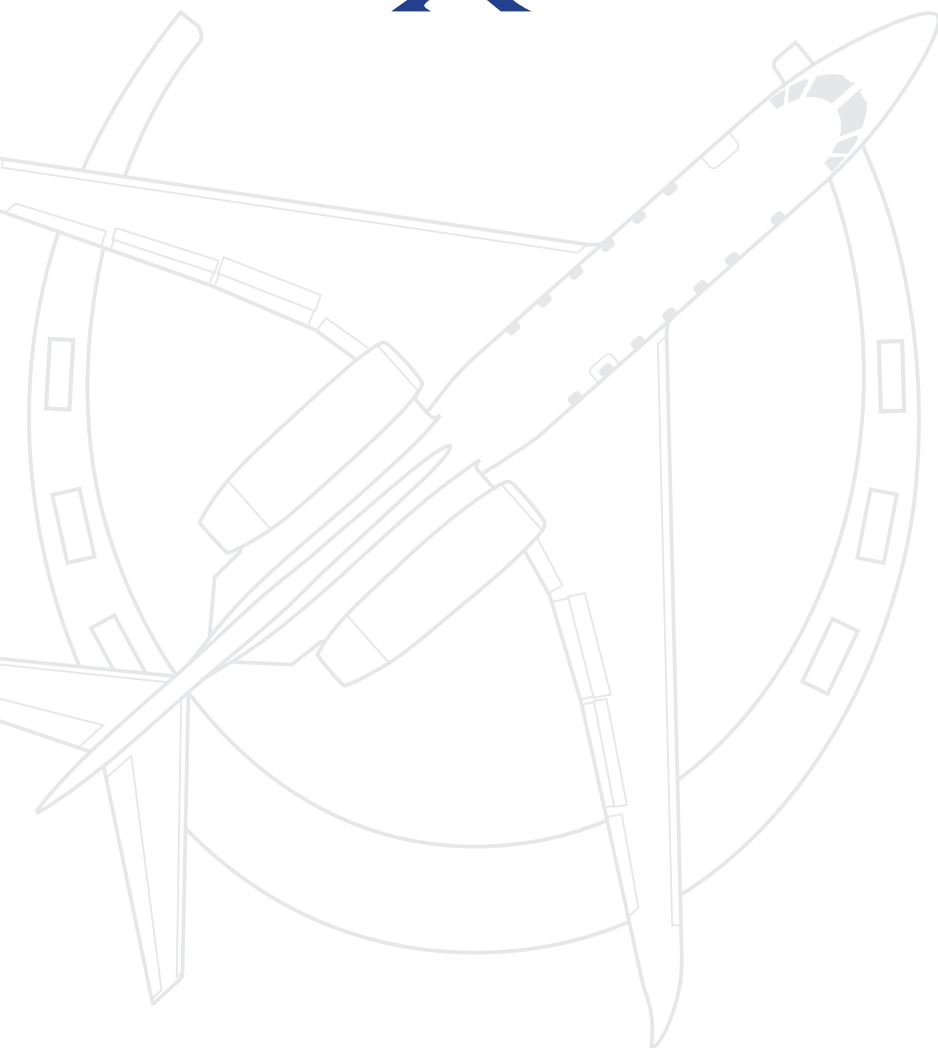


# CITATION

# X



## Specification & Description

Preliminary  
March 2013, Revision B  
Units 750-0501 to TBD

# **SPECIFICATION AND DESCRIPTION**

**UNITS 750-0501 TO TBD**

**MARCH 2013**

**REVISION B**

**PRELIMINARY**

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

March 2013, Revision B, Preliminary

## 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 750-0501 to TBD. This document supersedes all previous Specification and Description documents applicable to Units 750-0501 and On 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 and Halon 1301. 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 Rolls-Royce AE3007C2 turbofan powerplants with a fully integrated Garmin G5000 digital avionics suite. A pressurized cabin accommodates a crew of two plus eight to twelve passengers (nine is standard).

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 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. WAAS LPV approach capability as well as Category II capability per Part 91 are also included. 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.)

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	19 ft 3 in (5.85 m)
Overall Width	69 ft 2 in (21.1 m)
Overall Length	73 ft 7 in (22.43 m)

#### Wing

Span (overall)	69 ft 2 in (21.1 m)
Area	527 ft <sup>2</sup> (48.9 m <sup>2</sup> )
Sweepback (at outboard 25% chord)	37 degrees

#### Horizontal Tail

Span (overall)	26 ft 1 in (7.95 m)
Area	120 ft <sup>2</sup> (11.1 m <sup>2</sup> )
Sweepback (at 25% chord)	40 degrees

#### Vertical Tail

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

#### Cabin

Height (maximum over aisle)	5 ft 8 in (1.73 m)
Width (max)	5 ft 6 in (1.68 m)
Length (forward pressure bulkhead to mid pressure bulkhead)	30 ft 8 in (9.32 m)

