

# CITATION CJ3



## Optional Equipment Selection Guide

Effective for Aircraft to be Delivered in 2009  
Printed June 2008

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# **OPTIONAL EQUIPMENT SELECTION GUIDE**

**EFFECTIVE FOR AIRCRAFT TO BE DELIVERED IN 2009**

**JUNE 2008**

June 2008

## INTRODUCTION

This list is to be used in conjunction with the applicable Specification and Description. Cessna reserves the right to add, modify, or delete options without prior notification.

### NOTES:

#### 1. "Provisions Only" Statement of Understanding

At Purchaser's request, Seller may agree to make provisions for a system in the Aircraft. Seller will do this in order to facilitate completion of the system at a time preferable for Purchaser subsequent to delivery.

Purchaser understands and agrees that Seller's liability for any such provision is governed by the warranty expressed in the Purchase Agreement. In addition, if Purchaser has the Aircraft modified to upgrade a provisional configuration to a fully functional configuration, Seller will warrant the functioning of the modified configuration if, and only if, the modification is accomplished at a factory-owned Cessna Citation Service Center.

Purchaser further understands that the provisions made are designed to accommodate a system as defined at present by Seller, and that Seller reserves the right to discontinue or change any system without notice. Accordingly, Purchaser acknowledges that the equipment required to render a provisional installation fully functional may not be available in the future and in such a case Seller bears no obligation to substitute for, remove, or complete the provisional installation.

2. Purchaser acknowledges that Seller assumes no responsibility or liability for equipment installed on the Aircraft in addition to the standard aircraft at a completion center other than the factory or authorized Citation Service Centers.

3. Optional equipment and vendors are subject to change without notice.

### DEFINITIONS:

1. STD = Standard equipment

2. N/C = No additional charge

3. ☐ ##### = Factory kit number for optional equipment

4. TBD = To be defined

5. CRQ = Custom request

6. N/A = Not applicable

Notes: \_\_\_\_\_

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## AIRCRAFT PROFILE

### AIRCRAFT REGISTRATION AND OPERATIONAL INFORMATION

**Aircraft Certification:** If the Purchaser elects to meet the certification criteria other than those required for U.S. 14 CFR Part 23, Commuter category (day, night, VFR, IFR), compliance may necessitate airframe modifications and additional systems. Certification Kits are, or will be, available to meet the type design requirements set forth by the relevant civil authority, at an additional charge.

**Aircraft Operating Approval:** The Purchaser is responsible for obtaining Aircraft operating approval from the relevant civil aviation authority. Additional equipment or airframe modifications, dependent upon the range and location of the planned operations, may be identified by

that authority (various regions within one country may have differing requirements).

**International Certification:** The Purchaser must furnish to Cessna the country of Aircraft registration, a properly assigned or designated aircraft registration with the applicable Mode S code identification and any additional equipment or systems (if different from those mandated by the FAA for a similar operational category) required for the category of registration intended (e.g., private, commercial).

The Purchaser is responsible for added Aircraft modifications and expense. International Certification Kit information is available upon request.

Name: \_\_\_\_\_ Company: \_\_\_\_\_

Operator: ☐ Corporate or ☐ Private

Registration: ☐ U.S. or ☐ Other (specify): \_\_\_\_\_

Operation: ☐ Commercial ☐ Private ☐ Fractional

☐ Two Crew or ☐ Single Pilot

Total passenger seats required for takeoff and landing: \_\_\_\_\_

Operating rules: ☐ Part 91 ☐ Part 91K ☐ Part 135 ☐ JAR-OPS 1 ☐ Other (specify): \_\_\_\_\_

Region(s) of operation (check all that apply):

☐ North America ☐ South America ☐ Europe ☐ Middle East ☐ Africa ☐ Asia ☐ Australia

☐ Caribbean ☐ Atlantic ☐ Pacific

☐ Other: \_\_\_\_\_

☐ Expected navigation capability requirements:  
(e.g., MNPS, RNP, PRNAV, BRNAV, GPS, Primary Means, Steep Approach): \_\_\_\_\_

☐ Interested in RVSM Services program (begins 3 to 4 months prior to delivery)

