

Specifications and Summary

Cessna Citation SII



1985 Cessna Citation SII
Serial Number S550-0030, N999HC





1985 Cessna Citation SII

N999HC - S/N S550-0030

TOTAL TIME: *(Times as of 6/2/2005)*

TTAF: 6,692.6

LANDINGS: 5,160

ENGINES: Pratt & Whitney JT15D-4B

	Left	Right
SNEW:	6,567.9	6,564.8
SOH:	3,203	3,203 (By Dallas Airmotive)
SHSI:	1,395.5	1,395.5
Cycles:	5,068	5,064
Serial Number:	102094	102101

AVIONICS: *(Sperry SPZ-500 IFCS / Collins Pro Line II)*

COMMUNICATIONS: (2) Collins VHF-22 Comms

NAVIGATION: (2) Collins VIR-32 Navs

FLIGHT CONTROL SYSTEM: Sperry SPZ-500 IFCS / Collins Pro Line II

AUTOPILOT: Sperry SPZ-500 IFCS

FLIGHT DIRECTOR: Sperry SPZ-500 IFCS 6" Flight Director

RADAR: Bendix/King RDS-2000 Vertical Profile Radar w/ Checklist

TRANSPONDER: (2) Collins TDR-90 Transponder

AUTOMATIC DIRECTION FINDER: (2) Collins ADF-60 ADFs

DISTANCE MEASURING EQUIPMENT: (2) Collins DME-42 DMEs

MARKER BEACON: Yes

RADIO ALTIMETER: Sperry AA-215 Radar Altimeter

RMI: (2) Collins RMIs

FLIGHT MANAGEMENT SYSTEM: (1) Global GNS-XLS FMS w/ AFIS

GLOBAL POSITIONING SYSTEM: (1) Bendix/King KLN-90B Approach Certified GPS

TERMINAL COLLISION AVOIDANCE SYSTEM: Bendix/King TCAS-I

HIGH FREQUENCY RADIO: (1) Collins KHF-950 HF Radio

TERRAIN AWARENESS AND WARNING SYSTEM*: Yes

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

ELT*: Yes

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

LIGHTNING DETECTION: BFGoodrich WX-900 Stormscope

COCKPIT VOICE RECORDER: B&D Cockpit Voice Recorder

FLIGHT PHONE: Wulfsberg FlightFone VI w/ Dual Handsets

ADDITIONAL EQUIPMENT / OPTIONS:

AIM 2" Standby Emergency Gyro

Keith Freon Air Conditioning

NAT Intercom System

Wired for BOSE Headsets

Sierra Nose Modification



MAINTENANCE & INSPECTIONS:

- ▶ Operated and Maintained on FAA FAR Part 135
- ▶ Aircraft is primarily maintained by Lan Mar Aviation
- ▶ Maintenance Tracking by CESCO
- ▶ *Fresh Phase 1-5 being completed by AirFlyte in Westfield, MA in June 2005.*

<i>INSPECTION</i>	<i>LAST COMPLETED</i>	<i>NEXT DUE</i>
Phase 1 (300 Hr / 24 Mo)	6,410 / 8-12-2004	6,710 / 8-31-2006
Phase 2 (300 Hr / 24 Mo)	6,410 / 8-12-2004	6,710 / 8-31-2006
Phase 3 (300 Hr / 24 Mo)	6,410 / 8-12-2004	6,710 / 8-31-2006
Phase 4 (300 Hr / 24 Mo)	6,410 / 8-12-2004	6,710 / 8-31-2006
Phase 5 (1200 Hr / 36 Mo)	5,396 / 6-29-2002	6,596 / 6-30-2005

WEIGHTS:

MAX RAMP WEIGHT: 15,300 Lbs.

MAX LANDING WEIGHT: 14,400 Lbs.

EMPTY WEIGHT: 9,100 Lbs.

MAX TAKE-OFF WEIGHT: 15,100 Lbs.

MAX ZERO FUEL: 11,200 Lbs.

INTERIOR DESCRIPTION: (Refurbished in 2003 by Oxford Aviation)

New interior with 8 passenger seats including a belted lavatory seat. Tan leathers used throughout with complimentary matching headliner, sidewalls and carpet. Aft lavatory vanity with mirror, hot/cold water, and forward deluxe bar/refreshment center.

EXTERIOR DESCRIPTION: (Repainted in 2003 by Oxford Aviation)

Overall Matterhorn White with Tibetan Gold and Sherwood Green Metallic accent stripes.

NOTES:

- ▶ RVSM/TAWS installation completed by Maine Aviation in January 2005.

ASKING PRICE:

\$1,995,000

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.

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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.