

EXHIBIT A

PROPARTS PROGRAM DESCRIPTION

February 2005
The Cessna Aircraft Company
P.O. Box 7706
Wichita, Kansas 67277-7706

I. DEFINITIONS

When used in this Agreement, the following words shall have the meanings set out below:

- A. Abuse: (1) the failure by the Operator to properly perform any necessary maintenance, repair, or modification of the Aircraft, or any part thereof, whether or not required by applicable service and repair manuals, service bulletins and letters, specifications, or any other written instructions, including, but not limited to, Cessna maintenance, repair and Overhaul manuals, FAA Airworthiness Directives; or (2) any use, operation, testing or storage of the Aircraft, or any part thereof, which is not in accordance with accepted aircraft operation or maintenance practices or applicable service and repair manuals, service bulletins and letters, specifications, or any other written instructions; or (3) any neglect, misuse, or unauthorized repair or modification of the Aircraft, or any Part thereof; or (4) any accident, impact or foreign object damage resulting in damage, fatigue or abnormal wear to the Aircraft, or any Part thereof.
- B. Authorized Service Center: an independently owned and operated facility authorized by Cessna to perform maintenance on Citation aircraft. Cessna has furnished the Operator with the names and addresses of all current Authorized Service Centers and reserves the right to authorize new or terminate any Authorized Service Center at any time without notice to Operator.
- C. CESCO: Cessna's computerized maintenance record system.
- D. Citation: any Model Cessna Citation manufactured and sold by Cessna.
- E. Consumables: any item required for installation or servicing of a Part covered by ProParts which can be used only once, but specifically excludes standard maintenance consumables, engine consumables, fluids, compounds, and standard aircraft hardware that are readily available to aircraft operators from sources other than Cessna.
- F. Discretionary Removal: any removal of a Part, at the Operator's discretion or convenience, prior to the expiration of the applicable Service Life, as specified in any applicable service and repair manual, service bulletin or service letter, specification, or any other written instructions, including, but not limited to, the applicable Cessna Citation Maintenance Manual.
- G. FAA: Federal Aviation Administration of the United States of America.
- H. Factory Owned Service Center: a facility owned and operated by Cessna to perform maintenance on Citation aircraft. Cessna has furnished the Operator with the names and addresses of all of its current Factory Owned Service Centers and reserves the right to open, close, or relocate any of its Factory Owned Service Centers at any time without notice to Operator.
- I. Kit: any group of Parts and Consumables required to comply with a Cessna service bulletin or service letter.
- J. Part: those Cessna supplied components or modules (new, repaired and/or exchanged) required for the operation of any system in the Aircraft. A Part in its simplest form is one piece, or two or more pieces joined together which are not normally subject to disassembly without destruction of designed use.
- K. Scheduled Overhaul (Overhaul): the work necessary to return a Part, module, or line replacement unit to a technical standard according to the published specifications of the vendor or Cessna.

- L. Scheduled Removal: the removal of any Part upon the expiration of its Service Life, or within twenty-five (25) hours, twenty-five (25) cycles or one (1) month, as the case may be, prior to the expiration of its Service Life.
- M. Service Life: the point(s) in time, as measured in hours, cycles, or calendar time, when any Part must be Overhauled, refurbished, or replaced, as specified by Cessna, any of its vendors, or the FAA.
- N. Serviceable Part or Serviceable: any Part in satisfactory operating condition, as defined by the limits, tolerances or allowances prescribed by any applicable service or repair manual, service bulletin or service letter, specification, or any other written instructions, and in compliance with FAA Airworthiness Directives.
- O. Structural Parts:
1. Primary structure consists of frames, bulkheads, formers, longerons, pylons, stringers, wing spars and bonded skins, fuselage and wing skins, and frames.
 2. Secondary structure consists of nose baggage compartment shelves, avionics shelves, cabin dividers, fore and aft bulkheads, center pedestal, flight and passenger compartment floor panels, seat frames and refreshment center bar and structure.
- P. Unscheduled Removal: the removal at any time, other than a specific maintenance interval, of any Part that is determined by Cessna to be unserviceable.
- Q. Unserviceable Part or Unserviceable: any Part that is not Serviceable as defined herein.

Unless specifically defined above, technical terms or expressions used in this Agreement or in connection with ProParts shall have the commonly accepted meaning as used within the general aviation industry or the latest revision of the Airline Industry Standard World Airline's Technical Operations Glossary (WATOG).

II. PARTS COVERED BY PROPARTS

- A. In consideration of the monthly service charges to be paid by the Operator hereunder and as hereinafter described, Cessna agrees to replace those Parts and provide those Consumables which are described below, subject to the terms and conditions of Exhibit "A" and the provisions of ProParts as herein set forth.
1. All Parts and Consumables required for Scheduled Removals and Unscheduled Removals, and any removal of an Unserviceable Part in connection with a scheduled maintenance requirement as prescribed by the applicable Cessna Citation Maintenance Manual.
 2. All Parts or Kits within five years from original delivery of the Aircraft from Cessna required for compliance with any Cessna service bulletin or service letter designated as an alert, mandatory, recommended, or discretionary, subject to the applicable bulletins being incorporated consistent with the instructions therein.
 3. All Parts or Kits within five years after original delivery of the Aircraft from Cessna required for compliance with any FAA Airworthiness Directive.
 4. Examples of covered items include:
 - Tires
 - Wheels
 - Brakes
 - Valves
 - Motors
 - Actuators
 - Starter Generators