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FLIGHT DECK - AVIONICS		Price (USD)	Estimated Weight (lb)	Warranty* (Years)
<b>RADIOS: SHORT RANGE NAVIGATION / COMMUNICATION</b>				
STD	<b>Pro Line 21 CNS Radios – Collins</b> – Includes dual COM, dual NAV, single DME, dual Radio Tuning Units (RTUs), and dual TDR-94D Mode S diversity transponders.	N/C	0	5
<input type="checkbox"/> 658C	<b>Automatic Direction Finder (ADF) - Collins</b> - Replaces one Collins NAV-4500 with a NAV-4000 with ADF and installs the antenna. Audio panels will include volume controls.	\$17,375	6.1	1
<b>FLIGHT MANAGEMENT SYSTEMS (FMS)</b>				
STD	<b>FMS-3000 With GPS – Collins</b> – The single Collins FMS-3000 provides navigation guidance coupled to the autopilot in both lateral and vertical modes. The FMS-3000 combines the Wide Area Augmentation System (WAAS) enabled GPS-4000S with DME and VOR sensor inputs to present navigation solutions on the PFDs and MFD with overlays through the IFIS system. Updated software adds Localizer Performance with Vertical Guidance (LPV) approach capability. The COMM and NAV radios may be tuned through the Control Display Unit and up to 100 pilot-defined flight plans may be stored. The FMS-3000 automatically flies non-precision approaches and provides automatic FMS-to-ILS transfers.	N/C	0	5
<input type="checkbox"/> 686S	<b>Second FMS-3000 – Collins</b> – This option provides a second Collins FMS-3000. Dual FMS-3000s offer fully synchronized operation of the lateral and vertical flight plans. A second WAAS LPV enabled GPS-4000S and a second DME receiver are included. Each FMS monitors the navigation solution of the other to provide redundancy.	\$73,225	14.6	5
<input type="checkbox"/> 686Q	<b>GPS-500W – Garmin</b> – The Garmin GPS-500W serves as a second, independent FMS using its own internal GPS sensor. The unit interfaces with the flight guidance system and displays a moving map of up to 20 user defined flight plans on the PFDs or MFD with overlaid natural and manmade features. Advisory VNAV data is displayed as desired. Calculations for trip and fuel planning can be performed but require manual input of fuel quantity and flow. The GPS receiver is WAAS enabled, but the installation will not support WAAS LPV capability. Coupled VNAV approaches are not supported.	\$21,225	9.4	1
STD	<b>FMS Performance Database – Collins</b> – Provides Citation CJ3 specific performance data to the Collins FMS-3000 to allow calculation of weights, takeoff speeds, and balanced field length based upon exact runway conditions. Allows flight-planning calculations prior to departure based on predictive fuel burn.	N/C	0	5

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For Aircraft Delivered In 2009

FLIGHT DECK - AVIONICS (Continued)		Price (USD)	Estimated Weight (lb)	Warranty* (Years)
<b>HIGH-FREQUENCY COMMUNICATION</b>				
<input type="checkbox"/> 631A	<b>HF-9000 High Frequency Communications – Collins</b> – Full-frequency HF system permits direct tuning of any of 280,000 frequencies between 2.0 and 29.9999 MHz in 100 Hz increments when operated in the discrete frequency mode.	\$65,850	40.8	1
<input type="checkbox"/> 631	<b>HF-9000 High Frequency Communications (Provisions Only) – Collins</b> – Complete HF system installation including the antenna, excluding Collins components. See note 1.	\$15,225	9.2	1
<input type="checkbox"/> 632G	<b>SELCAL – Collins</b> – Adds the selective calling feature (alerts the crew to HF voice traffic for own aircraft) by replacing the standard Radio Interface Unit (RIU-4110) with an RIU that has SELCAL tone decoding ability. The SELCAL code is permanently stored in the Radio Tuning Unit (RTU). The HF-9000 installation (631A) is required with this option.	\$8,250	0.8	1
<b>RECORDERS</b>				
STD	<b>Cockpit Voice Recorder (Provisions Only) – L-3 Communications</b> – Installs all mounting chassis, a blanking plate, and the impact switch, and performs functional testing to accommodate future installation of the FA2100 CVR. See note 1.	N/C	0	2
<input type="checkbox"/> 634K	<b>Cockpit Voice Recorder – L-3 Communications</b> – Installs an FA2100 CVR including the remote-mounted recorder and a control panel.	\$22,600	10.7	1
<input type="checkbox"/> 634D	<b>FA2100 Flight Data Recorder – L-3 Communications</b> – The FA2100 is a solid-state FDR with 25 hours flight data storage capacity. Note: The FA2100 only meets the requirements of Part 91 (for aircraft with 10 or more passengers seats) and JAR-OPS 1 (for aircraft 12,500 pounds or more). The requirements of Parts 91K, 135, and those of some countries exceed the capabilities of the FA2100. For aircraft with 9 or fewer passenger seats an FDR is not required in the U.S.	\$89,850	42.3	1
<b>TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS)</b>				
STD	<b>TCAS-4000 Traffic Alert Collision Avoidance System (TCAS II) – Collins</b> – The Collins TCAS-4000 system improves situational awareness by tracking all Mode C or S aircraft within 35 nm. This system, which meets all ICAO ACAS II (Change 7) requirements, selects for display only those aircraft (up to 30) that pose the greatest collision threat. Traffic Alerts (TAs) and Resolution Advisories (RAs) are given aurally through the aircraft audio system and visually on the PFDs. When other TCAS II-equipped aircraft are encountered, complementary RA maneuvers are coordinated by each system. Includes a panel switch that allows the TCAS-4000 to automatically cycle on and off both LED landing lights simultaneously to improve own aircraft visibility in flight in the event of a Resolution Advisory (RA).	N/C	0	1

