

CITATION COLUMBUS



Initial _____

Preliminary
February 2008
Units 850-0001 to TBD

Specification & Description

Exhibit "A"

**SPECIFICATION AND DESCRIPTION
PRELIMINARY**

UNITS 850-0001 TO TBD

FEBRUARY 2008

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

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INTRODUCTION

This document is published for the purpose of providing general information for the evaluation of the design, performance, and equipment of the Cessna Citation Columbus, Units 850-0001 to TBD. This document supersedes all previous Specification and Description documents and describes only the Cessna Citation Columbus, Model 850, 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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1. GENERAL DESCRIPTION

The transcontinental Large Cabin Cessna Citation Columbus is a swept-wing aircraft with retractable tricycle landing gear and a “T” style tail. A flat floor, stand-up pressurized cabin accommodates a crew of two plus eight passengers. Two Pratt & Whitney Canada (P&WC) PW810 FADEC controlled turbofan engines are pylon-mounted on the rear fuselage. Fuel stored in the wings and a forward fairing tank offers generous range for missions typical of this class aircraft. Space for baggage is provided in the pressurized walk-in aft baggage compartment.

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 for formability. The airframe design incorporates anti-corrosion applications and lightning protection.

Cessna provides a third-party training package for pilots and mechanics as well as a comprehensive warranty as described in this book. Cessna's worldwide network of

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

1.1 Certification

Certification is 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 Columbus also meets the requirements for 14 CFR, Part 36 Noise Standards and 14 CFR, Part 34 Fuel Venting and Exhaust Emission requirements. Citation Columbus operations within RVSM airspace have also been met. (Note: specific approval is required for operation within RVSM airspace).

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.

1.2 Approximate Dimensions

Overall Height	24 ft 7 in (7.49 m)
Overall Length	77 ft (23.4 m)
Overall Width	80 ft (24.3 m)

Wing

Span (overall)	80 ft (24.3 m)
Area	709.3 ft ² (65.90 m ²)
Sweepback (at outboard 25% chord)	29.9 degrees

Horizontal Tail

Span (overall)	26 ft 4 in (8.04 m)
Area	132.9 ft ² (12.35 m ²)
Sweepback (at 25% chord)	35 degrees

Vertical Tail

Span	13 ft (3.96 m)
Area	140.6 ft ² (13.06 m ²)
Sweepback (at 25% chord)	40 degrees

Cabin

Height (maximum over aisle)	6.1 ft (1.86 m)
Width (max)	6.8 ft (2.1 m)
Length (excluding cockpit)	36.3 ft (11.1 m)

Landing Gear

Tread (main to main)	11 ft 3 in (41.27 m)
Wheelbase (nose to main)	32 ft 0 in (9.75 m)