#### Landing Gear

Tread (main to main)	10 ft 7 in (3.23 m)
Wheelbase (nose to main)	29 ft 11 in (9.11 m)

## 1. GENERAL DESCRIPTION (Continued)

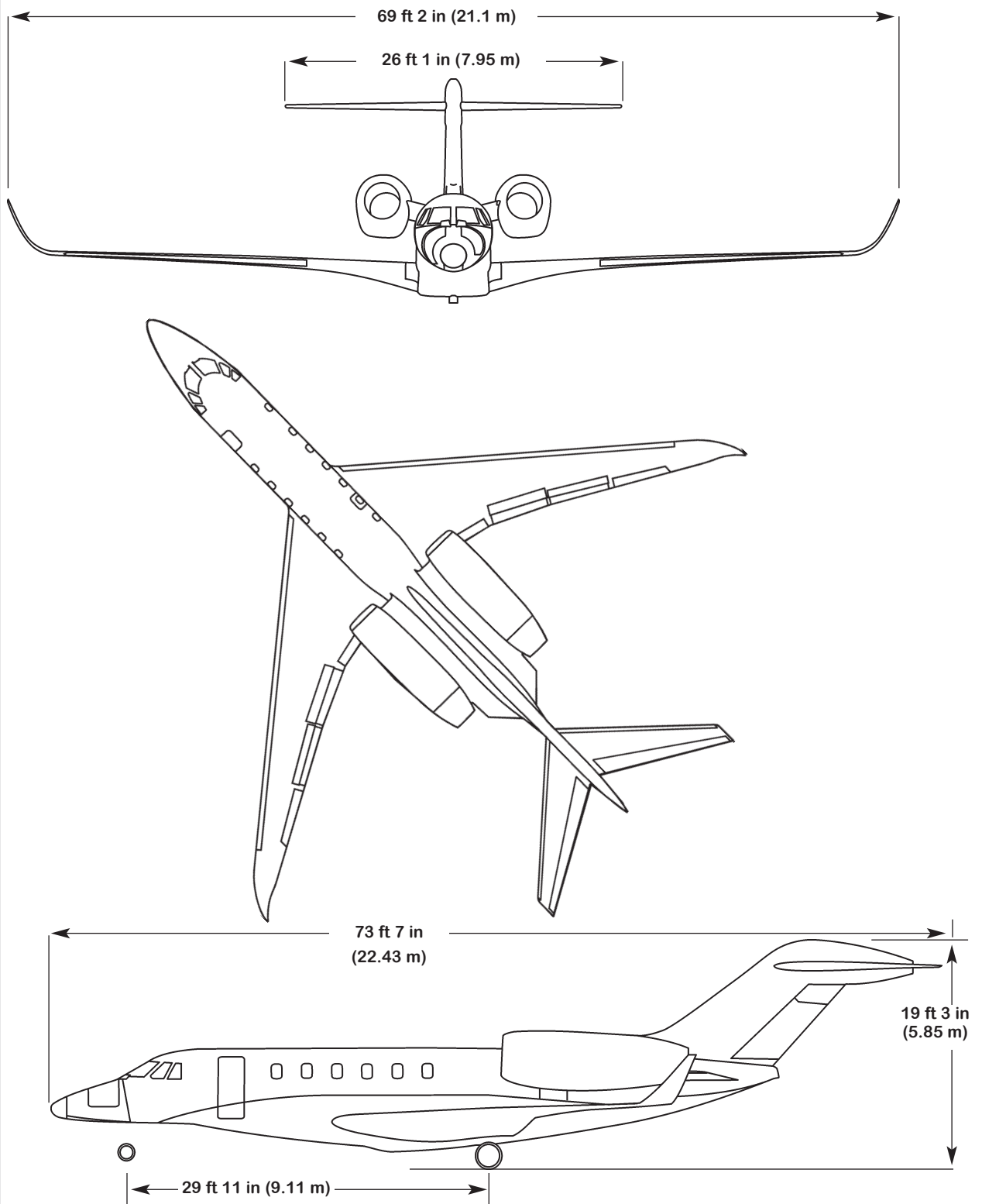


FIGURE I — CITATION X EXTERIOR DIMENSIONS

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## 1. GENERAL DESCRIPTION (Continued)