- Avionics
- Instruments
- Gauges
- O-rings
- Light Bulbs
- Packings

- B. The Operator hereby understands and agrees that the benefits of ProParts are only available directly from Cessna in Wichita or through Cessna's Factory Owned Service Centers and Authorized Service Centers, provided such Authorized Service Centers have obtained the applicable Parts or Consumables from Cessna.
- C. Notwithstanding the provisions of subparagraph II. A., no coverage is provided under ProParts and neither Parts nor Consumables shall be exchanged or provided under ProParts for any of the following items:
1. Any modifications to or installations on the Aircraft performed after the Aircraft has been first delivered by Cessna which are not specifically described in Paragraph II. A. or have otherwise been approved in writing by Cessna.
 2. Any engines, engine parts, auxiliary power units, auxiliary power unit parts, and any equipment, modifications or installations by Supplemental Type Certificate (S.T.C.) or other similar authority incorporated in the Aircraft unless expressly approved in writing by Cessna.
 3. Any charges for labor, including, without limitation, troubleshooting, recalibration, hydro-static testing, inspecting, testing, removing, refurbishing or replacing any Part or Consumable.
 4. Any Structural Part required after the Aircraft is no longer within Cessna's limited warranty.
 5. Any damage to a Part arising from or directly or indirectly attributable to foreign object damage, accident, incident, fuel or hydraulic system contamination, weather, "Acts of God" or any other cause beyond the reasonable control of the Operator or Cessna.
 6. Any damage to a Part arising from or directly or indirectly attributable to Abuse.
 7. Any costs arising from or directly or indirectly attributable to modifications and installations not performed or expressly approved or recommended in writing by Cessna.
 8. Any costs incurred for any Part returned by the Operator to Cessna, that is determined by Cessna, or any vendor designated by Cessna, to be Serviceable.
 9. Any Part used to attach a Part to the Aircraft that is generally available from sources other than Cessna.
 10. Except as otherwise provided under Paragraph II.A.2. of Exhibit "A", any optional service bulletins or service letters issued by Cessna or any of its vendors.
 11. Any Cessna service bulletin or service letter previously offered at no charge to the Operator which the Operator has failed to complete by the deadline or pursuant to the instructions specified by Cessna for ordering or installing the related Parts or Kits.
 12. Any completion of a Cessna service bulletin or service letter designated as an alert, mandatory, recommended, or discretionary service bulletin or service letter prior to the recommended compliance period specified by Cessna or its vendors in the applicable service bulletin or service letter.

13. The initial provisioning of any inventory of spare parts at the Operator's facility or base of operations and any inventory of spare parts at the Operator's facility or base of operation that were purchased other than from Cessna.
14. Any Discretionary Removal of a Part.
15. Any costs specifically excluded pursuant to the provisions of Exhibit "A" or to be specifically paid by the Operator in addition to the monthly service charge to be paid hereunder including, without limitation, costs for transportation, insurance, packing, storage, restocking, recertification, taxes, export fees and duties.
16. Any audio or visual Part in the passenger cabin including but not limited to compact disc players, tape players, speakers, video tape players and video monitors.
17. Any interior wear Parts, including but not limited to furniture delamination, or Parts that have been decoratively plated or anodized.

D. Scheduled Removals:

1. The Operator shall remove any Part from service immediately upon expiration of its Service Life for the purpose of Overhaul, refurbishment, or replacement, as necessary.
2. Cessna shall exchange any Part covered by ProParts with the Operator and provide any Consumable covered by ProParts upon request from the Operator made thirty (30) days prior to the date for any Scheduled Removal. Cessna shall use its best efforts to deliver the replacement Part and Consumables to the Operator within such thirty (30) day period. The Operator shall remove and return any Unserviceable Part to Cessna within fifteen (15) days after the receipt of the replacement Part and Consumables by the Operator
3. If any Part with a Service Life is removed from service either more than twenty-five (25) hours, twenty-five (25) cycles or one (1) month, prior to the expiration of its Service Life, the Operator shall pay to Cessna an amount equal to the Overhaul cost per hour, cycle or month, as the case may be, multiplied by the number of hours, cycles or months in excess of twenty-five (25) hours, twenty-five (25) cycles or one (1) month, as the case may be, that the Part was removed prior to such expiration.
4. Any Part provided by Cessna to the Operator under ProParts for any Scheduled Removal shall be new, repaired, or exchanged.

E. **Unscheduled Removals:** Cessna shall exchange any Part covered by ProParts with the Operator and provide any Consumables covered by ProParts for an **Unscheduled Removal** subject to the following conditions.

1. Cessna, at its discretion, may require the Operator to obtain prior written authorization of a Cessna Citation Service Representative for any **Unscheduled Removal**. In such event, a Cessna Citation Service Representative shall verify the condition of the Part to be removed, determine whether such Part is Unserviceable and the cause of its failure and, if not excluded under ProParts, authorize its removal and the exchange of such Part under ProParts. If the Aircraft is grounded due to an **Unscheduled Removal**, Cessna shall reply to the Operator's request as soon as reasonably possible. The Operator shall, at its own cost, provide all required labor for troubleshooting, removing and replacing any Unserviceable Part.
2. Any Part to be exchanged by Cessna under ProParts and Consumables for an **Unscheduled Removal** shall be forwarded by Cessna to the Operator as soon as reasonably possible.
3. For any **Unscheduled Removal** of a Part with a Service Life, Cessna, at its discretion, may provide a Serviceable Part.