1. GENERAL DESCRIPTION (Continued)

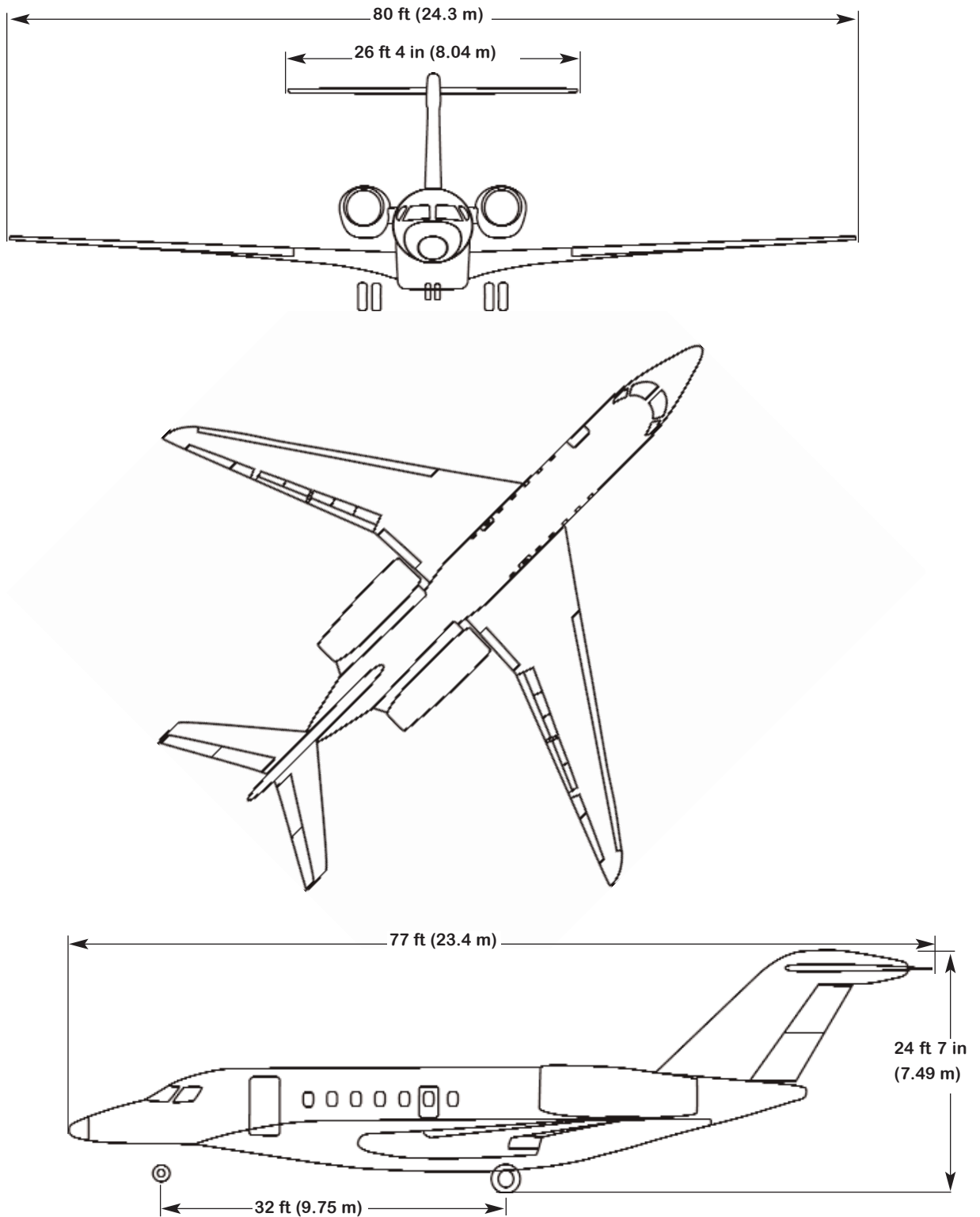


FIGURE I — CITATION COLUMBUS EXTERIOR DIMENSIONS

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1. GENERAL DESCRIPTION (Continued)

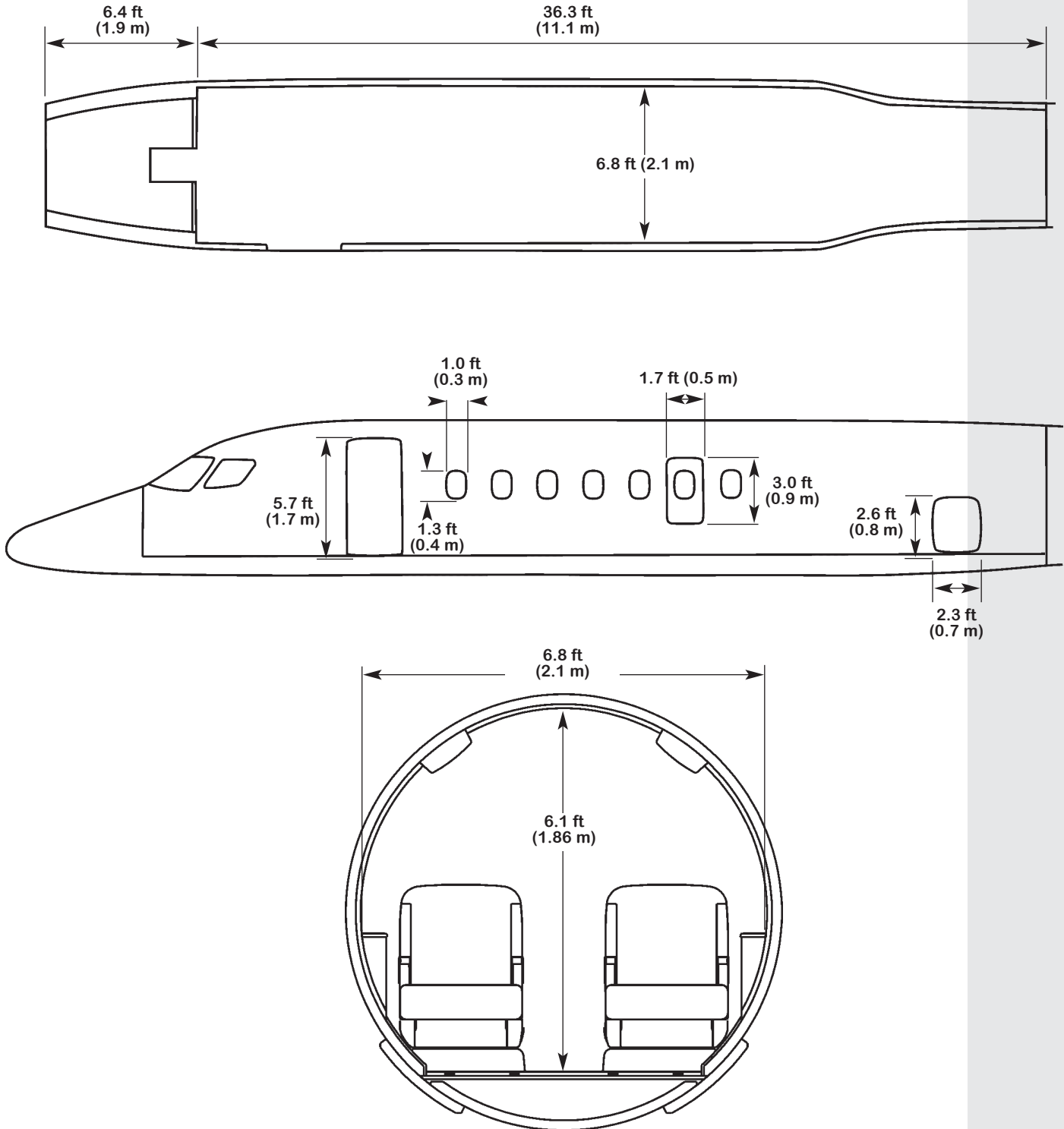


FIGURE II — CITATION COLUMBUS INTERIOR DIMENSIONS

1. GENERAL DESCRIPTION (Continued)

1.3 Design Weight and Capacities

Full Fuel Payload1,950 lbs (885 kg)

