Information Cards
- Log Books (Aircraft and Engines)
- Service Bulletins and Service Letters - Engine **
- Maintenance Manual - Airframe *
- 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 *
- CESNAV ***

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 documents 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.

15. 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 X 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.

16. LIMITED WARRANTIES _____

The standard Citation X Aircraft Limited Warranty which covers the aircraft, other than Rolls-Royce engines and associated engine accessories and the Honeywell auxiliary power unit (APU) and associated APU accessories which are separately warranted, 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 Rolls-Royce and the APU and APU accessory warranty of Honeywell is set forth. All warranties are incorporated by reference and made part of the Purchase Agreement. All warranties are administered by Cessna's Citation Warranty Department

16.1 Cessna Citation X Limited Warranty (Limited Warranty)

Cessna Aircraft Company (Cessna) expressly warrants each new Citation X Aircraft (exclusive of engines and engine accessories supplied by Rolls-Royce and APU and APU accessories supplied by Honeywell 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 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 Honeywell standard avionics;

(c) Five years or 3,000 hours, whichever occurs first, for Standard Avionics, Optional Avionics, 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;

(d) One year for Customer (CRQs), Interior Components, Interior Furnishings, and Paint;

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

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16. LIMITED WARRANTIES (Continued)

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.

16.2 Rolls-Royce Engine Warranty

Rolls-Royce warrants each new Engine against failure due to defects in material and workmanship, nonconformance with the Engine specification and unsuitability for its intended use. Failure means the breakage, malfunction or injury to a part, rendering it unserviceable for any reason within SELLER's control. Parts worn but still within serviceable limits (to reach next scheduled Engine opening) will not be replaced under warranty. For the first 2,500 hours of operation or sixty (60) months following aircraft delivery or Engine installation as a spare, whichever occurs first, Rolls-Royce shall:

- Arrange to have the failed Engine, or parts thereof, repaired as appropriate at a Rolls-Royce-authorized facility at no charge to the operator.
- Issue a credit memo to Cessna for warranted parts as appropriate. Such credit memos shall be at the Cessna price in effect at time of incidence. The price shall consider the category of parts supplied by Rolls-Royce, i.e., new, exchange, or overhauled.
- Grant a labor allowance, at Cessna posted shop rates. The labor allowance includes the man-hours required to remove the failed Engine, or parts thereof (including man-hours required for rigging, setup or functional/operational checks).
- Pay freight costs for the return of the failed Engine, or parts thereof, from Cessna Service Facilities to Rolls-Royce-authorized facilities and freight costs for the shipment of replacement parts or repaired Engine from Rolls-Royce-authorized facilities to the Cessna Service Facilities. Freight cost reimbursement shall be limited to priority air freight from Rolls-Royce-authorized facilities.

16. LIMITED WARRANTIES (Continued)

ized facilities to Cessna and surface cheapest domestically and air cheapest internationally from Cessna to Rolls-Royce-authorized facilities unless Rolls-Royce directs that another method of shipment be used. In such case reimbursement shall be at that cost.

Warranty term for new Engine parts sold as spares from Rolls-Royce-authorized facilities shall be Twelve (12) months from delivery to retail purchaser or first operator.

Warranty term for exchanged or overhauled Engine parts sold as spares from Rolls-Royce-authorized facilities shall be Six (6) months from delivery to retail purchaser or first operator.

Cessna will provide warranty start date information.

Ultimate Life Guarantee

Ultimate Life means the approved limitation on use of a part, in cumulative flight hours or flight cycles, which either Rolls-Royce or an FAA authority establishes as the maximum period of allowed operational time for such parts in service, with periodic repair and restoration. The term does not include individual failure from wear and tear or other cause not related to the total usage capability of all such parts in service.

Rolls-Royce warrants an Ultimate Life limit of 12,000 part cycles on the following parts:

- Compressor Disks
- Turbine Disks
- Turbine Spacers

Rolls-Royce will grant a prorata parts credit allowance for such parts which are permanently removed from service by Rolls-Royce-imposed or FAA-imposed Ultimate Life Limit of less than 12,000 part cycles from 100% at zero cycles to zero percent at 12,000 part cycles.

The basis of prorata credit (outside warranty) to Cessna will include (1) if at an Engine opening, the part cost at the current prorata cost and the labor to effect the change and, (2) if not at an Engine opening, the additional removal and installation labor of the Engine and the freight to and from the overhaul facility. The prorata credit will decrease from 100% at zero cycles to zero percent at 12,000 part cycles.

In the event such parts do not achieve the 12,000 cycle life limit, Rolls-Royce agrees to initiate a program to achieve this limit.

General Conditions

Operator shall maintain adequate operational and maintenance records and EMS data (if applicable) and make these available to Rolls-Royce inspection.

Rolls-Royce shall have no Warranty or Guarantee obligation if it has been reasonably determined by Rolls-Royce that the Engine or parts thereof:

- Has not been properly installed or maintained; or
- Has been operated contrary to applicable Rolls-Royce recommendations as contained in its Manuals, Bulletins, or other written instructions; or
- Has been repaired or altered outside of Rolls-Royce's authorized facilities in such a way as to impair its safety of operation or efficiency; or
- Has been subjected to misuse, neglect, accident or acts of God; or
- Has been subjected to Foreign Object Damage resulting from:
 - (i) Ingestion of material not resident with the Engine.
 - (ii) Material deposited inadvertently at time of maintenance such as tools, towels, rags, nuts, bolts, clamps, brackets, spacers, bushings, fittings, and other hardware. If these items were inadvertently deposited by the Rolls-Royce or Rolls-Royce's authorized facilities, the repair of the Engine damage shall be at Rolls-Royce expense; or
- Has been subjected to any other defect or cause not within the control of Rolls-Royce.