- F. Alert, Mandatory or Recommended Service Bulletins or Service Letters: Cessna reserves the right to establish a deadline for compliance with any Cessna service bulletin or service letter designated as an alert, mandatory or recommended service bulletin or service letter and, notwithstanding any other provision to the contrary in this Agreement, upon expiration of such deadline, Cessna will no longer be responsible for the cost of any Part or Kit and Consumables required for compliance with such service bulletin or service letter.
- G. Parts Exchanged:
1. The Operator shall, at its own cost or expense, supply all of the labor and any material for painting and other cosmetic requirements of the Operator with respect to any Part exchanged by Cessna with the Operator under ProParts.
 2. Cessna, at its own discretion, may loan to the Operator a Serviceable Part to replace an Unserviceable Part pending its repair or Overhaul by Cessna, or any vendor designated by Cessna. Cessna shall supply all Consumables to install the loaned Serviceable Part and to reinstall the repaired or Overhauled Part. The Operator shall remove and return the loaned Serviceable Part to Cessna, within fifteen (15) days after the return to the Operator of the repaired or Overhauled Part.
 3. Any Part removed by the Operator for which Cessna has furnished a replacement Part under ProParts shall be returned to Cessna, or any vendor or repair or Overhaul facility designated by Cessna, within fifteen (15) days of removal, unless the Operator is specifically requested by Cessna to do otherwise. If requested by Cessna, the Operator shall properly store any removed Part or Consumable at the Operator's expense until Cessna issues instructions for its or their disposal. The returned materials must be packaged in such a manner to preclude damage while in transit to Cessna. Any Part or Consumables held by the Operator may be inspected by a Service Representative of Cessna, who shall issue instructions for returning or disposing of such Part or Consumable.
 4. The Operator shall pay Cessna its then current suggested retail price, plus any applicable taxes, of a new Part for any Part or Consumable that is not returned to Cessna, or any vendor or repair or Overhaul facility designated by Cessna within fifteen (15) days, or not disposed of as instructed by a Service Representative of Cessna.
- H. Discretionary Removal: In the case of Discretionary Removal of any Part, Operator agrees to pay Cessna an amount equal to the difference between Cessna's then current suggested retail price, plus any applicable taxes, of a new Part, less an equitable allowance for prior use and wear based upon the applicable wear limit, tolerance or allowance specified in any applicable service and repair manual, service bulletin or service letter, specification, or any other written instructions, including, but not limited to, applicable Cessna Citation Maintenance Manual. In addition, Operator shall reimburse Cessna for any costs incurred in connection with the restocking and recertification of the returned Part.
- I. Part Subject to Abuse: Upon determination by Cessna, or any vendor or repair or Overhaul facility designated by Cessna, that any Unserviceable Part has been subjected to Abuse, such Unserviceable Part shall not be eligible for exchange under ProParts. Notwithstanding any other provision in this Agreement to the contrary, in such a case, the Operator agrees to pay to Cessna its then current suggested retail price, plus any applicable taxes, for any Serviceable Part furnished by Cessna to the Operator, less any applicable core credit for the Unserviceable Part.

III. OPERATOR'S OBLIGATIONS

- A. CESCO: The Operator shall subscribe to, pay for, and participate in the CESCO program throughout the term of this Agreement and keep, maintain and accurately provide to Cessna all records on the Aircraft required in connection therewith.
- B. Open Account: Operator must have a valid open account with Cessna, maintained per credit terms established by Cessna.

C. Aircraft Operation:

1. During the term of this Agreement, the Operator shall operate and maintain the Aircraft in accordance with the applicable Cessna Citation flight manual, operating manual, all applicable maintenance and repair manuals, applicable alert, mandatory and recommended service bulletins and service letters, and any other written instructions issued by Cessna and its vendors from time to time. The Operator shall also comply with all the applicable requirements of the FAA or other applicable governmental agencies and with generally accepted practices of the general aviation industry.
2. The Operator hereby warrants to Cessna that, at all times, Parts exchanged under ProParts have been or shall be utilized on the Aircraft and that such Parts shall not be used in excess of cycle usage prescribed in Section XI of Exhibit "A" for each period of twelve (12) consecutive months after the effective date of this Agreement. Utilization in excess thereof shall result in an invoice as described in Section XI of Exhibit "A".

D. Part Condition and History: Any Part returned to Cessna, or any vendor or repair or Overhaul facility designated by Cessna, shall be accompanied by a properly completed and executed Cessna credit/claim form. A copy of such form shall be attached to the Part and shall at all times be kept with the Part removed by the Operator. In the event that any Part is returned with the Cessna credit /claim form either missing or incomplete, Cessna shall have the right to invoice Operator for resulting missed warranty reimbursement.

E. Aircraft Log Book: The Operator shall properly record in the Aircraft log book all Aircraft flight hours, cycles, landings, or calendar times as reasonably required by Cessna for purposes of this Agreement and/or by the FAA. In addition, the Operator shall record any other significant events, including any incident of Abuse or damage to the Aircraft or any Part thereof, modifications, repairs, and maintenance as prescribed by Cessna or required by the FAA in the Aircraft log book. Operator agrees to furnish such information to Cessna from time to time upon request. The Operator further agrees to grant Cessna or its designated representative access to the Aircraft or any Part thereof, and to the operating records of the Aircraft, auxiliary power unit and engines upon request. The Operator warrants to Cessna that all information recorded in the log books or otherwise reported to Cessna shall be true and correct. If the Operator fails to record or to provide to Cessna any information required under subparagraphs D and E hereof Cessna shall have the right to require that any Unserviceable Part returned to it be Overhauled at Operator's expense.

IV. PAYMENTS BY OPERATOR

- A. Upon the effective date of this Agreement, Operator shall pay to Cessna a one time fee as computed on the signature page of this Agreement.
- B. Upon the effective date of this Agreement, Operator shall pay to Cessna a monthly service charge computed in accordance with the provisions of Paragraph IV C.
- C. No later than the effective date of this Agreement, the Operator shall provide to Cessna the Aircraft Estimated Annual Utilization in flight hours in an amount of at least the Annual Minimum Charge as presented on the signature page of Agreement. The Operator will be invoiced monthly an amount equal to one twelfth of the Estimated Annual Utilization multiplied by the applicable Hourly Rates.
- D. On the annual anniversary of the Contract Start Date, Operator shall provide to Cessna actual Aircraft flight hours and landings. Cessna will issue to Operator an invoice or credit, as appropriate, to resolve any discrepancy between the amount which has been invoiced using the Estimated Annual Utilization and that amount which would have been invoiced had the invoiced amount been based on actual Aircraft flight hours. A discrepancy of greater than ten percent of the Aircraft Estimated Annual Utilization will result in a revised Estimated Annual Usage, not less than the Annual Minimum Charge, to be used for the subsequent twelve-month period.
- E. The Operator shall, at all times, comply with all provisions of Paragraph III of Exhibit "A" for purposes of this Paragraph IV.