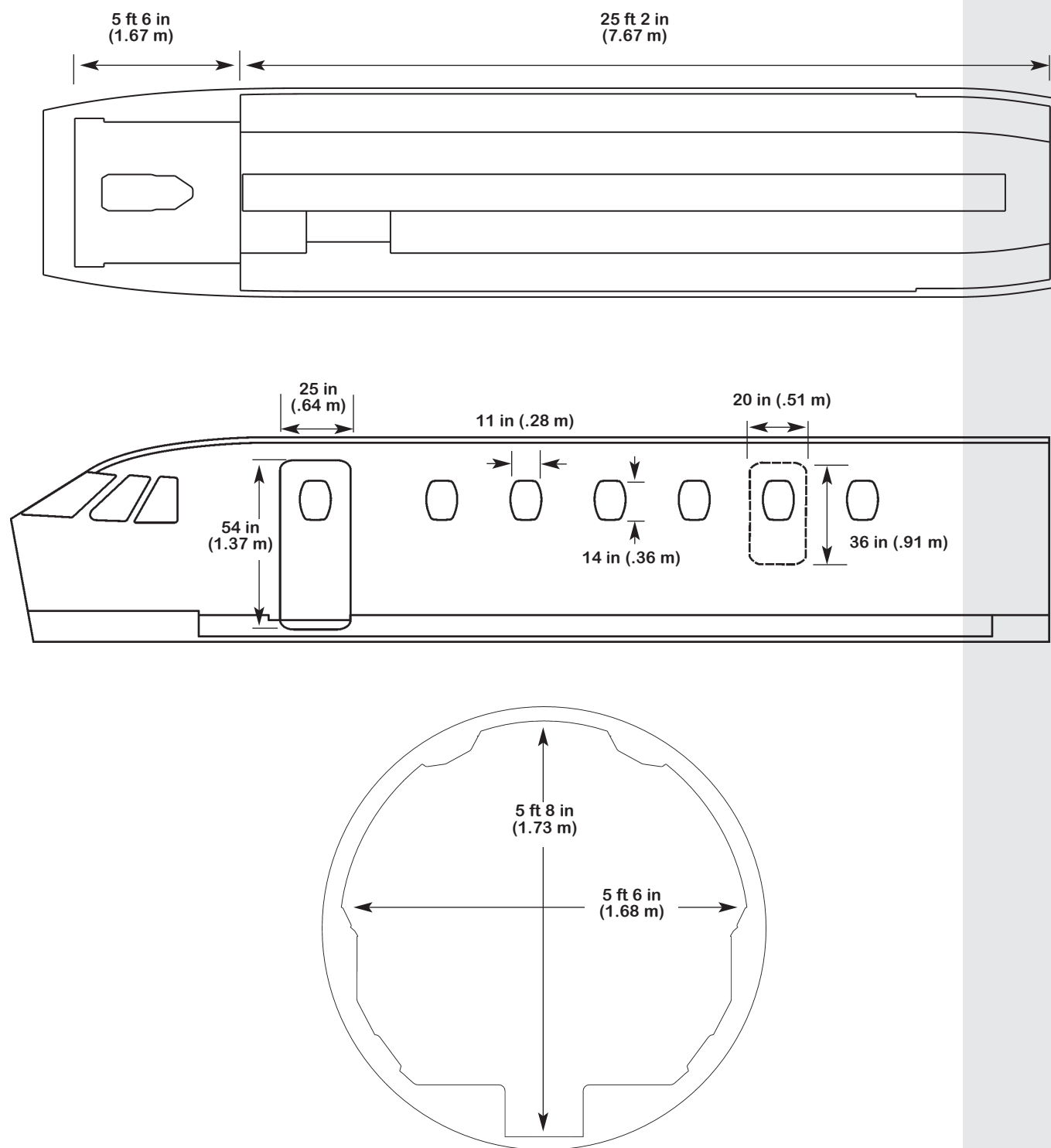


FIGURE II — CITATION X INTERIOR DIMENSIONS

## 1. GENERAL DESCRIPTION (Continued)

### 1.3 Design Weight and Capacities

Maximum Ramp Weight	36,900 lb (16,737 kg)
Maximum Takeoff Weight	36,600 lb (16,602 kg)
Maximum Landing Weight	32,000 lb (14,515 kg)
Maximum Zero Fuel Weight	24,978 lb (11,330 kg)
Fuel Capacity (usable) @ 6.70 lb/gal	12,931 lb (5,865 kg)
Basic Operating Weight (2 crew, 200 lbs each)	22,464 lb (10,189 kg)

## 2. PERFORMANCE

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

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

Takeoff Runway Length (Maximum Takeoff Weight, Sea Level, ISA, Required Takeoff Field Length per Part 25, 15° Flaps)	5,280 ft (1,609 m)
Climb Performance (Maximum Takeoff Weight, Sea Level, ISA)	.23 min to 45,000 ft (13,716 m)
Maximum Altitude	51,000 ft (15,545 m)
Maximum Cruise Speed (±3%)	527 ktas (977 k/h) at FL350
NBAA IFR Range (200 nm alternate) (± 4%) (Maximum Takeoff Weight, Full Fuel, Optimal Climb and Descent, Mach 0.82 Cruise Thrust at 45,000 feet)	3,242 nm (6,008 km)
Landing Runway Length	TBD
Certificated Noise Levels	
Takeoff	TBD EPNdB
Sideline	TBD EPNdB
Approach	TBD EPNdB

*\*Performance numbers shown are preliminary and are subject to change during the flight test evaluation phase of the certification program.*



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### 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) . . . . .	Mach 0.935

#### 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 5 ft 6 in (1.68 m). A continuous dropped aisle in the passenger cabin provides approximately 5 ft 8 in (1.73 m) of standup headroom measured softgoods to softgoods, with a cabin length (excluding cockpit) of 25 ft 2 in (7.67 m): an additional 15 inches of length compared to aircraft prior to Unit 750-0501.