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 5,400 ft (1,646 m)
(Maximum Takeoff Weight, Sea Level, ISA)

Climb Performance27 min to 41,000 ft (12,497 m)
(Maximum Takeoff Weight, Sea Level, ISA)

Maximum Altitude 45,000 ft (13,716 m)

Maximum Cruise Speed ($\pm 3\%$) 488 KTAS (904 km/hr or 562 mph)
(Mid-Cruise Weight, 35,000 ft, (10,668 m) ISA)

NBAA IFR Range (200 nm alternate) ($\pm 4\%$) 4,000 nm (7,408 km, 4,603 mi)
(Max Takeoff Weight, Full Fuel, Full Fuel Payload, 0.80 Mach)

Landing Runway Length 3,500 ft (1067 m)
(Maximum Landing Weight, Sea Level, ISA)

Certificated Noise Levels

Takeoff	TBD EPNdB
Sideline	TBD EPNdB
Approach	TBD EPNdB

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3. STRUCTURAL DESIGN CRITERIA

Limit Speeds

V_{MO} at Sea Level to 8,000 ft (2,438 m)	275 KCAS (509 km/hr, 316 mph)
V_{MO} at 8,000 ft (2,438 m) to 30,590 ft (9,324 m)	325 KCAS (602 km/hr, 374 mph)
M_{MO} above 30,590 ft (9,324 m)	M 0.86 (True)

Flap Extension Speeds

V_{FE} at Takeoff and Approach (20° Flaps)	TBD
V_{FE} at Landing (Full Flaps)	TBD

Landing Gear Operating and Extended Speed

V_{LO} (Retracting)	TBD
V_{LE} (Extending)	TBD

4. FUSELAGE

A circular fuselage section is utilized with an internal cabin width of 6.8 ft (2.1 m). A continuous flat floor in the passenger cabin provides greater seated foot room and approximately 6.1 ft (1.89 m) of standup headroom measured softgoods to softgoods. Eight place dual club seating is a standard configuration.

The nose section incorporates a new contoured radome, sized for the WX Radar. 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 walk-in pressurized baggage compartment and vertically tracking external door.

5. WING

A newly designed, highly swept, thick-skinned wing incorporates bleed air anti-ice leading edges, flaps, ailerons, speed brakes and leading edge slats optimized for drag control with minimum pitching moments.

The wing to fuselage fairing is sized to smooth the transition between the two and incorporates hydraulic service panels.

6. EMPENNAGE

The empennage integrates a swept T-tail with a pivot mounted horizontal stabilizer and powered elevators. An electrically powered actuator moves the horizontal stabilizer to provide pitch trim.

The rudder control system utilizes two powered rudder control surfaces. Rudder trim and yaw damp function is performed by the two surfaces.

Vertical fin antennas are embedded within the leading edge and an aerodynamic composite bullet style fairing minimizes drag.

7. LANDING GEAR

A retractable tricycle configuration integrates a dual wheel trailing link main gear, with a dual wheel nose gear. The main gear features fully closed doors upon retraction, minimizing noise and protecting the gear bay systems. The brakes are electrically controlled and hydraulically actuated with digital anti-skid protection.

8. POWERPLANTS

The aircraft is powered by two Pratt & Whitney PW810 turbofan engines installed on the rear fuselage. The PW810 weighs approximately 1,725 lbs (782.4 kg), has a fan diameter of 39.5 inches (100.3 cm), and produces 8,830 lbs (39.27 kN) of thrust each at Sea Level Static conditions.

The engine control system is a dual channel Full Authority Digital Engine Control (FADEC) system. The FADEC will provide engine synchronization, diagnostics, time limited dispatch (TLD) provisions, and takeoff, maximum continuous thrust and cruise thrust setting calculations and indications.

An APU is incorporated for engine start and other benefits. The APU is located in the tailcone stinger for ease of maintenance.

Hydraulically actuated thrust reversers compatible with the engine nacelles and powerplants are included.

9. SYSTEM

9.1 Flight Controls

The flight control systems use conventional and fly-by-wire technology. The five multi-function spoiler panels per wing are powered by fly-by-wire actuators.

The aileron control system incorporates a powered control system. The roll spoiler system consists of two spoiler panels per side with the remaining three spoilers providing only speed brake functionality. All spoiler panels provide ground spoiler functionality.

The rudder control system utilizes two powered rudder control surfaces. Fly-by-wire technology is utilized to

incorporate rudder trim and yaw damp function into the surfaces.

The elevator control system utilizes powered actuators. Pitch trim is handled by an electric powered horizontal stabilizer trim actuator.

The flap actuation system uses a centrally located electric drive motor, trailing edge drive elements and dual mechanical flap actuators on each panel. A single slat panel per wing is actuated by simple hydraulic actuators that are electrically commanded.

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9. SYSTEM (Continued)

9.2 Fuel System

The three tank fuel system utilizes a conventional wet wing and center tank architecture. Fuel balance and source control are directed by electrically controlled fuel control valves. The system features motive flow to primary ejectors with electric boost pumps for backup and starting, and a single point fuel filling design.

9.3 Hydraulic System

The hydraulic system will utilize dual 3000 psi (206.8 bar) engine driven hydraulic systems. The hydraulic systems provides power for the elevators, rudders, speed brakes, roll spoilers, leading edge slats, landing gear and power brakes, nose wheel steering and thrust reversers.