- F. All invoices sent by Cessna to the Operator for replacement Parts under this Agreement shall be paid by the Operator within credit terms established by Cessna. Operator shall pay all invoices for Parts ordered on the ProParts account, including any ordered after expiration or termination of the ProParts Agreement.
- G. If the Operator's payment to Cessna is not received within the applicable invoice payment period, any benefits to be provided by Cessna under ProParts pursuant to this Agreement may, at the option of Cessna, be suspended until such payment from the Operator is received by Cessna. In addition, but without prejudice and under a reservation of any other rights or recourses that Cessna may have, Cessna shall have the right to terminate this Agreement in accordance with the provisions set forth in Article VI. If the Operator fails to make payment to Cessna, in accordance with any of the provisions set forth herein, the Operator hereby agrees to pay for all reasonable attorney fees, expenses, and costs incurred by Cessna to recover any amount which the Operator has failed to pay to Cessna. All amounts payable under or pursuant to this Agreement shall be paid in the legal currency of the United States of America.

V. OPERATOR EFFICIENCY BONUS

- A. At the end of the original term and at the end of each renewal term, Cessna shall credit to the Operator's account, or at the Operator's option, pay to the Operator, an Operator Efficiency Bonus, equal to sixty-five percent (65%) of the amount, if any, by which the cumulative total of all of the monthly service charges paid to Cessna by the Operator hereunder exceeds the aggregate retail price of all the benefits provided by Cessna to the Operator under ProParts.
- B. Cessna shall have the sole responsibility and authority for the calculation of such Operator Efficiency Bonus. Upon request the Operator may verify Cessna's calculations by reviewing such documents as may be available at Cessna's facilities during normal business hours at a mutually convenient time.

VI. RENEWAL/TERMINATION

- A. This Agreement may be renewed by mutual agreement at specified Hourly Rates. Renewal Agreement terms, including Hourly Rates, will be established by Cessna. Renewal fees may reflect individual Aircraft age and component cycle life. Operator renewal rights are not assignable.
- B. At the request of the Operator, this Agreement may be terminated at any time before the expiration of the term of this Agreement, provided that (1) (a) all the monthly service charges theretofore paid by the Operator to Cessna, are not less than the aggregate retail price of all the benefits provided by Cessna to the Operator, or (b) if the monthly service charges theretofore paid by the Operator are less than the aggregate retail price of all the benefits provided to the Operator, the Operator pays any deficit amount to Cessna prior to such termination and (2) any other amounts payable to Cessna pursuant to this Agreement have been paid by the Operator prior to such termination.
- C. Cessna may, at any time, terminate this Agreement immediately upon written notice of termination to the Operator in the event that:
 - 1. the Operator has failed to perform any of its obligations under this Agreement and has not cured or remedied such failure to the reasonable satisfaction of Cessna within a period of thirty (30) consecutive calendar days after written notice from Cessna of such failure has been mailed; or
 - 2. the Operator has filed a voluntary petition in bankruptcy; or proceedings in bankruptcy have been instituted against the Operator and have not been dismissed within a period of thirty (30) calendar days thereafter; or
 - 3. a Court of competent jurisdiction has taken and retained jurisdiction over the assets of the Operator for a period of at least thirty (30) calendar days; or

4. a Receiver or Trustee has been appointed with respect to the property of the Operator by a Court of competent jurisdiction and has not been discharged within a period of thirty (30) calendar days thereafter; or
 5. the Operator has become insolvent or has suspended business; or
 6. the Operator has made an assignment for the benefit of its creditors; or
 7. the Aircraft has been substantially damaged.
- D. This Agreement shall be automatically terminated in the event the Operator sells the Aircraft or in the event the Operator attempts to assign any of the benefits or coverage provided under ProParts or any of its rights under ProParts without Cessna's prior written consent.
- E. In the event of any termination of this Agreement pursuant to the provisions hereof, the Operator shall remain liable to pay to Cessna all monthly service charges accrued prior to the effective date of termination and any other amounts payable by the Operator to Cessna hereunder. In addition, if termination is the result of aircraft sale by the Operator, the Operator shall pay to Cessna any amount by which the aggregate of the monthly services charges is less than the aggregate retail price of all the benefits provided to the Operator by Cessna,
- F. If Agreement termination caused by the Operator selling the aircraft or the aircraft being substantially damaged results in an Operator Efficiency Bonus, then Cessna may, at its option, credit the Operator's account or return to the Operator the amount of the Operator Efficiency Bonus.

VII. TITLE AND RISK OF LOSS

- A. Cessna warrants that it has good title, free and clear of any and all mortgages, liens, charges, encumbrances, or security interests whatsoever, to all Part(s) and Consumables provided under this Agreement.
- B. Delivery of any Part and/or Consumable by Cessna to the Operator shall be ExWorks shipping point as determined by Cessna. Title and all financial risks of loss shall pass to the Operator upon delivery thereof by Cessna or its agent to a commercial carrier or freight forwarder. Title and all financial risks of loss remain with Operator for returned Parts until received and inspected by Cessna.
- C. Ownership of all Parts returned under this program automatically transfers to Cessna, whether ProParts credit is allowed or unallowed.

VIII. CHARGES AND TAXES

- A. Any and all handling, packing, crating, transportation, insurance, or storage costs and other costs incurred by Cessna in connection with ProParts shall be paid by the Operator or, if paid by Cessna, reimbursed by the Operator to Cessna, in accordance with the provisions of Article IV of Exhibit "A".
- B. The Operator shall be responsible for obtaining, at its own expense, any permits, licenses, clearances or documents required for the import or export of any Part exchanged under ProParts.
- C. The Operator agrees to pay, in addition to all monthly service charges, any national, state or local taxes, personal property taxes, import duties, import taxes, excise, consumption or any other taxes, including assessments and interest and penalties thereon, which may apply to this Agreement, ProParts, the Aircraft, and any transaction under ProParts, whether sought to be imposed on the Operator or Cessna. Cessna shall notify the Operator of any such tax, duty or assessment, including interest and penalties thereon, sought to be imposed on it by any governmental authority, and the Operator shall, within ten (10) days after such notice, either pay such amount directly to such governmental authority, or agency, or reimburse Cessna for such amount, or assume Cessna's defense against the imposition thereof, and hold Cessna harmless

therefrom. If the Operator fails to make timely payment directly to said governmental authority or agency or assume Cessna's defense, Cessna may pay the asserted tax, duty or assessment, including interest and penalties thereon, whereupon the Operator shall immediately reimburse Cessna for such payment and for all reasonable costs, attorney's fees, and expenses incurred by Cessna in connection therewith.

