

# Specifications and Summary

## Cessna Citation Excel



**2003 Cessna Citation Excel**  
Serial Number 560-5332, N727YB



# 2003 Cessna Citation Excel

## N727YB - S/N 560-5332

**TOTAL TIME:** (Times as of 06/13/2006)

**TTAF:** 489.2

**LANDINGS:** 359

**ENGINES:** Pratt & Whitney Canada PW545A

**SNEW:**

**Cycles:**

**Serial Number:**

**Left**

489.2

359

PCE-DB0677

**Right**

489.2

359

PCE-DB0705

**APU:** 152.7 hours, 256 cycles

**AVIONICS:** (Integrated Primus II Package – Honeywell – 3 tube EFIS)

Provides a dual Primus II SRZ-850 Integrated Radio System. The Primus II System consists of dual Radio Management Units (RM-850), dual digital audio control panels (AV-850), dual navigation Units (RNZ-850), and dual communication units (RCZ-833). The RNZ-850 navigation system meets FM Immunity requirements and provides dual VOR, ILS, G/S, DME, and a single ADF. The RCZ-833 communication system provides dual Mode S Transponders and dual VHF Comm's capable of supporting 8.33 kHz and 25 kHz channel spacing.

**VHF COMMUNICATION:** (2) Honeywell TR-850 transceivers contained in RCZ-851 integrated communication unit (ICU)

**VHF NAVIGATION:** (2) Honeywell NV-850 systems contained in RNZ-851 integrated navigation unit (INU) include VOR, LOC, GS and marker beacon receivers

**FLIGHT MANAGEMENT SYSTEM:** (2) Universal UNS-1 Esp with Permanent Data Transfer Unit

**FLIGHT DIRECTOR/AUTOPILOT /EFIS:** Honeywell P-1000 Integrated Avionics System includes display and flight guidance functions. The system features dual Integrated Avionics Computers (IAC) which combines the Electronic Flight Instrument Display System (EFIS) with flight guidance functions of flight director and autopilot. The EFIS system is comprised of two 8"x7" Primary Flight Displays (PFD) and (1) 8"x7" Multifunction Display (MFD).

**WEATHER RADAR:** Honeywell Primus 880

**TRANSPONDER:** (2) Honeywell XS-852 Mode S

**AUTOMATIC DIRECTION FINDER:** Honeywell DF-850

**DISTANCE MEASURING EQUIPMENT:** (2) Honeywell DM-850

**MARKER BEACON:** (2) integrated in the Honeywell NV-850 navigation system

**HIGH FREQUENCY RADIO:** Honeywell KHF-950 (Provisions Only)

**RADIO ALTIMETER:** Honeywell AA300 displayed on both PFD's

**AIR DATA COMPUTER:** (2) AZ-850

**ALTITUDE HEADING REFERENCE SYSTEM:** Dual digital AHRS is part of the P-1000 Integrated Avionics System

**GLOBAL POSITIONING SYSTEM:** (2) Universal UNS-1Esp

**TERMINAL COLLISION AVOIDANCE SYSTEM:** Honeywell TPU-67A TCAS-II

**TERRAIN AWARENESS AND WARNING SYSTEM\*:** Universal TAWS version 10.6 or higher displayed on Universal MFD-640 (Class A TAWS)

*\*[NOTE: Class B TAWS required for Part 91 ops in a/c with >6 seats by March 29, 2005] ✓*

**LIGHTNING DETECTION:** BF Goodrich WX-1000E Stormscope displayed on Universal MFD-640

**COCKPIT VOICE RECORDER:** FA2100 CVR

**ELT\*:** ARTEX 110-4 ELT

*\*[NOTE: ELT is required 1/1/2004 of all nonscheduled N-registered jet aircraft] ✓*



**ADDITIONAL AVIONICS:**

- MULTI-FUNCTION DISPLAY:** Universal MFD-640 MFD interfaces with Universal TAWS
- CREW HEADSET JACKS:** Additional jacks to support Bose Generation X Headsets
- COCKPIT SPEAKER MUTE:** Yes (Optional Equipment)

**ADDITIONAL EQUIPMENT / OPTIONS:**

- APU:** Honeywell RE100 (XL) APU
- PULSE LIGHT SYSTEM:** Precise Flight (Air and Ground Capable)
- AIR LINK:** Provisions for Universal UniLink with VHF
- GEAR CONTROL:** Right Hand Landing Gear Control
- OXYGEN SYSTEM:** 50 cubic foot O2 bottle
- AIR TELEPHONE:** AT.02 Air Telephone System – AirCell. Includes 2 handsets, intercom, 1 RS-232 port, and 1 RJ-11 port.
- OTHER:** EROS Crew Oxygen Masks  
Cabin Briefing System – Heads-Up Technologies PBS-250 Cabin Briefing System  
Remote Cabin Temperature Control  
(3) 110-volt AC Outlets  
Fax/Data Port  
In-Direct Lighting  
Right Side Externally Serviceable Toilet  
Spare Center Aisle Carpet

