

# Specifications and Summary

## Cessna Citation X



**1999 Cessna Citation X**  
Serial Number 750-0093, N71RP



# 1999 Cessna Citation X

## N71RP - S/N 750-0093

### **TOTAL TIME:** (Times as of 5/26/2005)

**TTAF:** 4,903

**LANDINGS:** 3,292

**ENGINES:** (AE3007C)

**Left**

**Right**

**SNEW:** 4,658

4,710

**CYCLES:** 3,190

3,203

**TSHS:** 1,755

1,807

**Serial Number:** 330201

330182

(Engines are enrolled in Corporate Care)

**APU:** Allied Signal Model GTCP 36-150

**SNEW:** 4,619

(APU is enrolled in MSP)

### **AVIONICS:**

**COMMUNICATIONS:** (2) Honeywell RCZ-833E Comms w/ Color Radio Management Units (8.33 MHz)

**NAVIGATION:** (2) Honeywell RNZ-850 NAV Receivers (w/ FM Immunity)

**AUTOPILOT / FLIGHT DIRECTOR:** Honeywell Primus 2000

**EFIS:** Honeywell Primus 2000 5-Tube w/ Dual EICAS Flight Director Systems

**RADAR:** Honeywell Primus 880 Stabilized Color Weather Radar

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

**AUTOMATIC DIRECTION FINDER:** (2) Honeywell DF-850 ADF

**RADIO ALTIMETER:** Honeywell RT-300 Radio Altimeter

**DISTANCE MEASURING EQUIPMENT:** (2) Honeywell DMEs (incorporated in RNZ-850 NAVs)

**TRAFFIC ALERT & COLLISION AVOIDANCE SYSTEM:** Honeywell TCAS II w/ Change 7

**GLOBAL POSITIONING SYSTEM:** (2) Honeywell GPS Receivers

**LONG RANGE NAVIGATION:** (2) Honeywell Laseref III

**FLIGHT MANAGEMENT SYSTEM:** (2) Honeywell FMZ-2000 w/ 5.1 Software

**EGPWS:** Honeywell Mark V EGPWS w/ Wind Shear Detection

**AFIS:** Global AFIS (VHF)

**COCKPIT VOICE RECORDER:** A200S CVR

**HF:** (2) Honeywell KTR-953 High Frequency Radio

**SELCAL:** Coltec Receiver

**ELT:** Litton 3-Frequency ELT

**ADDITIONAL:** AZ-840 Air Data Computer  
Dual Digital Audio Panels

### **CAPABILITIES:**

**RVSM:** Yes

**Minimum Navigation Performance Specs:** Yes

**FM Immunity:** Yes

**Required Navigation Performance 5:** Yes

**Required Navigation Performance 10:** Yes

**8.33 kHz Channel Spacing for Comms:** Yes



**OPTIONS & FEATURES:**

- Magnastar C-2000 Digital Phone
- Airshow Genesys
- Entertainment System w/ Sony CD/VCR Player and (4) Removable/Moveable Rosen Cabin Displays
- 76 cu. Ft. Oxygen System
- AOA Indicator/Indexer
- Tail Flood Light
- Locking Fuel Caps

**INTERIOR: (Original)**

This aircraft is configured in an 8-place double club with 4 executive tables, right-hand forward refreshment center, an aft lavatory with vanity cabinet and an aft closet. In addition, the interior is finished in overall tan leathers and complementary matching fabrics. Passenger seats are finished in tan leather and the carpet is light beige/tan with a decorative pattern throughout. Gold plating is used throughout the various switch plates, latches and hardware.

**EXTERIOR: (Original)**

Overall Matterhorn White with Slate Gray, Charcoal, and Raspberry accent stripes.

**MAINTENANCE:**

- ▶ Enrolled in CESCO
- ▶ Maintained using Cessna Aircraft Company Chapter 5, Method C inspection intervals.

<i>INSPECTION</i>	<i>LAST COMPLETED</i>	<i>NEXT DUE</i>
Phase CA (24 mo)	3626 / 10-30-03	10-31-2005
Phase CB (24 mo)	3731 / 12-22-03	12-31-2005
Phase CC (24 mo)	3843 / 02-23-04	02-28-2006
Phase CD (24 mo)	4000 / 04-26-04	04-30-2006
Phase CE (24 mo)	4135 / 06-17-04	06-30-2006
Phase CF (24 mo)	4278 / 08-27-04	08-31-2006
Phase CG (24 mo)	4421 / 10-29-04	10-31-2006
Phase CH (24 mo)	4550 / 12-23-04	12-31-2006
Phase CI (20 mo)	4708 / 02-24-05	02-28-2007
Phase CJ (22 mo)	3535 / 08-30-03	04-30-2005
Phase CK (24 mo)	3535 / 08-30-03	06-30-2005
Phase CL (24 mo)	3535 / 08-30-03	08-31-2005
Phase C3 (3 mo)	4497 / 12-03-04	03-31-2005

(Created Using CESCO data current as of 3-22-05)

**NOTES:**

- ▶ Mid-life Inspection Interval: 3,000 Hours
- ▶ Heavy Inspection Interval: 6,000 Hours

**ASKING PRICE:**

**\$10,995,000 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.*

05262005/MM

# 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.