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

The aft fuselage incorporates a 72.0 cubic feet (2.04 m<sup>3</sup>) heated and pressurized baggage compartment. A door in the left hand side of the fuselage provides access. An additional 10.0 cubic feet (.28 m<sup>3</sup>) 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. Area rule design is utilized for the aft fuselage area, consistent with low-drag characteristics. 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 permits a continuous dropped aisle throughout the passenger cabin and lavatory.

A large aerodynamic fairing is optimized for low drag.

## **6. EMPENNAGE**

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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**

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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 modular design Rolls-Royce AE3007C2 turbofan engines installed on the rear fuselage.

The AE3007C2 engines incorporate dual channel Full Authority Digital Electronic Controls (FADEC) which are fully compatible with the Autothrottle (A/T) system. The engine is a modular design and features six large access panels for Line Replacement Unit (LRU) maintenance and multiple borescope inspection ports.

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.

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## 9. SYSTEMS

### 9.1 Flight Controls

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

### 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.

### 9.3 Hydraulic System

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

### 9.4 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 44-amp hour Nickel-Cadmium batteries are provided.

Each engine also drives an alternator in support of an alternating current (AC) system for electrical anti-icing and defogging of the glass windshields. In the unlikely event of a dual generator loss, the alternators can also provide backup electrical power through transformer-rectifier units to an essential electrical bus. The essential bus can power components of the G5000 system that are essential for flight, including two display units and the flight director functionality. This essential bus design and its multiple power sources provide much higher reliability and a greater situational awareness in the event of an electrical emergency. If all engine-driven power sources are lost, the aircraft main batteries provide power to the emergency bus for a limited period of time.

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

Cabin electrical grounds have been organized to centralize and simplify access.

Standard exterior lighting consists of two pulsing red LED lights for ground recognition, LED anti-collision lights and two downwash lights located in the winglets, two wing inspection lights, LED position lights, two landing/recognition lights (including the Precise Flight pulselite system which, when activated, pulses the landing/recognition lights), windshield ice detection lights and taxi lights (located on the nose landing gear). Two LED tail logo lights are located on the aft end of the engine pylon illuminating the vertical stabilizer surfaces.

### 9.5 Autothrottle System

The autothrottle (A/T) is fully integrated with the Automatic Flight Control System (AFCS) and the Flight Management Systems (FMS) to control the engine thrust throughout the flight from takeoff to landing. The A/T includes speed as well as thrust modes and may be selected prior to initiating takeoff roll and remain engaged throughout the flight, approach, flare and landing touchdown (Aircraft does not incorporate autoland capability). The A/T may be disengaged for manual throttle control.

### 9.6 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). Cabin pressure and cabin rate of climb are displayed on the multifunction display (MFD).

### 9.7 Oxygen System

A 76.0 cubic foot (2.15 m<sup>3</sup>) oxygen bottle and a 49 cubic foot (1.38 m<sup>3</sup>) oxygen bottle are provided. Oxygen pressure readout is available on the MFD. An automatic dropout oxygen mask is provided for each passenger. Pressure demand masks are provided for the crew.

### 9.8 Ice 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 system, AOA systems and RAT probe.

## 10. FLIGHT COMPARTMENT, INSTRUMENTATION AND AVIONICS —

### 10.1 General

The Garmin G5000 system is the featured avionics suite on the Citation X. It includes an integrated Flight Director/Autopilot and Electronic Flight Instrument System (EFIS) utilizing three fourteen-inch (diagonal) high-resolution Liquid Crystal Displays (LCD) in widescreen, landscape orientation. The two outer displays are Primary Flight Displays (PFDs) and the centrally located Multifunction Display (MFD) incorporates engine and systems information as well as detailed charts, moving map, synoptics, traffic, and TAWS functionality.

Four full-color, touchscreen control panels provide the crew with the ability to control G5000 system features such as radio tuning, transponders, intercom, flight planning and display information as desired. The control panels also provide control of selected aircraft systems such as environmental control and external lighting. The outboard touchscreen controllers are primarily utilized for PFD control while the inboard two touchscreen controllers are primarily used for MFD control. In the unlikely event a touchscreen controller becomes inoperative, the remaining controllers can take on additional control responsibility.

Two complete crew stations are provided with dual controls including control columns, adjustable rudder pedals, and brakes. The crew seats are fully adjustable and include five-point restraint harnesses.

LED illuminated panels, instrument floodlights, and blue-white background lighting are provided for all cockpit instruments and switches. Illuminated LED pushbutton switches, overhead map lights and floodlights are also provided. The emergency oxygen system provides two pressure demand masks with microphones for the crew members. Circuit breakers are installed on circuit breaker panels located on the pilot's and copilot's sidewalls.