IX. EXCUSABLE DELAY

Cessna shall not be responsible for any delay on its part in the performance of any of its obligations under ProParts which is caused indirectly or directly, by Acts of God or any enemy, war, civil commotion, insurrection, riot, embargo, fire, explosion, earthquake, lightning, flood, drought, windstorm or other action of the elements; by any other natural catastrophe or accident; by any epidemic or quarantine restriction; by any legislation, act, order directive, or regulation of any governmental or other duly constituted authority; by any delay or failure of a common carrier; by any strike, lock-out, walk-out, slow-down, or other labor trouble; by any shortage or delay in delivery of supplies, materials, accessories, equipment, tools or Parts; by any delay or failure of subcontractors or suppliers for any reasons whatsoever including mechanical breakdowns; or by any other cause whatsoever that is beyond the control of Cessna. In such event, the time fixed or required for the performance of any obligation of Cessna under this Agreement shall be extended for a period equal to the period during which any such cause and effects thereof continue to exist.

X. EXCLUSION OF WARRANTY

- A. Except for Cessna's written warranty on the Aircraft and Aircraft Parts, if applicable, and Cessna's warranty of good title for Parts, Operator expressly understands and agrees that Cessna makes no other warranties whatsoever under this agreement and the Operator hereby expressly waives and renounces any and all warranties, expressed or implied, arising by law, or otherwise including but not limited to any implied warranty of merchantability and any implied warranty of fitness for a particular purpose.
- B. Notwithstanding the statement made in Article X, Paragraph A, Cessna's standard written warranty on the Aircraft and on spare parts, if applicable, is not varied, modified, increased or limited by this Agreement.

XI. HOURLY RATES ADJUSTMENT

- A. The Hourly Rates for the term of this Agreement shall be per the rate(s) specified on the signature page of this Agreement, per Aircraft flight hour, adjusted by the escalation.
- B. On January 1st each year following the previous calendar year, the Hourly Rates shall be subject to adjustment in accordance with the following conditions:
 - 1. The "Consumer Price Index, Urban Wage Earners and Clerical Workers (1967 = 100)," as published by the United States Department of Labor, Bureau of Labor Statistics, shall be the index used to determine the amount of adjustment for each year of the Agreement.
 - 2. The applicable Hourly Rates for each calendar year following the previous calendar year shall be adjusted by the percentage change in the index average for the previous 12 month period, December through November, over the index average for the preceding 12 month period, December through November.
 - 3. In the event that the index specified in subparagraph XI.B.1 is discontinued or in the event that the basis for calculation of the index is modified, an equivalent index or indices shall be substituted by Cessna, at its own discretion.
 - 4. Cessna, at its own discretion, shall determine the actual percentage change in the index pursuant to paragraph XI.B.2 of Exhibit "A", and shall notify the Operator in writing of the adjustment, if any, no later than March 15, of the year directly following the calendar year subject to adjustment.
 - 5. Until the final adjusted Hourly Rates are determined, current Hourly Rates will be used to compute the monthly service charge pursuant to Paragraph IV of Exhibit "A". The Operator shall pay or be credited any difference between their current Hourly Rates and the final adjusted Hourly Rates for

all the flight hours logged, with respect to the Aircraft from January 1st, until the date the Operator receives notice of the final adjustment, pursuant to subparagraph XI.B.4.

C. Excessive Cycle Usage:

If an operator fails to meet a designated minimum ratio of flight hours per cycle for each period of twelve (12) consecutive calendar months after the effective date of this Agreement, Cessna will invoice the Operator an excess cycle charge to be calculated by using the factors presented in the following table and the formulas presented below:

| <u>Model</u> | <u>Minimum hours per Cycle Factor</u> | <u>Charge per Cycle for Excessive Cycles</u> |
|--------------|---------------------------------------|----------------------------------------------|
| 510 | 1.0 | \$17.50 |
| 525 | 1.0 | \$17.50 |
| 525A | 1.0 | \$17.50 |
| 525B | 1.0 | \$17.50 |
| 550 | 1.0 | \$17.50 |
| 560 | 1.0 | \$17.50 |
| 560 (Excel) | 1.0 | \$36.00 |
| 650 | 1.0 | \$30.00 |
| 680 | 1.2 | \$52.00 |
| 750 | 1.2 | \$65.00 |

$$\text{Flight Hours / Landings} = \text{Computed Cycle Factor}$$

If the computed cycle factor is equal to or greater than the minimum hours per cycle factor presented in the above table, no excess cycle charge will be invoiced.

If the computed cycle factor is less than the minimum cycle factor presented in the above table, an amount determined by the following formula will be invoiced:

$$[\text{Total Landings} - (\text{Flt. Hours} / \text{Minimum Cycle Factor})] \times (\text{Excessive Cycle Charge}) = \text{Invoice Amount}$$

The Operator shall pay the applicable invoice amount to Cessna in accordance with the provisions of Article IV.

XII. MISCELLANEOUS

- A. Neither this Agreement nor any of the benefits or coverage under ProParts nor any of the rights of the Operator hereunder may be assigned or transferred by the Operator, in whole or in part, except with the prior written consent of Cessna. Any attempted assignment or transfer thereof by the Operator without Cessna's prior written consent may, in Cessna's sole discretion, result in immediate termination of this Agreement.
- B. Any notices required or permitted to be given hereunder shall be in writing (unless otherwise specifically provided herein) and shall be sufficiently given if delivered personally or transmitted by facsimile, e-mail, certified mail, registered mail or courier service. In all cases where a facsimile or e-mail is transmitted, both Cessna and the Operator agree to provide the other with originals of the facsimile documents by courier service within one week of the date of facsimile or e-mail transmittal. The date of effective notice is the earliest of the date of transmitting of the facsimile or e-mail, the date of personal delivery of the document, or the date of mailing of the document by certified mail, registered mail or courier service.
- C. This Agreement shall inure to the benefit of and be binding upon both Cessna and the Operator.
- D. This Agreement shall be deemed to have been executed in the State of Kansas of The United States of America and shall be governed and construed in accordance with the laws of the State of Kansas without

regard to the internal conflicts of laws, statutes or case law thereof which would otherwise govern the law applicable to this Agreement. The Operator and Cessna expressly agree to exclude this Agreement and any Agreements referenced herein from the United Nations Convention on Contracts for the International Sale of Goods, 1980, and any successor thereto.