9.4 Electrical System

The electrical system is a 28-volt DC (VDC) system with parallel bus architecture. It also features a ground power unit (GPU) connector and a ground power over voltage monitor.

Dual 400 amp brushless generators are used on each engine. An identical generator is used on the APU. The J-box is located on the aft side of the mid pressure bulkhead accessible from the baggage compartment and the power distribution system meets U.S. and foreign certification requirements. Dual 44 amp-hour batteries are located in the tailcone. The cockpit features a circuit breaker panel on both the pilot and co-pilot's side. The lighting consists of external High Intensity Discharge (HID) landing/taxi lights, LED position lights, LED anti-collision lighting, LED wing inspection light, and an LED beacon light. Internal lighting features LED cockpit map lights, floodlights, and cabin read/table and floodlights. Instruments utilize built-in lighting, and a lighting dimmer control will be used in the cockpit and cabin.

9.5 Pressurization and Environmental System

Cabin pressurization is supplied by bleed air from each engine and the APU. An avionics coupled pressurization controller with multiple four 4 inch diameter outflow valves are set to maintain a cabin altitude of 6,700 ft (2,042 m) at 45,000 ft (13,716 m).

9.6 Oxygen System

The standard oxygen system provides oxygen to the crew masks and auto-present constant flow masks for the passengers.

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, pitot/static systems and engine probes.

10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS

10.1 General

The Collins Pro Line Fusion is the featured avionics suite on the Citation Columbus. It includes an integrated Flight Director/ Autopilot and EFIS system utilizing four high resolution large format landscape displays. The two outer displays are Primary Flight Displays (PFDs) and the two center displays are Enhanced Multi-Function Displays (MFDs), including a flexibly displayed Engine Indicating and Crew Alerting System (EICAS). Because each display is capable of providing critical flight, navigation, and engine indications in reversion mode, dispatch is possible with one display inoperative.

A variety of information is available to the crew through a graphical menu system on the EFIS. PFD and MFD functions are primarily controlled through Control Tuning Panels, Cursor Control Panels and a Multifunction Keyboard.

Two complete crew stations are provided with dual controls including control columns and adjustable rudder pedals, and brakes. The crew seats are fully adjustable with stowable armrests and include lumbar support and five-point restraint harnesses. LED panels, instrument floodlights, and blue-white background lighting illuminate all cockpit instruments and switches. Overhead LED directional lights and floodlights are also provided, and a Collins Audio System with Interphone is located at each crew station. Torso and Directional air outlets, along with dual cup holders and sidewall pocket storage area are located on each side. The pitot-static system includes three heated pitot-static sources.

The emergency oxygen system provides two pressure demand masks with microphones for the crew members, and circuit breakers are installed on circuit breaker panels located on the pilot's and copilot's sidewalls.

10.2 Instrument and Control Panels

The aircraft is designed for ease of operation and features four high resolution 15.1" Landscape Displays interfaced for point and click access to flight planning, aircraft performance monitoring, integrated weather, charts and maps, system synoptics, auto throttle, and functionality for future airspace integration. The ability to integrate new technology such as HUD, EVS/SVS will be included.

A. Installed on Pilot's Flight Panel:

- Pilot's PFD
- Audio Control Panel

B. Installed on Center Panel:

- AFD-3320 MFD (2)

