

# CITATION CJ3



## Optional Equipment Selection Guide

Effective for Aircraft to be Delivered in 2007  
Printed May 2006

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# **OPTIONAL EQUIPMENT SELECTION GUIDE**

**EFFECTIVE FOR AIRCRAFT TO BE DELIVERED IN 2007**

**MAY 2006**

May 2006

**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. SER = Special equipment 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 passengers 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):

Continental U.S.  North Atlantic  Caribbean  South America  Europe  Asia  Africa

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)

Special Equipment interests: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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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, single ADF, dual Radio Tuning Units (RTUs), and dual TDR-94 Mode S non-diversity transponders.	N/C	0	5
<input type="checkbox"/> 624	<b>Dual Mode S Diversity Transponders – Collins (Exchange)</b> – Replaces the standard transponders with two TDR-94D diversity transponders with enhanced surveillance capability and adds the second set of antennas Note: This option is required to meet European regulations and is automatically included if TCAS II is on order (FK 635N).	\$29,375	5.3	5
<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 its own GPS with DME and VOR sensor inputs to present navigation solutions on the PFDs and MFD with overlays through the IFIS system. CNS radios may be tuned on its AMLCD 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
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
<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 GPS and a second DME receiver are included. Each FMS monitors the navigation solution of the other to provide redundancy.	\$69,750	16.5	5
<input type="checkbox"/> 686Q	<b>GPS 500 – Garmin</b> – The Garmin GPS 500 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 man-made 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.	\$19,500	9.0	1

\* Equipment supplied by the identified Supplier within a requested option will receive the limited warranty for the period specified in this Optional Equipment Selection Guide. All other associated components of the requested option (wiring, cables, racks, etc.), from other than the stated Supplier, will receive a limited warranty for a period of one year.

For Aircraft Delivered In 2007

<b>FLIGHT DECK - AVIONICS (Continued)</b>		<b>Price (USD)</b>	<b>Estimated Weight (lb)</b>	<b>Warranty* (Years)</b>
<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.	\$60,450	47.6	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.	\$8,250	16.2	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.	\$7,600	0	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. (The area microphone and all required wiring are installed as part of the standard aircraft.) 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.	\$20,750	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 passengers seats an FDR is not required in the U.S.	\$82,450	40.0	1
<b>TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS)</b>				
STD	<b>SkyWatch HP (TCAS I) - L-3 Communications</b> – This system provides Mode C-based traffic surveillance out to 35 nm. Up to 35 intruder aircraft can be tracked simultaneously while displaying 8 or more of the most threatening. Aural traffic advisories are issued through the aircraft audio system and visually displayed on the PFDs and the MFD. SkyWatch HP is ADS-B ready.	N/C	0	2

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<b>FLIGHT DECK - AVIONICS (Continued)</b>		<b>Price (USD)</b>	<b>Estimated Weight (lb)</b>	<b>Warranty* (Years)</b>
<input type="checkbox"/> 635N	<b>TCAS-4000 Traffic Alert Collision Avoidance System (TCAS II) – Collins (Exchange)</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. This option includes option 624, dual Collins TDR-94D diversity transponders (exchange). As of January 1, 2005, any new aircraft with MTOW greater than or equal to 12,500 lb (5,700 kg) must meet the European TCAS II requirement.	\$128,250	21.3	1
<b>TERRAIN AWARENESS WARNING SYSTEM (TAWS)</b>				
STD	<b>LandMark 8000 TAWS – L-3 Communications</b> – The LandMark 8000 TAWS system compares GPS and altimetry data against internal, worldwide 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 Decent, Excessive Decent 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 (Exchange)</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.	\$37,975	0.4	1

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.