Duration of the Warranty of repaired Engine or replacement parts provided under the terms of the applicable Warranty shall be for the unused portion of the new Engine or spares Warranties. A new Warranty period is not established.

Rolls-Royce will provide Standard Labor Hours to be used for determining the removal/installation labor allowance. The labor allowance is based on actual labor hours within the Standard Labor Hours providing a not to exceed guide.

All warranty reimbursement for parts, removal/installation labor, and freight shall be in the form of issuance of a credit memo to Cessna by Rolls-Royce. Credit shall be based on the prices and rates in effect at the time warrantable repairs are accomplished. Rolls-Royce reserves the right to audit warranty claims for a period of

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16. LIMITED WARRANTIES (Continued)

two (2) years after the occurrence.

Any part for which credit is requested by Cessna shall be returned to Rolls-Royce upon specific request by Rolls-Royce. Upon return to Rolls-Royce, such part shall become the property of Rolls-Royce unless Rolls-Royce directs otherwise. Transportation expenses shall be borne by Rolls-Royce.

LIMITATION OF LIABILITY

1. OPERATOR ACCEPTS AND AGREES THAT THE WARRANTIES GRANTED TO THE OPERATOR UNDER THIS AGREEMENT AND, SO FAR AS THEY RELATE TO THE PRODUCTS, ARE EXCLUSIVE AND ARE EXPRESSLY IN LIEU OF AND OPERATOR HEREBY WAIVES, RELEASES AND DISCLAIMS (I) ALL OTHER CONDITIONS AND WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, WITHOUT LIMITATION, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR OF FITNESS, AND ANY IMPLIED WARRANTY ARISING FROM COURSE OF PERFORMANCE, COURSE OF DEALING OR USAGE OF TRADE, (II) ALL OTHER OBLIGATIONS AND LIABILITIES WHATSOEVER OF ROLLS-ROYCE CORPORATION WHETHER IN CONTRACT, WARRANTY OR TORT (INCLUDING WITHOUT LIMITATION, NEGLIGENCE, ACTIVE, PASSIVE OR IMPUTED LIABILITY OR STRICT LIABILITY) OR BY STATUTE OR OTHERWISE FOR ANY NONCONFORMANCE, DEFECT, DEFICIENCY, FAILURE, MALFUNCTIONING, OR FAILURE TO FUNCTION OF ANY ITEM OF THE PRODUCTS REFERRED TO IN THIS AGREEMENT. (III) STRICT LIABILITY OR PRODUCT LIABILITY, AND (IV) ALL DIRECT, INDIRECT, SPECIAL, CONSEQUENTIAL AND INCIDENTAL DAMAGES OF ANY NATURE WHATSOEVER, AND OPERATOR AGREES THAT ROLLS-ROYCE CORPORATION SHALL NOT BE LIABLE TO OPERATOR UPON ANY CLAIM THEREFORE OR UPON ANY CLAIM HOWSOEVER ARISING OUT OF THE MANUFACTURE OR SUPPLY OR INSPECTION BY ROLLS-ROYCE CORPORATION OR ANY OF ITS AFFILIATES OF ANY ITEM OF THE PRODUCTS OF THIS AGREEMENT WHETHER IN CONTRACT, WARRANTY OR TORT (INCLUDING WITHOUT LIMITATION, NEGLIGENCE, ACTIVE, PASSIVE OR IMPUTED LIABILITY OR STRICT LIABILITY) OR BY STATUTE OR OTHERWISE EXCEPT

AS EXPRESSLY PROVIDED IN THE WARRANTIES AND GUARANTEES, AND OPERATOR ASSUMES ALL RISK AND LIABILITY WHATSOEVER NOT EXPRESSLY ASSUMED BY ROLLS-ROYCE CORPORATION IN THE WARRANTIES AND GUARANTEES.

2. OPERATOR AGREES THAT THIS LIMITATION OF LIABILITY STATEMENT IS FULLY UNDERSTOOD AND THE PRICE OF THE PRODUCTS AND OTHER MUTUAL AGREEMENTS OF THE PARTIES SET FORTH IN THE AGREEMENT ARE ARRIVED AT HAVING DUE REGARD TO:

- A. THE EXPRESS WARRANTIES AND GUARANTEES OF ROLLS-ROYCE CORPORATION AND OPERATOR'S RIGHTS THEREUNDER; AND
- B. THE EXCLUSIONS, WAIVERS AND LIMITATIONS SET FORTH IN ARTICLE 1 ABOVE.

3. IN CASE OF ANY CONFLICT BETWEEN THIS STATEMENT REGARDING ENGINE WARRANTY AND ANY OTHER ARTICLE OF THIS AGREEMENT REGARDING ENGINE WARRANTY, THE PROVISIONS OF THIS STATEMENT SHALL PREVAIL.

16.3 Summary of Honeywell APU Warranty

The following is an outline of the Honeywell warranty for the GTCP36-150(CX) APU.

Each GTCP36-150(CX) APU sold for installation as original equipment on new aircraft will, at the time of delivery to the first user, be free from defects in material and workmanship and shall conform to the applicable specifications. Warranty shall expire Five (5) years from date of shipment to Owner or 2,000 APU operating hours, whichever occurs first.

The above APU warranty is provided as a general description only; specific terms and conditions are available through Honeywell (Engines, Systems and 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

17. CITATION X CREW TRAINING AGREEMENT

Training for one (1) Citation X 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 1,500 hours

17. CITATION X CREW TRAINING AGREEMENT (CONTINUED) _____

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-750 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, 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 fifty (50) 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.
 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 X 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.