C. Installed on Co-Pilot's Flight Panel:

- Co-Pilot's PFD
- Audio Control Panel

D. Installed on Glareshield:

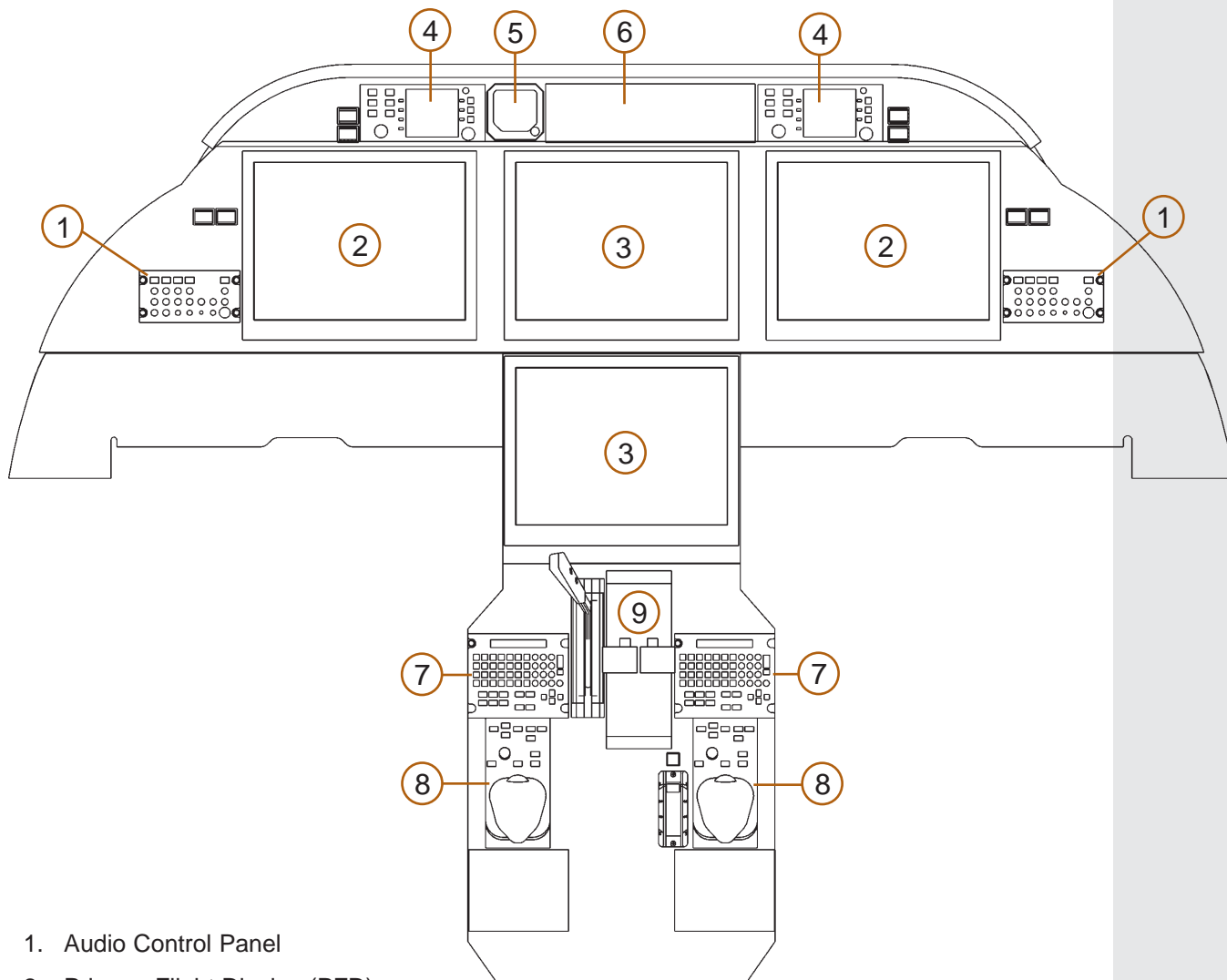
- Control Tuning Panels - CTP
- Flight Guidance Panel - FGP
- Electronic Standby Flight Display - ESFD

E. Installed on Pedestal:

- Autothrottle Levers and Controls
- Cursor Control Panels
- Dual Multifunction Keyboard Panels - MKP
- Secondary Horizontal Stabilizer Trim Switch
- Electric rudder and aileron trim control
- Engine synchronization switch

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10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)



1. Audio Control Panel
2. Primary Flight Display (PFD)
3. Multifunction Display (MFD)
4. Control Tuning Panels (CTP)
5. Electronic Standby Flight Display
6. Flight Guidance Panel (FGP)
7. Multifunction Keyboard Panels (MKP)
8. Curser Control Panel
9. Autothrottle Levers and Controls

FIGURE IV — CITATION COLUMBUS INSTRUMENT PANEL

10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

10.3 Avionics

A. Electronic Flight Instrument System (EFIS)

The Citation Columbus uses four Collins AFD-6510 15.1" Landscape Displays, two Primary Flight Displays, and two Multifunction Displays. Each crew station will have a Collins CTP-6000 Control Tuning Panel (CTP), Collins CCP-6000 Cursor Control Panel (CCP) and Collins MKP-6000 Multifunction Keyboard Panels (MKP). A Collins RSP-6200 Reversion Switch/Dimming Panel is also centrally located.

B. Standby Flight Information System (SFIS)

A battery powered Collins SFS-20 Standby Flight Information System will give the crew standby attitude, airspeed, and altitude information.

C. Integrated Processing System (IPS)

A Collins IPC-6210 (Integrated Processing Cabinet), and IPC-6232 (Integrated Processing Cabinet - Situational Awareness) houses the computing modules, both generic and specialized, achieving the following functionality for the system:

- Dual fail active autopilots are interfaced to the Auto Flight Control System (AFCS). The Autopilot system has a dedicated yaw damper for dutch roll control. Pilot interface is achieved through a single Flight Control Panel (FCP) located in the glareshield. Attitude and heading information is provided by dual LASEREF V IRS systems.
- The autothrottle interface and Thrust Director is computed in the IPS.
- Integrated Flight Information System (IFIS) including Electronic Charts and Enhanced Maps.
- Dual Flight Management Systems (FMS) capable of the following:
 - RNP 0.3 SAAAR
 - WAAS LPV Approach
 - Performance Management
 - Automatic V-Speeds (TOLD)
- Terrain Awareness and Warning System (TAWS) is incorporated in the IPS with High Resolution Terrain Maps to support the Synthetic Vision System (SVS)
- Enhanced Traffic Display is computed and displayed on the MFDs from the processors in the IPS.

D. Data Concentrator Unit (DCU)

Two DMC-6000 (Dual Channel) Data Concentrator Units (DCU) support Linked/Sensed Electronic Checklists, Engine Indication and Crew Alert System, Aircraft Synoptics and Stall Protection Calculations.

E. Synthetic Vision System (SVS)

Position sensors on the aircraft integrate with a high resolution terrain database to present synthetic terrain imagery on the Primary Flight Display with flight information overlaid to provide greater safety and situational awareness.

F. Traffic Surveillance System (TSS)

The Collins TSS-4100 Traffic Surveillance System integrates the TCAS, ADS-B and Mode-S functions into a single LRU. The TSS-4100 combination unit eliminates a stand alone TDR-94D transponder unit as well as the two Mode-S diversity antennas. Its architecture provides several advantages including growth provisions for future traffic and navigation functions.