- E. Cessna and the Operator hereby agree that any dispute that is not settled or resolved by negotiations between them conducted in good faith shall be resolved by binding arbitration in accordance with the rules of the American Arbitration Association and the binding arbitration shall be held in Wichita, Kansas. The parties agree that the provisions hereof shall be a complete defense to any suit, action, or proceeding instituted in any federal, state, or local court or before any administrative tribunal with respect to any controversy or dispute arising out of this Agreement, that judgment may be rendered in any court of competent jurisdiction on any award made by the arbitrator(s) pursuant to this Agreement, and that the arbitration provisions hereof shall survive the termination of this Agreement for any reason.
- F. If any part, term, or provision of this Agreement is held by any court or arbitrator to be illegal, unenforceable, or in conflict with any applicable law, the validity of the remaining portions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held to be invalid.
- G. The failure of either party to require performance by the other party of any provision of this Agreement shall in no way affect the right to require such performance at any time thereafter, nor shall the waiver by either party of a breach of any provision of this Agreement constitute a waiver of any succeeding breach of the same or any other provision nor constitute a waiver of the provision itself.
- H. This Agreement constitutes the entire agreement between Cessna and the Operator and supersedes and cancels all prior representations, statements, negotiations, undertakings, agreements, understandings, contracts and communications, whether oral or written, between Cessna and the Operator or their respective agents, with respect to the matters referred to herein and no agreement or understanding varying the terms and conditions hereof shall be binding upon either Cessna or the Operator unless in a writing duly executed by their respective authorized representatives. In the event of any inconsistency between this Agreement, the provisions of this Agreement shall control.
- I. The headings of the Articles in this Agreement are inserted for convenience only and shall not in any way affect the interpretation hereof.
- J. This Agreement shall not be binding upon Cessna until it has been executed by an authorized representative of Cessna.
- K. The obligations and liabilities of Cessna, including the Exclusion of Warranty set forth in Article X have been completely reviewed, fully understood and agreed to by the Operator.

ADDENDUM 1
TO PROPARTS AGREEMENT NO. SOV-0087
Auxiliary Power Unit Support

This Addendum is made by and between SOKO 2000, with its principal place of business in Madrid, Spain ("Operator") and Cessna Aircraft Company, a Kansas corporation with its principal place of business in Wichita, Kansas ("Cessna"). This Addendum is a part of and included within the terms and condition of the ProParts Agreement executed between the Parties and dated

Cessna agrees to provide ProParts support for certain Auxiliary Power Unit(s) (APUs), as detailed:

- RE100[XL] (Citation Excel/XLS)
- RE100 (Citation Sovereign)
- GTCP36-150[CX] (Citation X)
- 36-150W[CVII] (Citation VII)

Installed in Citation Sovereign, s/n 680-0087 (Aircraft).

Section I - Introduction

In consideration of the monthly service charges to be paid by the Operator, Cessna hereby agrees to replace those Parts and provide those Consumables which are described herein subject to the terms and conditions of Exhibit A and the provisions set forth herein.

Section II – Definitions

Any defined term in the ProParts Agreement applies, or, if modified herein, the term as defined in this Addendum is to be used for purposes of interpretation of the Addendum.

- A. **BUER** - Basic Unplanned Engine Removal - The premature removal of the APU engine as a consequence of Failure due to an engine, Part, or component induced malfunction of the APU.
- B. **BUR** - Basic Unscheduled Repair of APU while it is installed in the Aircraft.
- C. **Consumables** - Those Parts generally utilized during normal maintenance activities, including but not limited to o-rings, fasteners, gaskets, igniters, etc. Consumables is synonymous with expendables.
- D. **HSI** - Hot Section Inspection - The removal and inspection of APU hot section components and the Repair or replacement of deteriorated Parts in compliance with the applicable Product maintenance manual(s) and the requirements of this Agreement. HSI is synonymous with Major Periodic Inspection (MPI).
- E. **LRU** - Line Replaceable Unit - A component which may normally be removed and replaced with the APU installed in the aircraft as a function of the normal flight line maintenance activities.
- F. **Authorized Facility** – A maintenance facility as designated by Cessna Aircraft Company.
- G. **Rental Agreement** - A separate agreement between the APU manufacturer or one of its subsidiaries and the Customer covering the terms and conditions associated with supply of rental APU.
- H. **APU Hour** – The actual operating hours of the APU derived from an hour meter. In the absence of an APU hour meter, Aircraft flight hours will be used to define APU hours.

Section III - Term

This Addendum is effective on the final acceptance date set forth herein. The term of this Addendum shall coincide with the term defined in the ProParts Agreement unless stated otherwise herein.

Section IV - Minimum Annual Utilization

150 hours of APU Operation

Section V – Addendum Coverage

This Addendum provides ProParts support including Parts, rental APU, and exchange module support as specified below:

1. All Parts required for Scheduled Overhaul to Overhaul or Repair Specifications, which are at least equal to manufacturer's specifications.
2. All Parts required for a premature shop visit as directed by manufacturer or a recognized Airworthiness authority.
3. All Parts required for a BUER and BUR.
4. All Parts required for a Scheduled HSI.
5. All Parts required as LRUs.
6. All Consumables and expendables as required.
7. All Parts required to comply with the manufacturer's Alert Service Bulletins or manufacturer's Recommended Service Bulletins provided compliance occurs within the required timing as defined in the applicable Service Bulletins.
8. Rental Engines at BUER and Overhaul will be made available to the Customer subject to the terms and conditions of the manufacturer's Rental Agreement and the terms and conditions of this Agreement.
9. Exclusive right to purchase shop labor associated with Overhaul of APU for both scheduled and unscheduled shop events and scheduled HSIs at a rate of \$3.36/APU Hour (cy 2006, subject to annual CPI adjustment) multiplied by number of APU Hours existing on the APU at the time of the event.