### 10.2 Instrument and Control Panels

The instrument layout includes a tilt panel below the vertical instrument panel across the width of the cockpit. The tilt panel improves visibility of components mounted low in the panel. Oxygen mask stowage has been incorporated in the lower sidewall.

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

- Touchscreen LCD Control Panel
- Primary Flight Display (PFD)
- Secondary PFD Controller

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

- Touchscreen LCD Control Panel
- Primary Flight Display (PFD)
- Secondary PFD Controller

#### C. Installed on Center Panel:

- Multifunction Display (MFD)
- Dual Touchscreen LCD Control Panels
- Electronic Standby Flight Display - ESFD

#### D. Installed Beneath Glareshield:

- Flight Guidance Panel - FGP

#### E. Installed on LH Tilt Panel:

- Electrical Power Panel

#### F. Installed on RH Tilt Panel:

- Anti-Ice/De-Ice Panel
- Landing Gear Control Panel

#### G. Installed on Pedestal:

- Engine power levers - Autothrottle assembly
- Flaps/Slats control
- Speed Brake Control Lever
- Pressurization Panel
- Engine Control/Start Panel

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

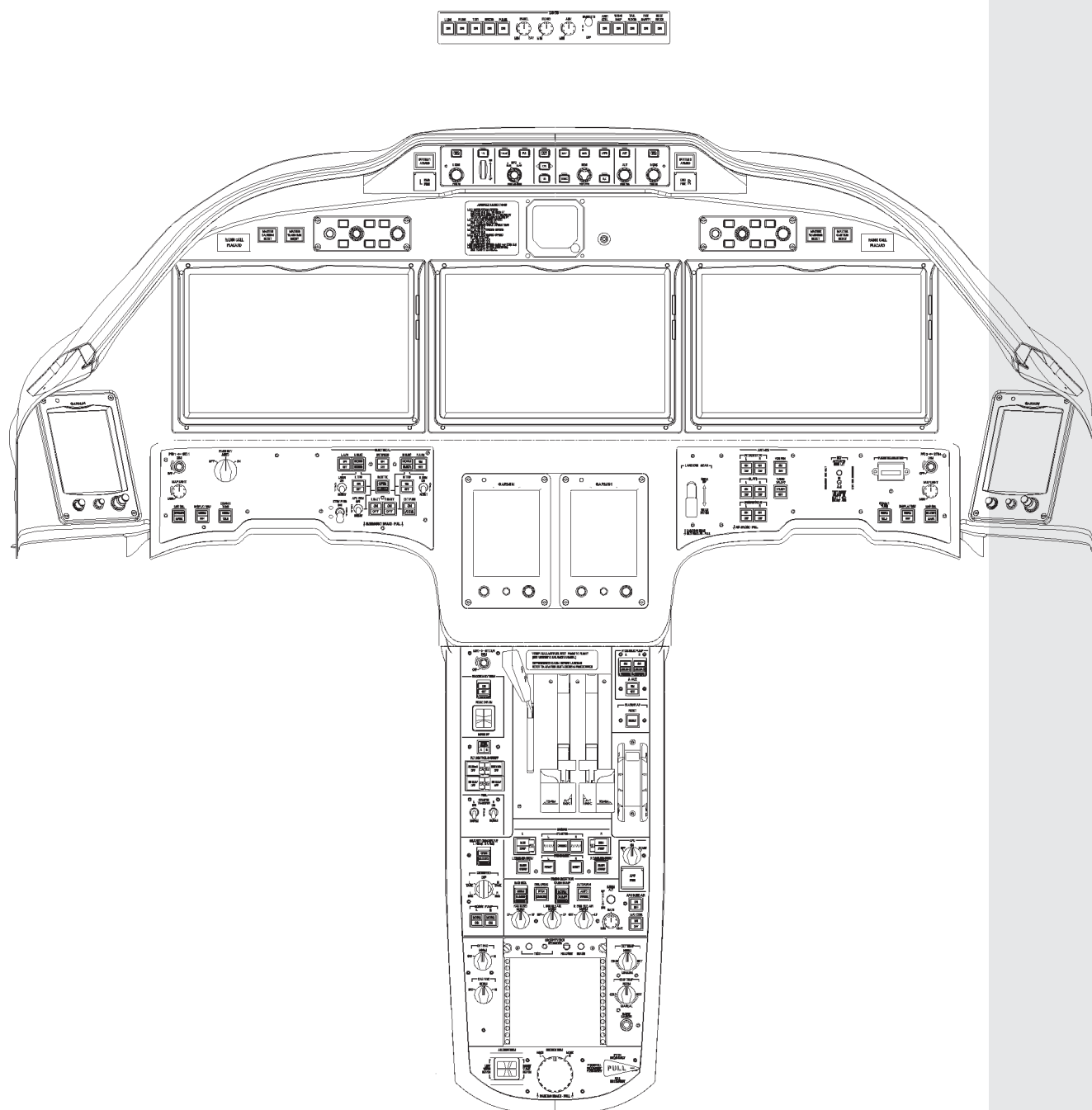


FIGURE III — CITATION X INSTRUMENT PANEL AND PEDESTAL LAYOUT

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

### 10.3 Avionics

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

#### A. Flight Displays

The Garmin G5000 avionics system in the Citation X features three fourteen-inch (diagonal), widescreen-format liquid crystal displays (LCDs). Two Primary Flight Displays (PFDs) are located on the pilot's and copilot's instrument panels, and one Multi-Function Display (MFD) is located on the center panel. In addition to flight display information, the PFDs can display an inset window with moving map imagery. Color-coded Crew Alerting System (CAS) messages are displayed on the PFD. The MFD displays detailed moving map, terrain, traffic, and weather information as well as a dedicated engine and systems information window. Display of electronic charts and taxi diagrams with aircraft position shown is included. (Applicable subscription services are the responsibility of the Purchaser.) In addition, aircraft system synoptic diagrams are available for display on the MFD. The PFDs and the MFD can operate in full-screen or split-screen mode. Multiple reversionary display formats provide for redundancy.

#### B. Synthetic Vision Technology

Garmin Synthetic Vision Technology (SVT) is included. The system presents terrain and obstacle information on the PFDs in a dynamic, three-dimensional format, providing for increased situational awareness. Airports, runways, heading, traffic, color-coded terrain alerts, and a flight path indicator are displayed on the SVT presentation.

#### C. Touchscreen Control Panels

Four full-color, touchscreen LCD control panels provide the primary user interface with the G5000 system. Two control panels are located on the center pedestal, and two additional panels occupy positions outboard of each PFD. The control panels provide pilots with the ability to arrange and tailor display information, tune communication and navigation radios, and manage specific aircraft systems. Multiple reversionary modes provide for control redundancy.

#### D. Automatic Flight Control System

The G5000 system includes a full-featured Automatic Flight Control System (AFCS) that supports dual flight directors and a three-axis autopilot. Multiple computational paths in the system provide for a high level of