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FLIGHT DECK - AVIONICS (Continued)		Price (USD)	Estimated Weight (lb)	Warranty* (Years)
TERRAIN AWARENESS WARNING SYSTEM (TAWS)				
STD	<b>LandMark 8000 TAWS – L-3 Communications</b> – The LandMark 8000 TAWS system compares GPS and altimetry data against internal, world-wide databases of navigation, terrain, and obstacles to predict position and warn of potential conflict. It displays terrain contours using multiple color shades, graphical depictions of runways (>2,000 feet), and man-made obstacles. This Class B system provides five basic alert modes: Forward Looking Terrain Avoidance (FLTA), Premature Descent, Excessive Descent Rate, Negative Climb Rate, and Descending to 500 Feet (no excessive bank angle alert). Aural advisories are provided through the aircraft audio system and are visually displayed on the PFDs and the MFD. The three main databases are updated periodically by subscription through L-3 Avionics.	N/C	0	2
<input type="checkbox"/> 691H	<b>Mark VIII Enhanced Ground Proximity Warning System (EGPWS) – Honeywell</b> – The Mark VIII is a Class A TAWS providing visual and aural warning alerts for terrain avoidance. It features the Honeywell terrain awareness and display system (TADS) and is displayed on the MFD and the PFDs. It includes six basic alert and warning modes such as excessive descent rate, altitude loss after takeoff, and inadvertent descent below glideslope. In addition, the Mark VIII uses GPS input and a worldwide terrain database to display an enhanced graphical plan view of terrain, color coded in relation to the aircraft's position. Terrain is shown in higher resolution around all runways longer than 2,000 feet. Within North America and certain other areas, manmade obstacles greater than 100 feet are shown and included in the alert and warning modes. The Mark VIII also includes a terrain clearance floor exceedence mode and a "look-ahead" cautionary mode. Operators will be notified by Honeywell of database updates as required.	\$41,350	1.0	1
<input type="checkbox"/> 691K	<b>Mark V Enhanced Ground Proximity Warning System (EGPWS) – Honeywell</b> – The Mark V is a Class A TAWS including all the same features and functions of the Mark VIII plus Mode 7, reactive wind-shear warning and windshear caution. The Mark V with Runway Awareness and Advisory System (RAAS) software may also be ordered. See below.	\$71,625	5.1	1
<input type="checkbox"/> 691L	<b>Mark V EGPWS with Runway Awareness and Advisory System (RAAS) – Honeywell</b> – This option is the Mark V (described above) with the RAAS software upgrade installed. RAAS provides situational awareness of the runway environment by comparing the aircraft's GPS position with airport data from the EGPWS runway database. Appropriate aural advisories are issued to the flight crew during taxi, takeoff, final approach, landing, and rollout. An inhibit switch is installed on the panel to mute aural advisories.	\$95,700	5.2	1

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FLIGHT DECK - AVIONICS (Continued)		Price (USD)	Estimated Weight (lb)	Warranty* (Years)
<b>EMERGENCY LOCATOR TRANSMITTER (ELT)</b>				
STD	<b>C406-N Emergency Locator Transmitter – Artex</b> – Provides a three frequency ELT that transmits on the International Emergency Frequencies of 121.5 and 243 MHz and the satellite frequency of 406 MHz. The ELT is interfaced to the onboard FMS and will transmit last known aircraft position on the satellite frequency (some countries prohibit the navigation interface). Note: This system requires customer registration with the appropriate government authority for recognition of the 406 MHz transmission.	N/C	0	2
<b>WEATHER DETECTION</b>				
STD	<b>WXR-800 Weather Radar – Collins</b> – The standard radar provides a heading stabilized multi-color precipitation detection system using an integrated transmitter-receiver-processor with a 12-inch antenna. The WXR-800 features ground clutter suppression, adjustable gain, path attenuation compensation (PAC) which reduces "blind spots" due to intense precipitation, and weather detection from five to 300 nm. Dual controls allow both pilots to operate the system in different modes, ranges, and tilts simultaneously. The presentation may be overlaid on the PFDs or the MFD.	N/C	0	5
STD	<b>Broadcast Weather – XM</b> – XM WX Satellite Weather Data service provides constantly updated weather information displayed on the MFD. Products such as high resolution NEXRAD, graphical echo tops, and METARs may be manipulated using the cursor control panel. The aircraft's present position is shown on the graphical images. Upgraded software features the capability to have satellite imagery with NEXRAD overlays, see TFRs both in graphical and textual formats, view winds aloft, and view cloud-to-cloud lighting with strikes refreshed every five minutes. Data is processed through a Heads Up Technologies receiver and stored for recall on demand. A subscription through XM is required and is currently available only within the Continental U.S.	N/C	0	5
<input type="checkbox"/> 630B	<b>TWR-850 Turbulence Doppler Weather Radar – Collins</b> – Replaces the standard radar unit and adds the following features to the standard functions: turbulence detection (to 50 nm), sector scan (reduced sweep angle for rapid updates), target alert (notifies the pilots of hazardous targets outside the selected range) and auto-tilt (maintains angle during altitude or range changes). This option modifies the display control panel to support the auto-tilt feature.	\$28,150	1.7	1