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<b>FLIGHT DECK - AVIONICS (Continued)</b>		<b>Price (USD)</b>	<b>Estimated Weight (lb)</b>	<b>Warranty* (Years)</b>
<input type="checkbox"/> 691K	<b>Mark V Enhanced Ground Proximity Warning System (EGPWS) – Honeywell (Exchange)</b> – The Mark V is a Class A TAWS including all the same features and functions of the Mark VIII plus Mode 7, reactive windshear warning and windshear caution. The Mark V with Runway Awareness and Advisory System (RAAS) software may also be ordered. See below.	\$68,225	3.7	1
<input type="checkbox"/> 691L	<b>Mark V EGPWS with Runway Awareness and Advisory System (RAAS) – Honeywell (Exchange)</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.	\$91,150	3.7	1
<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. 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

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<b>FLIGHT DECK - AVIONICS (Continued)</b>		<b>Price (USD)</b>	<b>Estimated Weight (lb)</b>	<b>Warranty* (Years)</b>
<input type="checkbox"/> 630B	<b>TWR-850 Turbulence Doppler Weather Radar – Collins (Exchange) –</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.	\$25,850	1.7	1
<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.	\$14,475	15.0	1
<input type="checkbox"/> 630C	<b>Interactive Graphical Weather and Flight Services – Universal Weather and Aviation (Exchange) –</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.	\$49,500	6.4	1
<b>MISCELLANEOUS AVIONICS</b>				
STD	<b>HectoPascal/Inch Switch for Baro Units –</b> Toggles the display of barometric readings between inches of mercury and HectoPascal units. Required for operation in European airspace.	N/C	0	2
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
<input type="checkbox"/> SER	<b>Ground Communication Switch –</b> Installs a switch in the instrument panel that allows the battery to power one VHF radio, one RTU, and both audio panels for up to a half hour prior to engine start.	\$3,700	TBD	1

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**NOTE: OPTIONAL EQUIPMENT AND VENDORS ARE SUBJECT TO CHANGE WITHOUT NOTICE.**

<b>FLIGHT DECK - MISCELLANEOUS</b>		<b>Price (USD)</b>	<b>Estimated Weight (lb)</b>	<b>Warranty* (Years)</b>
<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.	\$23,400	0	1
<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).	\$5,050	1.0	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>EROS MC10 Classic Crew Oxygen Masks – Intertechnique (STD)</b> – The MC10 is a quick donning mask with microphone and a standard harness (no adjustment feature), mounted in the same position as the standard masks. The MC10 has a 6 year overhaul interval. Associated smoke goggles may be worn with glasses and are located in pouches at the base of the cockpit side windows.	N/C	0	1
<b>LIGHTS</b>				
<input type="checkbox"/> 56B	<b>Pulselite 2401 System – Precise Flight</b> – The system utilizes a soft-start feature to cycle on and off both landing lights simultaneously to improve own aircraft visibility in flight. Activation is tied to the landing light switches and weight-on-wheels logic.	\$5,300	5.1	1
<input type="checkbox"/> 56E	<b>Pulselite 2401 System Interfaced to TCAS II – Precise Flight</b> – Includes the same features as above, plus adds a switch to the panel that allows the TCAS-4000 (TCAS II) to automatically activate the Pulselite system in the event of a Resolution Advisory (RA). TCAS-4000 (635N) must be on order.	\$6,300	5.5	1
<input type="checkbox"/> 54	<b>Tail Flood Lights – DeVore</b> – Provides flood lights that illuminate the vertical stabilizer surface for better recognition of a tail logo or registration number.	\$5,950	6.4	1