redundancy. The AFCS also provides yaw damping as well as mach trim functionality. Pilot control is provided through a single AFCS mode controller centrally located in the glareshield. The AFCS integrates with the autothrottle system and includes an Emergency Descent Mode that provides automatic aircraft descent to 15,000 feet should the aircraft cabin experience depressurization at high altitude.

#### E. Inertial Navigation System (INS)

Dual Inertial Navigation Systems (INS) provide attitude and heading reference as well as inertial navigation information, including the capability to support Required Navigation Performance (RNP) operations.

#### F. Integrated Avionics Units

Dual Integrated Avionics Units include Global Positioning System (GPS) Wide Area Augmentation System (WAAS) receivers, Very High Frequency (VHF) communication radios, VHF navigation radios, and glideslope receivers in addition to supporting input/output processing, aural alert generation, and flight director functions.

#### G. Distance Measuring Equipment

Dual scanning Distance Measuring Equipment (DME) units are installed to provide DME information to the pilots as well as to provide scanning DME/DME input capability for the Flight Management Systems.

#### H. Flight Management Systems

Dual Flight Management Systems (FMS) provide extensive navigation and flight planning capabilities as well as enroute, takeoff, and landing performance calculations. Supported navigation capabilities include the following (among others):

- Enroute and terminal operations
- Precision and non-precision approach operations, including LNAV/VNAV and Localizer Performance with Vertical Guidance (LPV) approaches
- Required Navigation Performance (RNP) 0.3 approaches with radius-to-fix (RF) legs, including those requiring Approval Required (AR) capability and having a missed approach segment RNP value less than 1 nautical mile.

The FMSs calculate aircraft position based upon GPS/WAAS, INS, as well as scanning DME/DME input. (Applicable FMS database subscription services are the responsibility of the Purchaser.)



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

### I. Weather Radar

A Garmin GWX 70 weather radar system with a 12-inch antenna is included. Solid-state electronics (i.e. no magnetron) and a transmitter power of 40 Watts provide for improved safety and reliability compared with traditional radar systems having higher output power. WATCH™ automatic range limiting, vertical scan capability, Doppler turbulence detection capability in rain cells, and weather target alerting and are included.

### J. Traffic Collision Avoidance System (TCAS II)

A Garmin GTS 8000 TCAS II system is included, providing traffic advisories and resolution advisories. This system is compliant with Change 7.1 requirements.

### K. Terrain Awareness Warning System (TAWS)

The G5000 system includes a Class A Terrain Awareness Warning System (TAWS) system. The TAWS function is allocated to the flight display units, providing weight and hardware resource savings as well as increased redundancy and availability. Reactive windshear alerting capability is also included.

### L. Transponders with ADS-B Out Capability

Dual Mode S transponders with antenna diversity and 1090 MHz Extended Squitter (ES) Automatic Dependent Surveillance - Broadcast Out (ADS-B Out) transmission capability in accordance with FAA TSO-166B are included. The transponders meet European Mode S mandates for Enhanced Surveillance (EHS).