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FLIGHT DECK - AVIONICS (Continued)		Price (USD)	Estimated Weight (lb)	Warranty* (Years)
<input type="checkbox"/> 629S	<b>WX-1000E Lightning Detection Stormscope – L-3 Communications</b> – The 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 strike. All strikes are acquired and recorded simultaneously for display at ranges from 25 to 200 nm. The presentation is heading stabilized and shown only on the PFDs and MFD. Note: No separate controller, separate indicator, or clear switch is provided and it does not display on the GPS-500. The WX-1000 checklist function is not available. Lightning display is toggled on and off through the bezel switches. Spurious strikes may result from engine ground operation, particularly at high thrust settings.	\$15,775	9.7	1
<input type="checkbox"/> 630C	<b>Interactive Graphical Weather and Flight Services – Universal Weather and Aviation</b> – This option is in lieu of the standard XM broadcast weather and differs primarily by providing a worldwide graphical weather solution. Selection of this option adds a VHF datalink radio to provide uplink and downlink capabilities to the Collins IFIS. Graphical weather products such as winds, turbulence, icing, and METARS may be uplinked on a worldwide basis. Within the continental U.S. echo/tops movement data and NEXRAD are also available. Flight services requests and e-mails may be downlinked. All products are furnished by subscription through Universal Weather and Aviation and stored in the IFIS for later recall.	\$53,925	9.0	1
<b>MISCELLANEOUS AVIONICS</b>				
STD	<b>Cockpit Speaker Mute Switch</b> – Installs a switch in the instrument panel that will mute all audio aural warnings to the cockpit overhead speakers including TCAS, and EGPWS. Note: The regulatory authorities of some countries may require the mute switch to be disabled.	N/C	0	2
STD	<b>HectoPascal/Inch Switch for Baro Units</b> – Toggles the display of barometric readings between inches of mercury and HectoPascal units.	N/C	0	2
STD	<b>Avionics Dispatch Switch</b> – Installs a switch in the instrument panel that allows the battery to power one VHF radio, one RTU, both audio panels, MFD, FSU, Database Loader and both FMS systems for up to a half hour prior to engine start.	N/C	0	1
<input type="checkbox"/> 655	<b>Electronic Charts – Jeppesen</b> – Allows display of Jeppesen electronic approach, departure, and arrival charts and airport taxi diagrams on the MFD. Includes Collins Chartlink, which automatically loads the appropriate charts based upon the flight plan data from the Collins FMS. Software certification levels allow dynamic overlaying of aircraft position on all geo-referenced charts. Such charts cover all of the U.S. and many areas outside the U.S. Includes pan and zoom features. Requires subscription to Jeppesen electronic chart service.	N/C	0	1

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For Aircraft Delivered In 2009

FLIGHT DECK - MISCELLANEOUS (Continued)		Price (USD)	Estimated Weight (lb)	Warranty* (Years)
<input type="checkbox"/> 674D	<b>PBS250 Passenger Briefing System – Heads Up Technologies</b> – The PBS250 control head is installed in the panel and provides up to 8 studio-quality audio passenger briefings. It includes those required by the FAA: takeoff, landing, and overwater. Custom briefings may be ordered from Heads Up Technologies (1st free, \$250 subsequent - subject to change).	\$5,475	0.5	1
<input type="checkbox"/> 650	<b>Voice Annunciator</b> – This system provides a verbal message when warning annunciators are activated.	N/C	0.2	1
<b>OXYGEN</b>				
STD	<b>Oxygen System</b> – The standard 50 cubic foot oxygen system meets the requirements of 14 CFR Part 135 operations.	N/C	0	1
STD	<b>Sweep-On Crew Oxygen Mask System – B/E Aerospace</b> – The B/E Aerospace oxygen crew mask is approved to 45,000 ft and features an adjustable tension harness, microphone, smoke goggles and stowage cup. Can be donned with one hand and functioning in less than five seconds. Goggle frame and strap are silicone and can accommodate most shapes of eyeglasses.	N/C	0	1
<b>LIGHTS</b>				
STD	<b>Integrated Pulse Light System</b> – The system cycles on and off both LED landing lights simultaneously to improve own aircraft visibility in flight. Activation is tied to the landing light switches and weight-on-wheels logic.	N/C	0	1
STD	<b>Tail Flood Lights – Heads Up Technologies</b> – Provides flood lights that illuminate the vertical stabilizer surface for better recognition of a tail logo or registration number.	N/C	0	1
<b>ENGINE OIL</b>				
<input type="checkbox"/> 501	<b>Mobil Jet II Oil</b>	N/C	0	N/A
<input type="checkbox"/> 502	<b>Mobil Jet 254 (Third Generation Oil)</b>	N/C	0	N/A
<b>BATTERIES</b>				
STD	<b>Nickel Cadmium Battery – Marathon</b> – A 44 ampere-hour ni-cad battery is standard.	N/C	0	1
<input type="checkbox"/> 186P	<b>Lead Acid Battery – Concorde</b> – Installs a 42 ampere-hour lead acid battery in lieu of the standard 44 amp/hr battery.	N/C	7.1	1