**CAPABILITIES:**

- RVSM:** Yes

**WEIGHTS (lbs):**

- |                              |                             |                            |
|------------------------------|-----------------------------|----------------------------|
| <b>MAX RAMP:</b> 20,200      | <b>MAX TAKEOFF:</b> 20,000  | <b>MAX LANDING:</b> 18,700 |
| <b>MAX ZERO FUEL:</b> 15,000 | <b>EMPTY WEIGHT:</b> 12,347 |                            |

**INTERIOR:**

Interior condition is like-new. The main cabin is arranged with 6 swivel pedestal passenger seats arranged with forward club configuration, two forward facing swivel pedestal seats at the rear of cabin and RH forward two-place side facing couch, all with fireblocking. All seats are covered in Cappuccino (tan colored) Townsend Leather and all woodwork is mahogany colored. LH belted seat across from RH (unbelted/externally serviced) toilet for a total capacity of 9 passengers. Two full size executive tables in forward club section and individual stowable slimline tables at both aft forward facing seat. Aft divider accent and dropped aisle lighting. Pleated fabric window shades. LH forward refreshment center is Figured Mahogany Matte Laminate with a heated liquid container, wine bottle storage, divided ice drawer, trash container, pull-out work surface, numerous storage drawers and toe-kick accent lighting. RH fwd closet for coat or general storage. Overall carpet is cut pile brown/beige tweed with a twin vine aisle center aisle carpet (with spare). Pilot's seats are Sheepskin (tan) covered.

**EXTERIOR:**

Overall Matterhorn White with Platinum Metallic, Cayenne Red Pearl and Dark Blue Metallic accent stripes.



**MAINTENANCE & INSPECTION:**

- ▶ Enrolled in CESCO
- ▶ Enrolled in ProParts
- ▶ Aircraft maintained by New York Citation Service Center

<u>INSPECTION</u>	<u>LAST COMPLETED</u>	<u>NEXT DUE</u>
Phase 1 (Every 300 hrs / 24 mo)	453 hrs / 1-22-2006	753 / 1-31-2008
Phase 2 (Every 300 hrs / 24 mo)	453 hrs / 1-22-2006	753 / 1-31-2008
Phase 3 (Every 300 hrs / 24 mo)	313 hrs / 2-11-2004	613 / 12-31-2006
Phase 4 (Every 300 hrs / 24 mo)	313 hrs / 12-11-2004	613 / 12-31-2006
Phase 5 (Every 1200 hrs / 36 mo)	489 hrs / 7-01-2006	1689 / 6-31-09

**WARRANTY INFORMATION:**

Warranty Start Date	05/05/2003
Vendor Parts (1 Year Warranty)	Expired 05/05/2004
Avionics (5 years/standard Honeywell avionics)	Expires 05/05/2008
Avionics (2 years/ other avionics)	Expired 05/05/2005
Engines (5 years/unlimited hours for GA Operators)	Expired 08/20/2005
Airframe (5 year Warranty)	Expires 05/05/2008

**NOTES:**

- ▶ No damage history
- ▶ Fireblocking
- ▶ Aircraft is currently at New York Citation Service Center undergoing a Phase 5 Inspection

**ASKING PRICE:**

**\$ 10,150,000 (USD)**

*This aircraft is being brokered by Guardian Jet, LLC. Prospective purchasers are encouraged to conduct their own independent pre-purchase inspection as Guardian Jet, LLC makes no representations as to the airworthiness of the aircraft or the accuracy of the above information. Specifications subject to verification upon inspection. Aircraft subject to prior sale.*

06192006/SS

# Aircraft Photographs













# Why Guardian Jet

The answer is in the tag line underneath our name, “**Consulting, Oversight, Brokerage.**” It is important to understand each and to put them in the proper sequence, for that is what sets Guardian Jet apart from other airplane sales companies. The **Consulting** and **Oversight** are the foundation from which spring the **Brokerage** business of buying and selling airplanes on behalf of our clients. This is the paradigm shift that differentiates us from a pure sales company. The simplicity and beauty of the business model is the relationship between the three interactions with the customer.

## Consulting

The consulting branch of the business is the project oriented component that solves problems and finds solutions for different issues that arise for each client. We take the pebble out of your shoe. If we are not experts, we have on retainer or will find the expert solution the fastest and most effective way possible.

## Oversight

Guardian Jet is a lightning rod for value added services provided or overseen by our own employees, a core group of qualified sub-contractors and industry leading vendors. The services that we do not perform directly, we oversee to make sure you are getting the best the industry has to offer. An individual owner could not possibly find, keep up with or afford on an individual basis, the breadth and scope of what Guardian brings to your operation.

## Brokerage

Woven into your day-to-day interactions of operating an airplane is brokering the sale of an existing airplane and/or acquiring the next airplane. For a set fee, we will help you maximize your investment through the help and support of our brokerage and acquisition process. No one is better suited to do that for you than a company that is with you from beginning to end.

## The Paradigm Shift

To win your brokerage business, the high margin opportunity, we have to provide outstanding consulting and oversight. By design, Guardian needs to act in the best interest of its customers because it never lets go of the customer. Think of Guardian Jet as the picture on the cover of the puzzle box. Each piece of the puzzle is related to the other and all are designed to improve the experience of owning an airplane.