### M. VHF ACARS Capability

A datalink (VDL Mode 2) radio provides for the sending and receiving of Aircraft Communications Addressing and Reporting System (ACARS) information, flight plans, weather graphics, and text via a datalink service provider. (Applicable subscription services are the responsibility of the Purchaser.)

### N. Link 2000 + Controller Pilot Datalink Communications

The Aircraft will include Link 2000+ Controller Pilot Datalink Communications (CPDLC) capability in accordance with the European mandate.

### O. Standby Instrumentation

An Electronic Standby Flight Display (ESFD) powered by the emergency bus and having its own backup bat-

tery provides standby airspeed, attitude, altitude, and VOR/ILS navigation information.

### P. Radio Altimeter

A radio altimeter is included with the Aircraft for PFD display and in support of Category II ILS approaches, TCAS II and TAWS A.

### Q. Cockpit Voice Recorder

A Cockpit Voice Recorder (CVR) is included with the aircraft. The CVR will also record Controller-Pilot Data Link Communications (CPDLC) when equipped with an applicable datalink system.

### R. High-Frequency Radio

A standard high-frequency (HF) radio with selective calling (SELCAL) decoding is included. Provisions Only for a second HF system are also installed.

### S. Emergency Locator Transmitter

A 406 MHz Emergency Locator Transmitter (ELT) with navigation interface is installed. (Note: Some authorities may not permit the use of navigation interface capability.)

### T. Maintenance Diagnostics

The G5000 system includes the capability to record specific maintenance diagnostic information, which can be reviewed on the MFD while on the ground and downloaded for review off the Aircraft. In addition, the Citation X incorporates full time data storage through a Cessna Aircraft Recording System (AReS). AReS records useful data during the previous 25+ flight hours in non-volatile memory for advanced troubleshooting and analysis by systems specialists from the Cessna Service and Support network.

*Purchaser agrees that Cessna has a perpetual license to use all information contained in the Aircraft recording and/or diagnostic system for any reason, including maintenance and accident investigation. Purchaser expressly provides Cessna with licensed permission to download, use, and/or read such information at any time. Purchaser further agrees this perpetual license runs with and is automatically transferred with the title to the Aircraft and is binding on any and all subsequent purchasers of the Aircraft.*

## 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 95<sup>th</sup> percentile. A wide variety of custom seating configurations can be specified, from low density executive suites to high density (up to 12 passenger) configurations.

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 25 ft 2 in (7.67 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 5 ft 6 in (1.68 m).

A dropped aisle, extending from the cockpit divider aft to the aft wall of the lavatory, provides a cabin height of 5 ft 8 in (1.73 m) from softgoods to softgoods.

All passenger seats are equipped with a seat belt, a shoulder harness strap with inertia reel and an over water life vest stored nearby.

Bagged insulation and soundproofing are consistent with this category of aircraft, given 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 dual-mode pleated electric window shades. A drop-down, constant-flow oxygen mask is furnished for each passenger for emergency use. Individual air outlets and LED task lights are provided for each passenger. General LED lighting with variable adjustment settings, dropped aisle LED lighting, entrance and emergency exit lights are also provided in the passenger cabin.

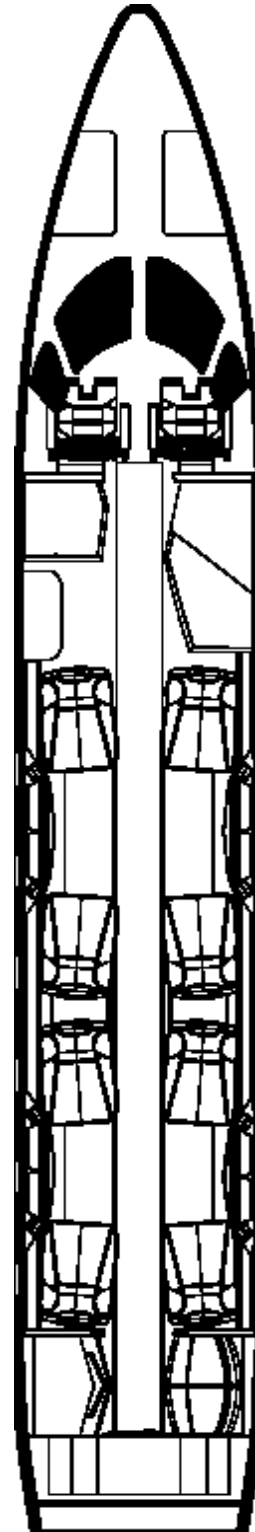


FIGURE IV — CITATION X  
STANDARD FLOORPLAN



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## 11. INTERIOR (Continued)