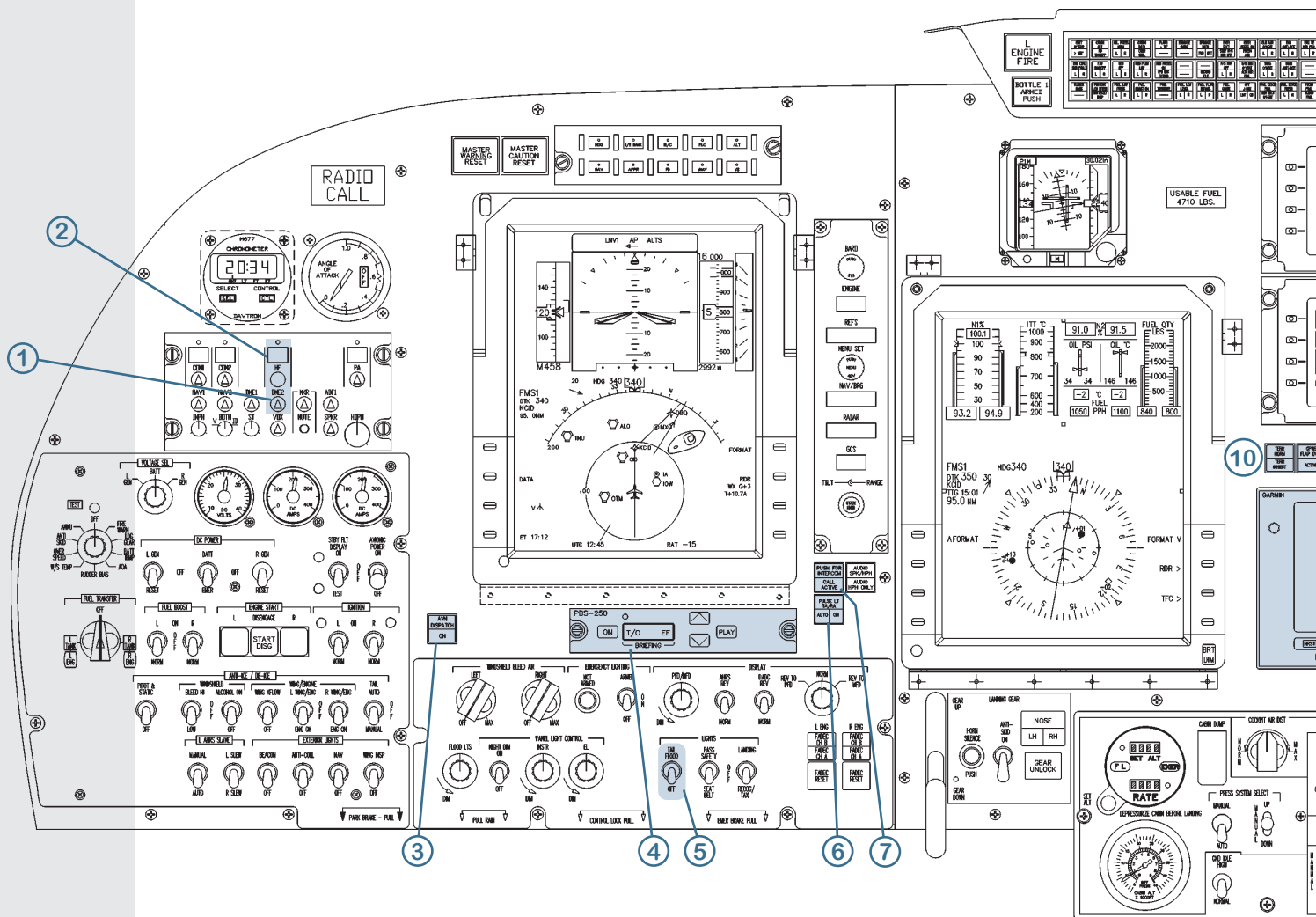
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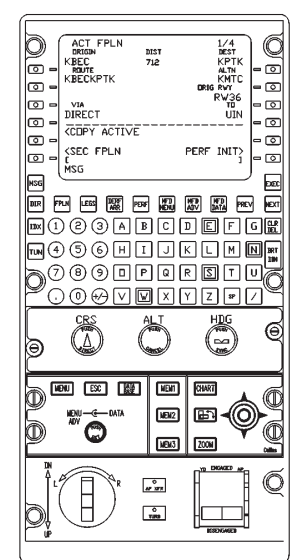
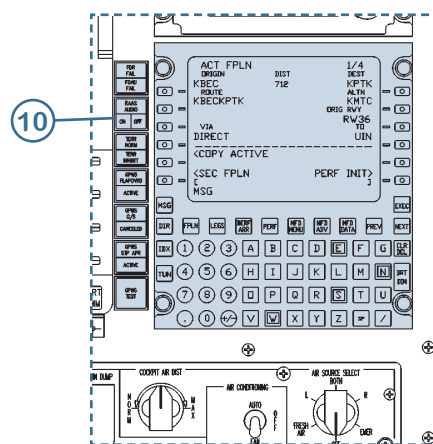
FLIGHT DECK - MISCELLANEOUS (Continued)		Price (USD)	Estimated Weight (lb)	Warranty* (Years)
MISCELLANEOUS OTHER				
STD	<b>Locking Fuel Caps</b> – Features a locking mechanism and flush mounted cap that fairs into the wing contour. The key may be removed in the locked or unlocked position.	N/C	0	1
<input type="checkbox"/> 11A	<b>Angle-of-Attack Indexer – Safe Flight</b> – An angle-of-attack indexer is mounted on the left side of the windshield center post just above the glare shield.	\$4,725	0.4	1
STD	<b>Maintenance Diagnostic System (MDS) – Collins</b> – The Collins Pro Line 21 system diagnostics provides a listing of current fault, currently failed LRUs, and fault history. The system can store fault history for up to 500 faults occurring during the previous 100 flights. The MDS also provides maintenance reports which may be downloaded in ASCII format to a USB storage device. Maintenance data may be accessed on the MFD when the aircraft is on the ground (maintenance data cannot be accessed in the air).	N/C	0	1
STD	<b>Diagnostic Aircraft Recording System (AReS) – Cessna</b> – AReS is a Line Replaceable Unit (LRU) and contains removable, non-volatile memory encompassing thousands of aircraft parameters captured during the previous 50 flight hours. AReS also interfaces with Collins Pro Line 21 and Williams FADEC systems.	N/C	0	1
AIRBORNE TELEPHONE				
<input type="checkbox"/> 675G	<b>ST 3100 Iridium Telephone System – AirCell</b> – Provides a single channel telecom system that supports worldwide voice and data communications utilizing the Iridium satellite network. The installation includes an intercom call switch in window reveal and cockpit panel, two corded handsets (one in the cockpit and one in the cabin) and one RS-232 data port in the cabin (2400 bps maximum data rate). Requires monthly service fee.	\$43,750	12.2	2

