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2001 Cessna Citation Excel

MSN # 560-5217

Airframe: Enrolled in ProParts-Avionic and Airframe Coverage

Only 4,916 Hours Since New!

3699 Landings

Engines: Pratt and Whitney 545A-Enrolled in partial JSSI, P&W Extension to 5100 hr. TBO

Engine Health Monitor (EHM)

Only 4,916 Hours total time on each engine with Hi-Speed Turbine Blades

Serial #'s PCE-DB0439 PCE-DB0444

APU: Enrolled in 100% JSSI

RE 100XL model with 2412 Hours

Avionics: **Garmin G5000 Avionic deck** installed By Textron

The G5000 integrated avionics suite modernizes the cockpit, significantly reduces operational costs, addresses airspace modernization requirements, and solves long-term concerns related to parts obsolescence.

Weather Radar: Garmin GWX-75 w/ground clutter suppression & turbulence detection

AHRS: Dual Garmin GRS-79

Autopilot: Garmin AFCS w/GMC-7200 controller

FMS: Dual Garmin GTC-575 Touch Screens

Communication Radios: Garmin GIA-64E

DME: Dual Collins DME-4000

ADF: Collins ADF-4000

GPS: Dual Garmin GIA-64E

Navigation Radios: Dual Garmin GIA-64E

Radar Altimeter: Collins ALT-55B

TAWS: Honeywell Mark V EGPWS

TCAS: Garmin GTS-8000 TCAS-II

Transponder: Dual Garmin GTX-3000

CVR: Fairchild FA 2100

The G5000 integrated flight deck for the Citation Excel features three landscape-oriented flight displays with split-screen capability, allowing pilots to simultaneously view maps, charts, checklists, TAWS, TCAS, flight plan information, weather and more. Electronic charts and Garmin SafeTaxi airport diagrams are geo-referenced and can be viewed across all three displays. Intuitive touchscreen controllers serve as the pilot interface to...

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...the flight deck and contribute to the ease of operation and seamless transition between various pages. It also includes a fully digital Automatic Flight Control System (AFCS), offering precise performance throughout the aircraft's flight envelope. New to the Citation Excel, Emergency Descent Mode (EDM) is available as a standard feature with the G5000 and is enabled by the autopilot in the event of a loss in aircraft pressurization. The installation incorporates engine instrumentation and master warning system annunciation. This upgrade provides a fully integrated Automatic Dependent Surveillance-Broadcast (ADS-B) Out solution. Operators also gain access to more airports, and lower approach minimums throughout the world as the G5000 has PBN/RNP 0.3 with LPV/APV approach capability.

Interior:

Immaculate 8 passenger Beige Leather interior with complimentary tan accents. Airshow 400, Executive desks, supplemental Oxygen, reading lights, refreshment center, aft divider and potty

Exterior:

Recent New paint in White with Aristo Blue and Gray trim in latest design by Textron

Inspection Status:

Doc 6 due 9/26
Doc 8 due @ 6583 hrs.
Doc 11 due 11/26
Doc 12 due 11/27
Doc 16 due 11/26
Cescom enrolled

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Expertise...

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- Global market knowledge and insight

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