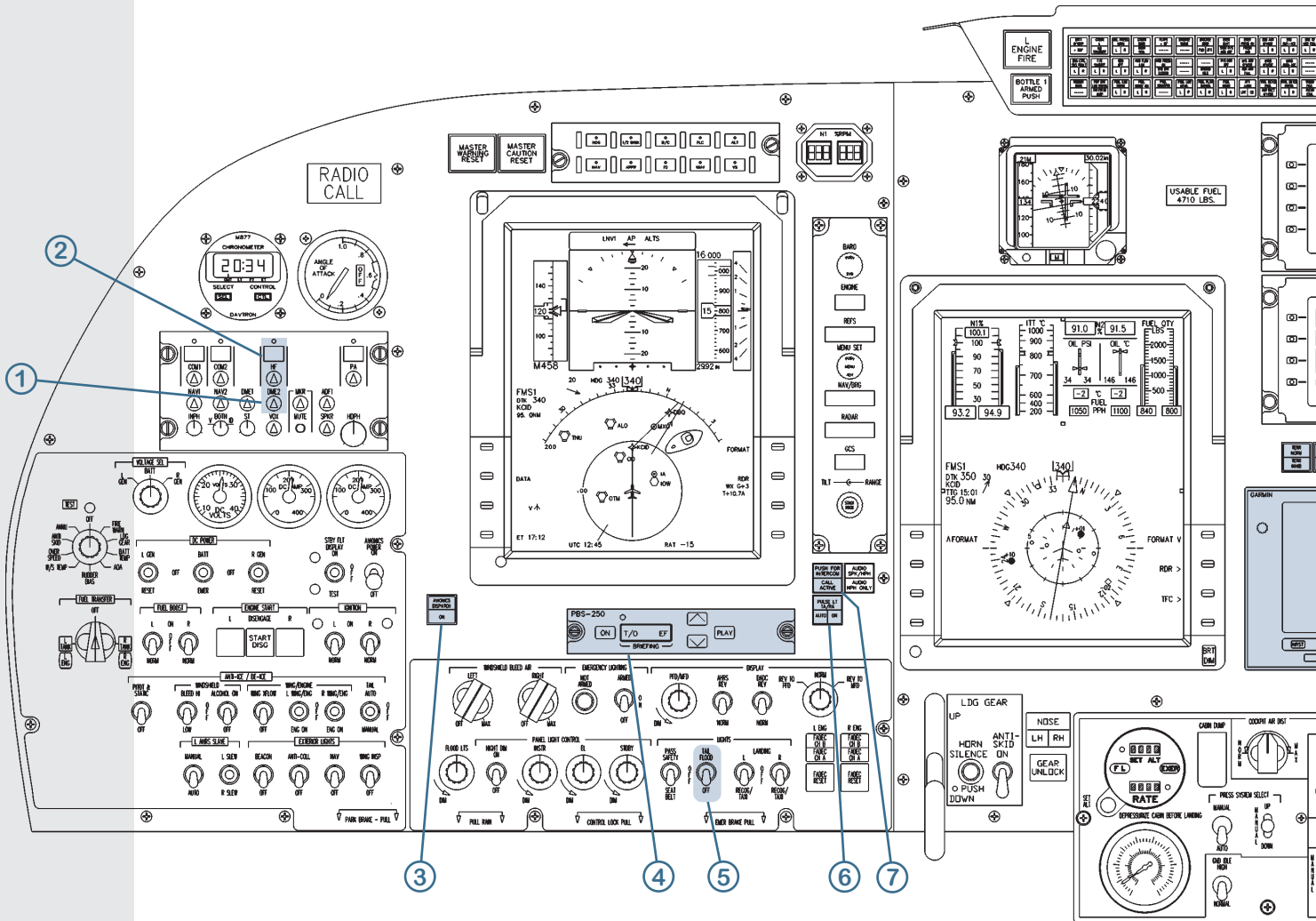
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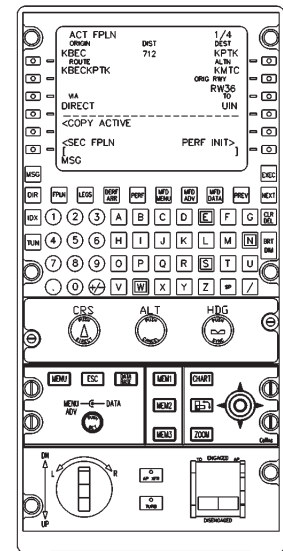
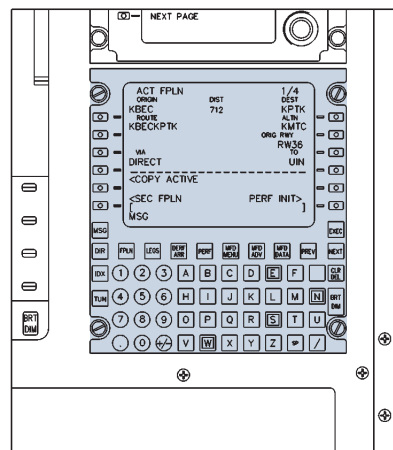
FLIGHT DECK - MISCELLANEOUS (Continued)		Price (USD)	Estimated Weight (lb)	Warranty* (Years)
<b>ENGINE OIL</b>				
<input type="checkbox"/> 501	<b>Mobil Jet II Oil</b>	N/C	0	N/A
<input type="checkbox"/> 502	<b>Mobil Jet 254 (Third Generation Oil)</b>	N/C	0	N/A
<b>BATTERIES</b>				
STD	<b>Nickel Cadmium 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 (Exchange)</b> – Installs a 42 ampere-hour lead acid battery in lieu of the standard 44 amp/hr battery.	N/C	4.9	1
<b>MISCELLANEOUS OTHER</b>				
<input type="checkbox"/> 36	<b>Locking Fuel Caps (Exchange)</b> – A hinged cover protects the locking mechanism and fairs the cap into the wing contour. The key may be removed in the locked or unlocked position.	\$1,425	1.0	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.	\$4,350	0.5	1
<b>AIRBORNE TELEPHONE</b>				
<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 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.	\$36,025	16.5	2
<input type="checkbox"/> 675L	<b>Intercom Call Switch</b> – Adds a cockpit call switch. The AirCell ST 3100 is required with this option (675G).	\$4,125	1.0	1