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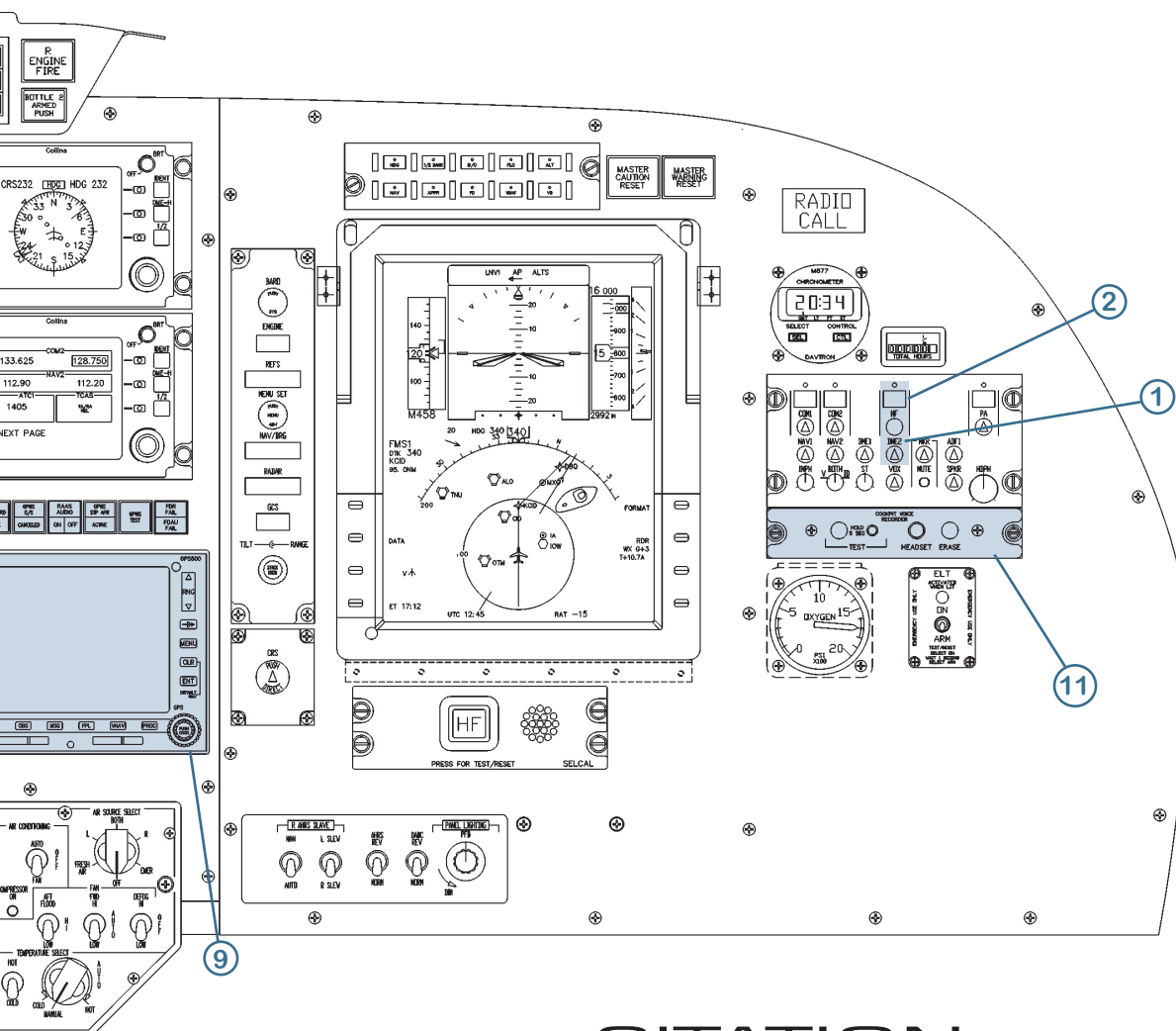
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Second Collins FMS-3000 **8**