G. Weather Radar

A Collins RTA-4118 18 inch Multiscan™ Weather Radar is standard. This innovative system is capable of detecting, analyzing and displaying weather hazards up to 300 nm ahead of the aircraft. Fully automatic operation allows the flight crew to concentrate on avoidance rather than weather depiction and interpretation. Incorporates patented Geographic Weather Correlation and Predictive Overflight Protection systems. Windshear detection is available with optional software.

H. Communication / Navigation Radios

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 Control Tuning Panels, Multifunction Keyboard Panels or Cursor Control Panels.

Two Collins NAV-4500 Navigation Receivers provide integration of all ground-based navigation functions.

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10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS (Continued)

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 Control Tuning Panels, Multifunction Keyboard Panels or Cursor Control Panels.

Dual Collins RIU-4010 (Radio Interface Unit) support datalink, SELCAL and aural warning generation.

I. Air Data System

Dual RVSM capable Collins ADC-3020 digital air data computers independently supply altitude, airspeed, vertical speed and temperature information to each pilot's PFD. Pressure altitude information is supplied to the Mode-S transponder, as well as to the FMS and FGS for vertical mode computations.

J. Radio Altimeter

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

K. High Frequency Communication

A single Collins HF-9000 and provisions for a second HF-9000 are installed to provide HF communications (2-29.9999 MHz with 100 Hz resolution).

L. Audio

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. Crew sidetone may be adjusted independently. Collins Variable Audio Level feature automatically adjusts the overhead speaker audio levels to compensate for cockpit environmental changes such as flight with the gear down, flaps extended, or speedbrakes extended. Seven audio levels are selected based on aircraft configuration. The system is designed to default to full volume should there be a failure in the system.

M. Information Management System (IMS)

The Collins IMS-6000 Information Management System enables data loading of data bases and applications, provides a USB interface and an Ethernet gateway.

N. Lightning Detection System

The L3 Communications WX-1000E aids in detecting the position and intensity of thunderstorm activity by showing up to 63 lightning symbols on the EFIS. The symbols vary in color by the intensity of the lightning activity. All strikes are acquired and recorded simultaneously for display at ranges from 25 to 200 nm. The presentation is heading stabilized and shown on the PFDs and MFDs. Lightning display is controlled through onscreen menus.

O. Onboard Maintenance System

The Citation Columbus will incorporate a central Onboard Maintenance System (OMS) to perform airframe and supplier system maintenance and diagnostic functions. The system displays live parameters, performs initiated LRU tests and rigging functions, collects, stores and displays system/component faults, trend/exceedance history and associated data.

This data is viewable through the cockpit display(s) and navigated using normal pilot controls. This functionality will reduce the need for separate diagnostic software and/or hardware (laptops, etc.) during routine troubleshooting.

In addition to the OMS, the airplane will incorporate a full time data storage device to collect available and useful data for advanced troubleshooting and analysis.

P. Microphones / Headsets

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

11. INTERIOR

11.1 General

The standard configuration in the Citation Columbus features an eight place double club configuration. A right hand refreshment center is set behind the co-pilot's seat, and on the left, behind the pilot, is an equipment/storage cabinet. Also standard is a sliding divider door aft of the cabin door, a cabin door acoustic curtain, aft cabin sliding divider door, non-belted toilet, vanity and a mid pressure bulkhead with swinging door leading into the aft baggage area.

Each pedestal seat tracks forward, aft, and laterally and may be reclined. Dual stowable armrests, head rests and Standard tailoring are included along with seat belts and inertial reel retracting shoulder harnesses. A cabin overhead is also installed. Two oxygen masks are provided in the vanity area.

The sideledges incorporate wide, executive style tables, each having a wood veneer finish. A forward and aft cabin sliding divider door with provisions for a video monitor are included. LED lighting and indirect overhead LED lights with full dimming capability are available. Entrance and emergency exit lights are also provided in the passenger cabin.

A next-generation integrated cabin management and entertainment suite comes standard on the Citation Columbus.

Fourteen windows offer exceptional natural lighting throughout the cabin. Three panes per window and bagged insulation in the walls contribute to a quiet, comfortable cabin environment even at high speeds.

An extensive selection of carpets, fabrics, leathers, and veneer cabinetry coverings, all burn-resistant, are included in the base price of the aircraft.

11.2 Standard Interior Configuration

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

Cockpit

1. Dual cupholders for each crew seat
2. Two leather covered crew seats
 - Mechanically adjustable
 - Adjustable lumbar support
 - Adjustable seat pan
 - Independent seat back recline
 - Stowable armrests
 - Five point restraint system

Not Shown:

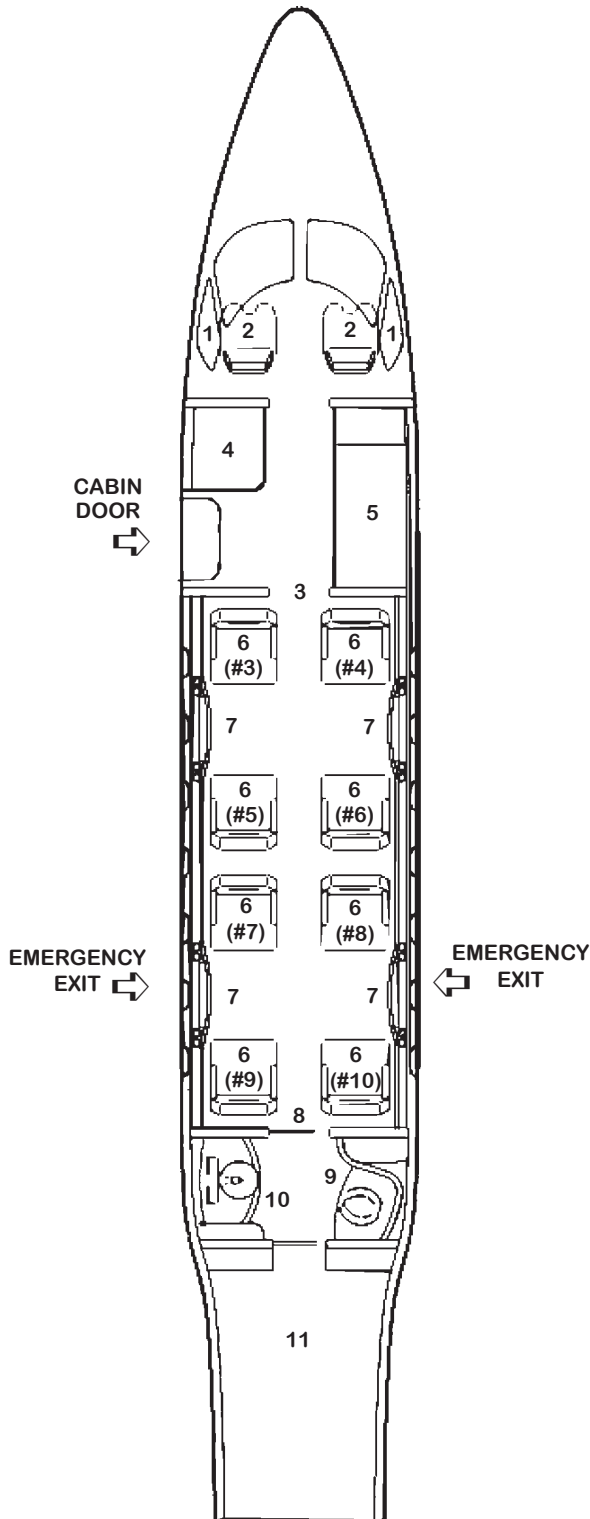
- Cockpit assist handle
- LED directional lighting (2) / Flood lighting (2)
- Air outlets (2)
- Two sunvisors
- Two 110 volt AC outlets, one in each pilot's sidewall
- Sidewall storage pockets
- Standard headset jacks
- Headset hooks
- Interphone system
- Oxygen masks and smoke goggles (2)
- Fire extinguisher

Cabin Area

3. Forward, cabin sliding door dividers with provisions for video monitor
4. LH forward closet
5. RH forward refreshment center
6. Pedestal seats: 4 aft facing (#3, #4, #7 and #8), and 4 fwd facing (#5, #6, #9 and #10)
 - Double club seating arrangement
 - Standard tailoring
 - Head rest
 - Dual stow able armrests
 - Forward / aft and inboard / outboard tracking (on pedestal)
 - Seat back recline
 - Seat restraint system including seat belt and retracting shoulder harness with inertial reel
 - Life preserver storage
7. LH / RH Side ledge
 - 4 Executive tables

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11. INTERIOR (Continued)



- 8. Aft cabin sliding door dividers with provisions for video monitor
- 9. RH aft flushing toilet
 - Toilet tissue storage
 - Generic tailoring
- 10. Vanity cabinet
 - Sink with temperature controlled water

Not Shown:

- Cabin and Vanity over head
- One entry light switch
- One vanity light switch
- Switch for cabin door operation
- Telephone
- Cabin fire extinguisher
- L.E.D. indirect lighting
- Chime unit
- Fasten seat belt and emergency exit signs
- Emergency exit signs
- Fire blocking on all passenger seats
- Veneer cabinetry
- Carpeted floor
- Plated hardware
- Potable water system

11. Tailcone Baggage Compartment

- Swinging door from vanity to baggage area
- In flight access
- Pressurized
- Cabin continuous flat floor
- Placarded for 1200 maximum baggage weight
- External door (vertically tracking)

Not Shown:

- Carpeted floor
- Baggage restraint
- Smoke detection
- L.E.D. flood lights (6)
- Overwater life raft and A.E.D. storage

FIGURE IV — CITATION COLUMBUS
STANDARD FLOORPLAN

12. EXTERIOR

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

13. ADDITIONAL EQUIPMENT

- Two Telex Active Noise Reduction Headsets
- Pitot Covers
- Engine Inlet, Pylon Inlet, Exhaust, and Generator Inlet covers
- Static Discharge Wick Covers
- Tow Straps
- Tailcone Baggage Restraint Strap
- Emergency Escape Hatch Ground-Locking Pin
- Jack Pad Adapters

14. EMERGENCY EQUIPMENT

- Fire Extinguisher in Cockpit and Cabin
- Individual Overwater Life Vests For All Seats
- Crew and Passenger Oxygen
- Emergency Exit Lighting (Interior and Over Wing)
- 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 spreadsheet *
- 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 *

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 documents are provided on CD-ROM or DVD.

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

16. COMPUTERIZED MAINTENANCE RECORD SERVICE (CESCOM)

Cessna will provide an online computerized maintenance record service for five (5) full years from the date of delivery of a Citation Model 850 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 and engine components, inspections, service bulletins, and airworthiness directives while providing permanent aircraft and engine records of maintenance performed. Automatic e-mails will be sent to designated personnel as projected maintenance requirements change,

alerting the customer to new or changing requirements.