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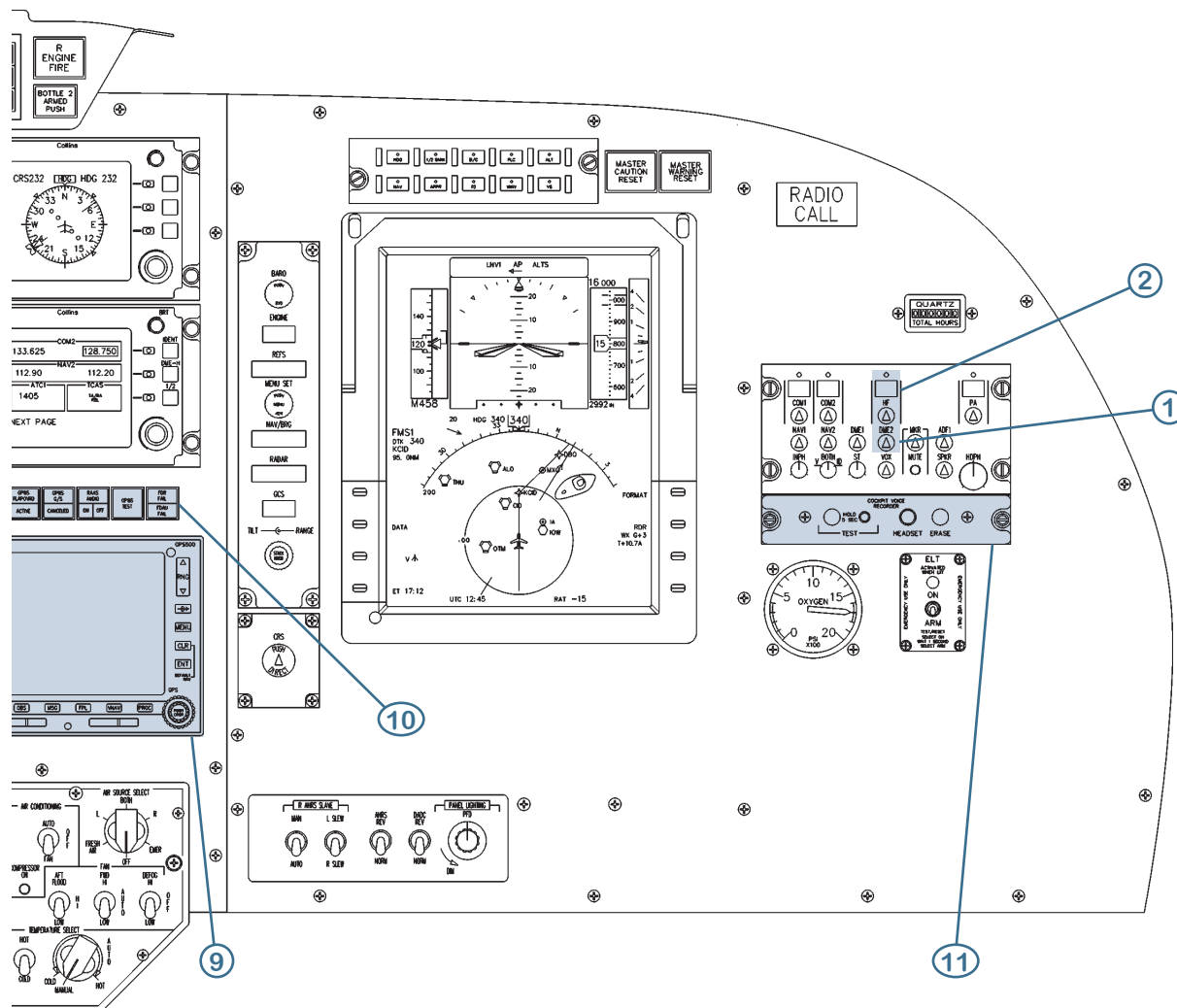
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### Second Collins FMS-3000 **8**