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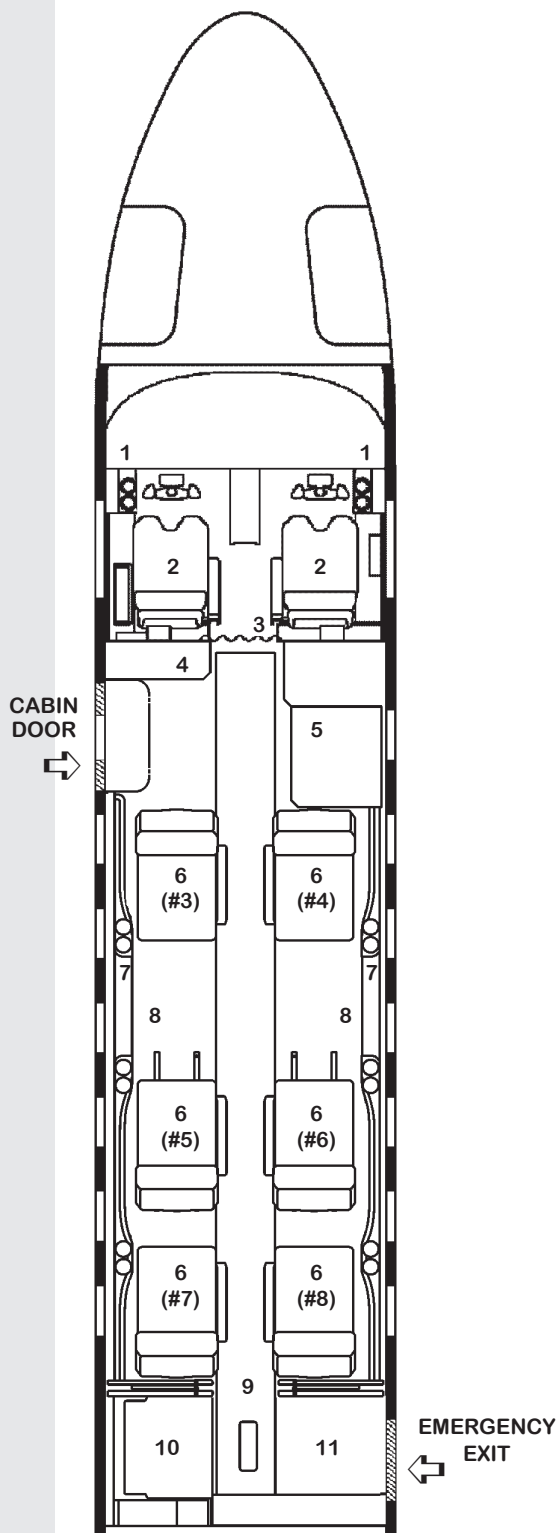
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### Equipment Affecting the Instrument Panel

1. Second DME Included with Optional Second FMS-3000 – Collins (686S)
2. Audio Control for HF-9000 High Frequency Communications – Collins (631A)
3. Avionics Dispatch Switch
4. PBS250 Passenger Briefing System – Heads Up Technologies (674D)
5. Tail Flood Lights – Heads Up Technologies
6. Pulselite to TCAS-4000 Interface Switch
7. Intercom call switch to accompany the ST 3100 Iridium Telephone System – AirCell (675G)
8. Second FMS-3000 Flight Management System – Collins (686S)
9. GPS-500W Flight Management System – Garmin (686Q)
10. Various switches supporting the following optional avionics: Honeywell EGPWS and EGPWS with RAAS, Steep Approach, L-3 FA2100 Flight Data Recorder
11. FA2100 Cockpit Voice Recorder – L-3 Communications (634K)

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## INTERIOR



CITATION CJ3 CENTER CLUB (STANDARD)

## Standard Interior Configuration

The following items are standard in the Citation CJ3. Numbered items refer to the cabin diagram.

## Cockpit

1. Dual cupholders for each crew seat
2. Two crew seats
  - Five-Point Restraint System
  - Stowable Inboard Armrest
  - Fwd & Aft Tracking Lever
  - Recline Adjustment Lever
  - Height Adjustment Lever
  - Adjustable Lumbar
  - Seat Back Pocket
  - Overwater Life Vest Located In Seat Base
3. RH two-book navigation chart case

## Not Shown:

- Cockpit assist handle
- Flight deck pedestal guardrail
- Two monorail sunvisors
- Single 110 volt AC outlet in copilot sidewall
- Fire extinguisher

## Cabin Area

4. LH forward storage/evaporator cabinet
5. RH forward refreshment center with:
  - One-piece, half-length cockpit curtain
  - Heated liquid container
  - Condiment storage drawers
  - Bottled water storage
  - Two dispensers for disposable cups
  - Beverage can storage
  - Catering drawer
  - Divided ice chest drawer with removable wine caddy, manual overboard drain and removable liner
  - Drip tray with manual overboard drain
  - Trash container
  - Work surface
  - Miscellaneous general storage
6. Six pedestal seats: two aft facing (#3 and #4), and four forward facing (#5, #6, #7, and #8) with:
  - Hidden headrest with slipcover pillows
  - Seat back pocket
  - Single retractable inboard armrest
  - Forward/aft and inboard/outboard tracking on pedestal
  - Floor tracking (seats #5 and #6 only)
  - 45 degree seat back recline (depending on position)
  - Seat restraint system including seat belt and retracting shoulder harness with inertial reel
  - Overwater life vest stored in seat base