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 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.

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17. LIMITED WARRANTIES

The standard Citation Columbus Model 850 Aircraft (Aircraft) Limited Warranty which covers the aircraft, other than Pratt & Whitney's engines and associated engine accessories, is set forth below. Cessna specifically excludes vendor subscription services and the availability of vendor service providers for Optional and Special Equipment Request (SER) equipment from Cessna's Limited Aircraft Warranty. Following Cessna's Limited Warranty, the engine and engine accessory warranty of Williams is set forth. Both warranties are incorporated by reference and made a part of the Purchase Agreement. All warranties are administered by Cessna.

17.1 Cessna Citation Columbus Model 850 Limited Warranty (Limited Warranty)

Cessna Aircraft Company ("Cessna") expressly warrants each new Citation Columbus Model 850 Aircraft (exclusive of engines and engine accessories supplied by Pratt and Whitney, which are covered by a separate Pratt and Whitney warranty), including factory-installed avionics and other factory-installed equipment to be free from defects in material and workmanship under normal use and service for the following periods after delivery to the first user:

- (a) Five years for Airframe parts
- (b) Five years for Collins avionics
- (c) Five years or 3,000 operating hours, whichever occurs first, for other standard avionics
- (d) Five years or 3,000 operating hours, whichever occurs first, for supplier items not covered by other sections
- (e) Auxiliary Power Unit (APU) for 5 years or 3000 APU operating hours
- (f) Two years for Paint and Interior Furnishings
- (g) One year for optional avionics and Special Equipment Requests (SERs)

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, at its sole option, any part or parts which within the applicable warranty period are returned at the owner's expense to the facility where the replacement part was purchased with completed claim information and which are found defective by Cessna.

(Replacement parts must be procured through Citation Parts Distribution or any Cessna, or Cessna-authorized Citation Service Facility and are only warranted for the remainder of the applicable original aircraft warranty period. A new warranty period is not established for replacement parts.) The repair or replacement of defective parts under this Limited Warranty will be made by or through any Cessna or Cessna-authorized Citation Service Facility without charge for parts or labor for removal, installation, and/or actual repair. All import duties, customs brokerage charges, sales taxes and use taxes, if any, on such warranty repairs or replacement parts are the warranty recipient's sole responsibility. (Location of Cessna and Cessna-authorized Citation Service Facilities will be furnished by Cessna upon request.)

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

WITH THE EXCEPTION OF THE WARRANTY OF TITLE AND TO THE EXTENT ALLOWED BY APPLICABLE LAW, THIS LIMITED WARRANTY IS EXPRESSLY IN LIEU OF ANY OTHER WARRANTIES, EXPRESSED OR IMPLIED, IN FACT OR BY LAW, APPLICABLE TO THE AIRCRAFT. CESSNA SPECIFICALLY DISCLAIMS AND EXCLUDES ALL OTHER WARRANTIES, INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. THE AFOREMENTIONED REMEDIES OF

17. LIMITED WARRANTIES (Continued)

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 New Engine Warranty

The following is an outline of the Pratt & Whitney Canada (P&WC), warranty for new PW810 engines.

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

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 3,000 engine operating hours (EOH) or Five (5) years, whichever occurs first. Notice of warranty defect must be provided to P&WC within 30 days of the occurrence, and P&WC reserves the right to refuse any warranty claim received more than 180 days after the removal from operation of any engine or engine part.

Application

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

Coverage

P&WC will repair or replace any parts found to be defective due to a defect in material and/or manufacturing workmanship (including resultant damage to the engine) within 3,000 EOH or 5 years, whichever occurs first. P&WC will pay reasonable engine removal and reinstallation costs and reasonable transportation costs (excluding insurance, duties, customs brokerage charges and taxes) to and from a facility designated by P&WC, Warranty Administration.

Extended Coverage

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

Operator's 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 engines must be carried out at a facility designated by P&WC, Warranty Administration. P&WC shall not be responsible for defects or damages resulting from improper use, improper maintenance, normal wear, 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
1000 Marie Victorin
Longueuil, QC J4G 1A1
Canada

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18. CITATION COLUMBUS CREW TRAINING AGREEMENT

Training for one (1) Citation Model 850 crew will be furnished to First Retail Purchaser (hereinafter called the "Purchaser"), subject to the following:

1. A crew shall consist of up to three (3) licensed pilots with current private or commercial, instrument and multi-engine ratings and a minimum of 1,000 hours total airplane pilot time and up to two (2) mechanics with A&P licenses or equivalent experience.
 2. Training shall be conducted by Cessna or by its designated training organization.
 - a. A simulator shall be utilized which is FAA certified to provide training for the FAA type rating.
 - b. In lieu of a model specific simulator, training will be provided in the most appropriate type simulator available capable of accomplishing the FAA type rating, with differences training provided.
 - c. Additional training as requested by the customer, shall be conducted in the customer's aircraft.
 - d. Location of training to be at the designated training provider's facilities 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 three (3) Captains under applicable Federal Air Regulations not to exceed five (5) total hours for the three (3) pilots.
 - b. Flight simulation training to simulator proficiency in accordance with Trainer's standards but not to exceed seventy-five (75) total hours for all 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 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 Model 850 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.