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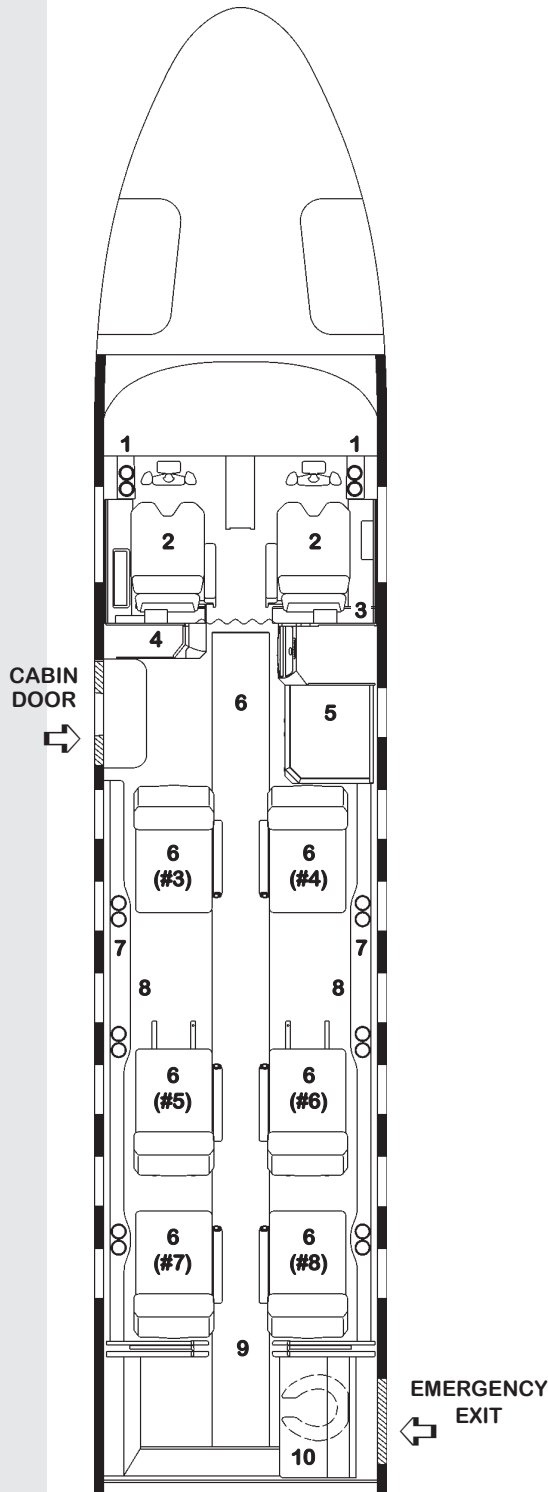
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### Optional Equipment Affecting the Instrument Panel