Section VI - Maintenance Items Not Covered.

The following goods and services are not covered by this Agreement.

1. Product Repair due to Improper Use.
2. Repair or replacement costs directly attributable to the use of non-approved vendor parts or LRUs.
3. Inspection labor and APU Overhaul labor unless exercised by Operator, said cost billed directly to the Operator by Cessna or the APU manufacturer based on the rate identified in Section V.9. above.
4. Removal and reinstallation and/or access time.
5. Optional Service Bulletins.

Section VII – Other Exclusions

Section V. of Exhibit A to the Agreement, titled Operator Efficiency Bonus, is excluded from this Addendum and is not applicable to this Addendum or any rights herein.

Section VIII - Entirety

The terms and conditions of the ProParts Agreement and this Addendum represent the entire agreement between the Parties and supersede all representations, agreements, statements, and understandings made prior to the date of the ProParts Agreement and this Addendum. Both Parties agree that neither Party places any reliance whatsoever on any such representations, agreements, or understandings other than those expressly incorporated in the ProParts Agreement and this Addendum. Both Parties also agree that the terms expressed in this Addendum may only be modified if the modification is written and signed by both Parties.

Section IX - Signing Authority

The signatories to this Addendum verify that they have read the complete Addendum, understand its contents, and have full authority to bind and hereby do bind their respective Parties.

IN WITNESS WHEREOF, the Parties hereto have signed this Addendum as of the dates written below.

SOKO 2000

Cessna Aircraft Company

By: _____

By: _____

Printed Name: _____

Jack A. Stiffler

Title: _____

Vice President, Citation Parts Distribution

Offer Date: _____

Final Acceptance Date: _____



ENGINE PROGRAM DESCRIPTION – EXHIBIT B
PRATT & WHITNEY POWERED ENGINES

July 2005

Citation Parts Distribution
The Cessna Aircraft Company
P.O. Box 7706
Wichita, Kansas 67277-7706

I. DEFINITIONS

When used in this Agreement, the following words shall have the meanings set out below:

- A. Abuse: (1) the failure by the Operator to properly perform any necessary maintenance, repair, or modification of the Aircraft, or any part thereof, whether or not required by applicable service and repair manuals, service bulletins and letters, specifications, or any other written instructions, including, but not limited to, Cessna maintenance, repair and Overhaul manuals, FAA Airworthiness Directives; or (2) any use, operation, testing or storage of the Aircraft, or any part thereof, which is not in accordance with accepted aircraft operation or maintenance practices or applicable service and repair manuals, service bulletins and letters, specifications, or any other written instructions; or (3) any neglect, misuse, or unauthorized repair or modification of the Aircraft, or any Part thereof; or (4) any accident, impact or foreign object damage resulting in damage, fatigue or abnormal wear to the Aircraft, or any Part thereof.
- B. Authorized Service Center: an independently owned and operated facility authorized by Cessna to perform maintenance on Citation aircraft. Cessna has furnished the Operator with the names and addresses of all current Authorized Service Centers and reserves the right to authorize new or terminate any Authorized Service Center at any time without notice to Operator.
- C. BUER: Basic Unplanned Engine Removal - The premature removal of the Engine as a consequence of failure due to an Engine, Part, or component induced malfunction of those Engines, Parts or components direct supplied by Cessna or the Engine OEM.
- D. BUR: Basic Unscheduled Repair, on wing.
- E. Citation: any Model Cessna Citation manufactured and sold by Cessna.
- F. Consumable: means a Part which, by design, can only be used once and is replaced either: (i) due to being inspected and found unserviceable, or (ii) for certain Parts, is replaced due to time in service irrespective of the apparent condition during the course of inspection, removal, and maintenance.
- G. Discretionary Removal: any premature removal of a Part, at the Operator's discretion or convenience, prior to the expiration of the applicable Service Life, as specified in any applicable service and Repair manual, service bulletin or service letter, specification, or any other written instructions, including, but not limited to, the applicable Cessna Citation maintenance manual or the Engine OEM's maintenance manual.
- H. Engine(s): those engines manufactured by the Engine OEM and used as prime propulsion for the Aircraft.
- I. Engine Accrual Certificate(s) (EAC)- A Certificate issued for Labor and LCF, from Cessna to Customer at the time a Customer leaves a PowerAdvantage + program. Said Certificate is expressed in both Operating Hours paid in and the accrued Cessna net dollar value at point of issuance. The Engine Accrual Certificate is Engine/Aircraft specific.