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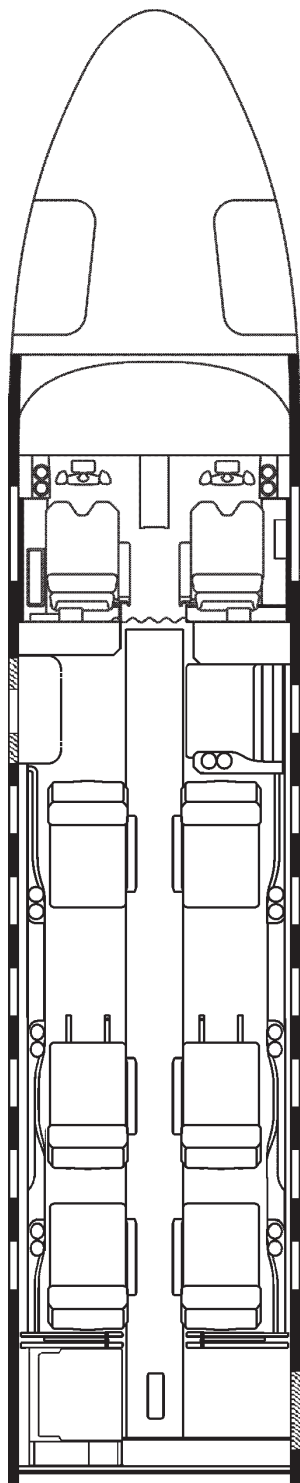
## INTERIOR (Continued)

7. LH/RH sideledge with dual cupholders at each pedestal seat location
  8. LH/RH executive tables with leather table top insert
  9. LH/RH aft cabin dividers with mirror treatment and sliding privacy doors
  10. LH aft, belted flushing toilet
    - Relief tube with overboard drain
    - Toilet tissue storage area
  11. RH aft, avionics cabinet containing diagnostics and common PC boards
- Not Shown:
- 110 volt AC outlets in lower sidewall at seats 5 and 6 with capability of 5 amp maximum
  - Passenger service units (PSU) containing an oxygen mask, air outlet, and reading light at each passenger seat location and in the aft lavatory area
  - Manual pleated cabin window shades
  - Indirect overhead LED lighting
  - Dropped aisle LED lighting
  - Matte laminate cabinetry finish
  - Brushed aluminum hardware finish
  - Foldable threshold carpet assembly
  - Spare threshold carpet assembly
  - Spare center aisle carpet assembly
  - Aft center flush mounted coat rod
  - Chime unit located in PSU
  - Fasten seat belt/no smoking and emergency exit signs (Note: The no smoking sign remains illuminated at all times unless the optional smoking configuration is ordered.)
  - Single insertable ashtray
  - Fireblocking on all passenger seats
  - Cabin fire extinguisher

**Note:** An inventoried line of fabrics, leathers, carpets and matte laminate cabinetry coverings are included in the base price of the aircraft. Special request items (i.e. dye-to-match leather, veneer, etc.) selected outside the standard offerings will require quotation for availability, schedule, and price.



## INTERIOR (Continued)

RH SIDE-FACING SEAT AND  
LH BELTED TOILET**Optional Interior Configuration**

The following list describes some of the approved interior options and seating arrangements on the Citation CJ3. Options selected may affect pricing, schedule, and overall weight. Contact Citation Marketing for a more comprehensive list.

**Cockpit**

- Sheepskin cover assembly for crew seats
- AirCell phone handset in cockpit overhead area

**Cabin Area**

- RH forward slimline refreshment center and RH side-facing seat in lieu of the standard RH forward refreshment center
- LH belted, flushing toilet
- AirCell phone handset (wired or wireless) mounted in the lower sidewall beside seat 6 (typically) with single RS-232 data outlet
- Moving map and cabin information display
- Slimline executive tables at seats #7 and #8
- Cabinetry table top (instead of leather)
- Lower sidewall pockets
- Smoking configuration including ashtrays at each seat
- Entertainment selections are available including XM radio and DVD arrangements

**Miscellaneous Selections**

- 220 volt AC power to outlets in cockpit and cabin (in lieu of 110 volt system) capability of 3 amps maximum
- Additional electrical outlets in cockpit and/or cabin
- Mirror covering on aft bulkhead in lavatory area
- Entry step upgrade to Airstair style
- Upgrades to hardware and furniture finish are available



June 2008

## MAINTENANCE PROGRAMS

**ProAdvantage Programs®** – A family of professional parts support programs which provide fixed price coverage for all airframe, avionics, and engine components for five years or 3000 hours and renewable thereafter. (Additional details available on request. Separate agreement required.)

**ProParts® Standard Equipment Coverage** – Provides airframe and avionics parts support coverage for aircraft equipped in a standard configuration as defined in the ProParts Agreement. Items covered include tires, brakes, valves, motors, actuators, instruments, FMS, radar, etc.

<input type="checkbox"/> Year 1	\$20.65/hr *
Year 2	\$70.70/hr *
Years 3-5	\$119.60/hr *

Note: ProParts coverage of equipment other than standard configuration and Special Equipment not listed in this guide to be negotiated separately.

**PowerAdvantage®** – A professional parts support program for the FJ44-3A engine. Provides fixed price coverage for parts required during scheduled and unscheduled maintenance including HSI and Overhaul. (Additional details available on request. Separate ProAdvantage Agreement is required.)

☐ \$71.02/Engine hour \*

\* Prices presented are estimated 2009 pricing.