1. Second DME Included with Optional Second FMS-3000 – Collins (686S)
2. Audio Control for HF-9000 High Frequency Communications – Collins (631A)
3. Ground Communication Switch (SER)
4. PBS250 Passenger Briefing System – Heads Up Technologies (674D)
5. Tail Flood Lights – DeVore (54)
6. Pulselite to TCAS-4000 Interface Switch (56E)
7. Intercom call switch to accompany the ST 3100 Iridium Telephone System – AirCell (675L)
8. Second FMS-3000 Flight Management System – Collins (686S)
9. GPS 500 Flight Management System – Garmin (686Q)
10. Various switches supporting the following optional avionics: Honeywell EGPWS and EGPWS with RAAS, L-3 FA2100 Flight Data Recorder
11. FA2100 Cockpit Voice Recorder – L-3 Communications (634K)

NOTE: OPTIONAL EQUIPMENT AND VENDORS ARE SUBJECT TO CHANGE WITHOUT NOTICE.

INTERIOR



**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
  - Mechanically adjustable
  - Independent seat back recline
  - Five point restraint system
  - Overwater life vest stored in seat back pocket
3. RH two-book navigation chart case

**Not Shown:**

- Cockpit assist handle
- 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 shroud

CITATION CJ3 CENTER CLUB (STANDARD)

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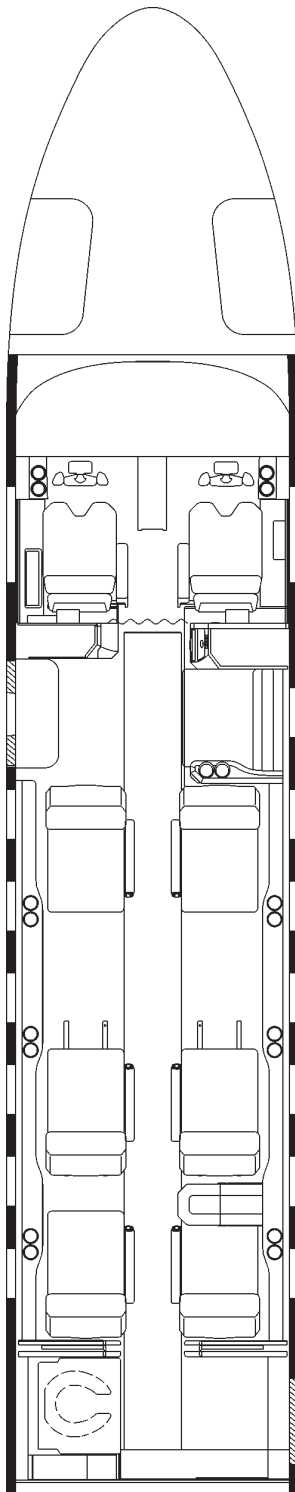
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**INTERIOR (Continued)**

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. RH aft, non-belted flushing toilet
    - Relief tube with overboard drain
    - Toilet tissue storage area
- Not Shown:
- Two 110 volt AC outlets in lower sidewall at seats 5 and 6 with 5 amp maximum each
  - Passenger service units (PSU) containing 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
  - Aft cabin storage tie-down provisions (straps)
  - 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 slipcovers for crew seats
- AirCell phone handset in cockpit overhead area
- Intercom call switch for AirCell phone system
- Flight deck pedestal guardrail