### 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 and briefcase storage as well as Blu-ray entertainment equipment;
- A right hand refreshment center with hot and cold beverage capability, large ice drawer, numerous storage areas, large trash receptacle, glassware storage capability, microwave oven and provisions for catering;
- Eight pedestal mounted seats with full berthing, swivel and pedestal tracking features, with the four forward facing seats including footrests;
- LH/RH midship storage, located between fore and aft club seating;
- Four executive tables with ample work area;
- Individual passenger entertainment and cabin controls including programmable touch screens, video monitors, personal entertainment input panels, individual task lighting and individual dual mode window shades;
- A customer designated VIP location incorporating all entertainment controls and cabin temperature adjustment with master shades control;
- Indirect/accent lighting in the continuous dropped aisle;
- Five individual Universal 110 VAC outlets to operate various personal electronic devices located in the cabin;
- 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 hanging clothes bags, coats, briefcases or additional storage for passenger amenities, as well as designated storage areas for life rafts and a ground use only 110V outlet; 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 m<sup>3</sup>), is located in the tailcone. The compartment is accessible through a 27 inch (.69 m) wide lockable door with an integral step.

An additional 10.0 cubic feet (.28m<sup>3</sup>) utility cargo area is accessed through the lower tailcone door. This cargo area is approximately 83.0 inches (2.11 m) long x 25.0 inches (0.64 m) wide x 8.0 inches (0.20 m) high and provides storage for cargo such as skis.

## 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
- Engine Inlet Covers
- Communication Headsets
- Door Lock Keys
- Fuel Sump Sample Cup
- Cargo Net
- Center Aisle Carpet Assembly
- Foldable Threshold Carpet Assembly

## 14. EMERGENCY EQUIPMENT

- Fire Extinguisher in Cockpit and Cabin
- Individual Overwater Life Vests For All Seats
- Crew and Passenger Oxygen System
- 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 Manual
- Cabin Equipment Operation Manual
- Passenger Briefing 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 Diagram \*
- Component Maintenance Manual \*
- Structural Repair Manual \*
- Nondestructive Testing Manual \*
- Illustrated Tool and Equipment Manual \*

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

\* These documents are provided on CD-ROM or DVD.

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

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## 16. COMPUTERIZED MAINTENANCE RECORD SERVICE

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.

## 17. 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

### 17.1 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 Garmin Standard and Optional Avionics;

(c) Five years or 3,000 hours, whichever occurs first, for other Standard Avionics and 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 Selection Guide;

(d) Two years for Interior Furnishings and Paint;

(e) One year for Customer Requests (CRQs);

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 through Cessna Service Parts & Programs 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

## 17. LIMITED WARRANTIES (Continued)

Facility and are only warranted for the remainder of the applicable original aircraft warranty period. A new warranty period is not established for replacement parts. The repair or replacement of defective parts under this Limited Warranty will be made by any Cessna-owned Citation service facility or a Citation service facility authorized by Cessna to perform service on the aircraft without charge for parts and/or labor for removal, installation, and/or repair. All expedited freight transportation expenses, import duties, customs brokerage fees, sales taxes and use taxes, if any, on such warranty repairs or replacement parts are the warranty recipient's sole responsibility. (Location of Cessna-owned and Cessna-authorized Citation service facilities will be furnished by Cessna upon request.)

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

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

**AFOREMENTIONED REMEDIES OF REPAIR OR REPLACEMENT ARE THE ONLY REMEDIES UNDER THIS LIMITED WARRANTY. CESSNA EXPRESSLY AND SPECIFICALLY DISCLAIMS ALL OTHER REMEDIES, OBLIGATIONS, AND LIABILITIES, INCLUDING, BUT NOT LIMITED TO, LOSS OF AIRCRAFT USE, LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS, LOSS OF PROFITS, LOSS OF GOODWILL, AND ANY AND ALL OTHER CONSEQUENTIAL AND INCIDENTAL DAMAGES. CESSNA NEITHER ASSUMES NOR AUTHORIZES ANYONE ELSE TO ASSUME ON ITS BEHALF ANY FURTHER OBLIGATIONS OR LIABILITIES PERTAINING TO THE AIRCRAFT NOT CONTAINED IN THIS LIMITED WARRANTY. THIS LIMITED WARRANTY SHALL BE CONSTRUED UNDER THE LAWS OF THE STATE OF KANSAS AND ANY DISPUTES AND/OR CLAIMS ARISING THEREFROM SHALL BE EXCLUSIVELY RESOLVED IN THE STATE AND/OR FEDERAL COURTS LOCATED IN WICHITA, KANSAS. THE PARTIES HERETO CONSENT TO PERSONAL JURISDICTION IN THE FORUM CHOSEN.**

### 17.2 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).

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## 17. LIMITED WARRANTIES (Continued)

- 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 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 with-



## 17. LIMITED WARRANTIES (Continued)

in 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 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, PAS-

SIVE 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.

### 17.3 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

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## 18. 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 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 theoretical 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.
- g. Due to TSA regulations, all current United States citizens must present a current United States passport before training will be able to commence.
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.