**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)
- Additional electrical outlets in cockpit and/or cabin
- Mirror covering on aft bulkhead in lavatory area
- Aft lowboy storage cabinet with drawer
- Entry step upgrade to Airstair style
- Upgrades to hardware and furniture finish are available



May 2006

## MAINTENANCE PROGRAMS

**PROADVANTAGE PROGRAMS®** – A comprehensive family of aftermarket programs designed to support your airframe, avionics, and engines. Programs may be combined for maximum coverage or selected individually by separate agreement. (Additional details available on request.)

**PROPARTS® Standard Equipment Coverage** – Provides airframe and avionics parts 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	\$19.10/Hour *
Year 2	\$65.35/Hour *
Years 3-5	\$110.60/Hour *

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

**POWERADVANTAGE®** – A Cessna managed, engine parts replacement program for the FJ44-3A Engine. Provides predictable OEM parts coverage for parts requirements during scheduled and unscheduled maintenance including Hot Section Inspection and Engine Overhaul. Also includes engine rentals during Overhaul and unscheduled events. (Additional information available upon request. May be combined with ProParts or selected individually by separate agreement.)

<input type="checkbox"/> \$65.68/Engine Hour *
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\* Prices presented are estimated 2007 pricing.

**ESTIMATED WEIGHT BUILDUP WORKSHEET \_\_\_\_\_**

Model \_\_\_\_\_ Serial \_\_\_\_\_ Customer \_\_\_\_\_

- A. STANDARD AIRCRAFT EMPTY WEIGHT** (from Specification and Description Book) A. \_\_\_\_\_
- B. WEIGHT OF AVIONICS AND MISCELLANEOUS OPTIONS** (from this guide) + B. \_\_\_\_\_
- C. ANTICIPATED NEW EMPTY WEIGHT BEFORE ADDING INTERIOR OPTIONS** = C. \_\_\_\_\_
- D. ESTIMATED INTERIOR OPTIONS WEIGHT** + D. \_\_\_\_\_
- E. ANTICIPATED BASIC EMPTY WEIGHT** (including avionics and interior) = E. \_\_\_\_\_
- F. CREW AND JEPPESEN CHARTS** + F. \_\_\_\_\_  
 Crew weight (typical = 170 lb) \_\_\_\_\_ x2 = \_\_\_\_\_  
 Jeppesen chart weight (typical = 30 lb) \_\_\_\_\_
- G. ANTICIPATED BASIC OPERATING WEIGHT** = G. \_\_\_\_\_
- H. MAX RAMP WEIGHT** (from Specification and Description Book) H. \_\_\_\_\_  
 ANTICIPATED BASIC OPERATING WEIGHT (G) - G. \_\_\_\_\_
- I. USEFUL LOAD** = I. \_\_\_\_\_
- J. FUEL CAPACITY IN POUNDS** (from Specification and Description Book) - J. \_\_\_\_\_
- K. PAYLOAD WITH FULL FUEL** = K. \_\_\_\_\_
- L. MAX ZERO FUEL WEIGHT** (from Specification and Description Book) L. \_\_\_\_\_  
 ANTICIPATED BASIC OPERATING WEIGHT (G) - G. \_\_\_\_\_
- M. MAX PAYLOAD** = M. \_\_\_\_\_

<u>FLIGHT FREQUENCY AND TYPE:</u>	<u># PASSENGERS</u>	<u>% FLOWN</u>	<u>LBS. FUEL</u>
Ferry Mission (crew only)	_____	_____	_____
Briefcase Mission (all seats full, no baggage)	_____	_____	_____
Normal Mission	_____	_____	_____
Critical Mission	_____	_____	_____
Max Range Mission	_____	_____	_____