- J. Engine Hours or Operating Hours: the total accumulated operating time in hours accrued by an Engine as recorded in the Engine log book in accordance with the applicable regulatory agencies and their associated requirements.
- K. Engine OEM: Pratt & Whitney
- L. FAA: Federal Aviation Administration of the United States of America.
- M. Factory Owned Service Center: a facility owned and operated by Cessna to perform maintenance on Citation aircraft. Cessna has furnished the Operator with the names and addresses of all of its current Factory Owned Service Centers and reserves the right to open, close, or relocate any of its Factory Owned Service Centers at any time without notice to Operator.
- N. Hot Section Inspection (HSI): the removal and inspection of Engine combustion and turbine section components and the Repair or replacement of Unserviceable Parts in compliance with the applicable Engine maintenance manual(s) or this Agreement.
- O. Improper Use: (1) improper Engine installation or maintenance contrary to Cessna or the Engine OEM's written and published installation and maintenance instructions or recommendations; (2) Engine use or inspection contrary to Cessna or the Engine OEM's written and published operating and maintenance instructions or recommendations; (3) Repair or alteration other than by a Factory Owned or Authorized Service Center, a Service Facility or other agency as determined by Cessna; (4) misuse, neglect, accident, ingestion of foreign material, Acts of God and other things beyond the reasonable control of the Customer, Cessna or Engine OEM; (5) use of Parts not supplied by Cessna; (6) abnormal corrosion or neglect resulting in damage, fatigue or unusual wear to an Engine, which is directly attributable to failure to meet either Cessna's or the Engine OEM's interface specifications and/or maintenance procedures.
- P. Labor: The OEM Engine Shop labor (or OEM subcontracted facility) for Hot Section module refurbishment, BUER, Overhaul of the Engine, and for scheduled and unscheduled Repair and Overhaul of LRUs, and Parts, which includes: (i) Engine receiving, cleaning, and inspection; (ii) Part repair, rework, and modification, Engine assembly, test, and final inspection, (iii) preparation for Engine shipment, and (iv) a Service Facility's labor required for disassembly and re-assembly of the Engine hot section for HSI.
- Q. Line Replaceable Unit (LRU): An Engine OEM supplied component which may normally be removed and replaced with the Engine installed on the aircraft as a function of line maintenance activities as covered in the applicable Engine OEM manuals.
- R. LCF Part: A Part with a life cycle fatigue limit, as described in the applicable Engine specification, Engine OEM's manual(s), Cessna service bulletin(s) or Engine OEM service bulletins.
- S. Overhaul or Repair Specifications: Detailed specifications that are contained within the applicable Engine maintenance manuals.
- T. Part(s): those Cessna, or Engine OEM Engine Parts and modules (new, Repaired and/or Exchange) as listed in the applicable Cessna or Engine OEM's Illustrated Parts Catalog(s) (IPCs), and/or other written documentation, required to return an Engine to serviceable condition consistent with the applicable Cessna and Engine OEM maintenance and Overhaul manual(s) and the terms and conditions of this Agreement.
- U. Rental Agreement: a separate agreement between the Engine OEM and the Operator covering the terms and conditions associated with supply of rental Engines.
- V. Repair: to make an Engine or Engine module or Part serviceable by replacing or repairing failed or damaged modules or Parts.
- W. Scheduled Overhaul - (Overhaul, Compressor Section Inspection [CSI]) The work necessary to return an Engine covered by this Agreement to the technical standard as detailed in the applicable Engine OEM's

manual and/or the Overhaul and Repair Specifications, government airworthiness authorities or as recommended by the Engine OEM to the Customer.

- X. Scheduled Removal: the removal of any Part upon the expiration of its Service Life, or within twenty-five (25) hours, twenty-five (25) cycles or one (1) month, as the case may be, prior to the expiration of its Service Life.
- Y. Service Life: the point(s) in time, as measured in hours, cycles, or calendar time, when any Part must be Overhauled, refurbished, or replaced, as specified by Cessna, any of its vendors, or the FAA.
- Z. Scheduled Removal: the removal of any Part upon the expiration of its Service Life.
- AA. Service Facility: any Engine OEM owned/approved facility.
- AB. Unscheduled Removal: the removal at any time, other than a specific maintenance interval, of any Part that is determined by Cessna to be unserviceable.
- AC. Unserviceable Part or Unserviceable: any Part that is not Serviceable as defined herein.

II. ENGINE PARTS COVERED BY POWER ADVANTAGE+

- A. In consideration of the monthly service charges to be paid by the Operator hereunder and as hereinafter described, Cessna agrees to supply those Parts which are described below, subject to the terms, conditions, and the provisions of PowerAdvantage + as herein set forth.
 - 1. All Parts required for Scheduled Overhaul.
 - 2. All Parts required for a premature shop visit as directed by Cessna, the Engine OEM, or a recognized government airworthiness authority.
 - 3. All Parts required for a BUER and BUR.
 - 4. All Parts required for a scheduled HSI.
 - 5. All LRUs required.
 - 2. All Parts for field level routine or periodic maintenance and inspections as specified in the current applicable periodic inspection table of the Engine maintenance and Overhaul manuals, including without limitations, filters, line replaceable 'O' rings, gaskets, and igniters.
 - 6. All Consumable Parts required for HSI, BUER, and Overhaul. For field level maintenance: 1) igniters as supplied by Cessna, when required to be replaced due to the igniter tip being worn beyond OEM maintenance manual limits, or when the igniter fails to light, and 2) Cessna supplied, oil and fuel filters, when required to be replaced in accordance with the OEM maintenance manual.
 - 7. All Parts required to comply with either Airworthiness Directives (ADs) issued by a recognized airworthiness authority, or required Engine OEM's service bulletins
 - 8. All LCF Parts required to be replaced due to the depletion of life by hours or cycles.
 - 9. Engine shop Labor
 - 10. Cessna will use its best efforts to assure that rental Engines at BUER and Overhaul will be made available subject to the terms and conditions of the Rental Agreement.
 - 11. All Engine OEM service bulletins categories 1-6.
- B. The Operator hereby understands and agrees that the benefits of PowerAdvantage + are only available directly from Cessna's Citation Parts Distribution in Wichita or through Cessna's Factory Owned Service Centers and Authorized Service Centers, provided such Authorized Service Centers have obtained the applicable Parts from Cessna. All HSIs will be performed by a Cessna owned or Authorized Service Center or as directed by Cessna to an Engine OEM Service Facility. All Overhauls will be performed at an Engine OEM Service Facility.
- C. No coverage is provided under PowerAdvantage + and no Parts or labor shall be supplied or provided under PowerAdvantage + for any of the following items:

1. Engine Repair due to Improper Use.
2. Field level routine or periodic maintenance and inspection labor, including fuel, and oil.
3. Repair or replacement costs attributable to the use of non-Cessna or non-Engine OEM original manufactured Parts.
4. Directly attributable damage caused by an Engine mounted LRU or accessory other than those supplied by Cessna.
5. Labor for field level replacement of LRUs, Parts or Consumables, Engine or Part removal and reinstallation, overtime premiums, call out charges.
6. Tooling fees, hangar fees, or any such related airport fees.
7. Living or transportation expenses for crew, passengers or maintenance personnel.
8. Expenses related to flying the aircraft.
9. Transportation costs, taxes, duties or tariffs.
10. Incidental or consequential damages.
11. Rental engine coverage required for HSI or any of the aforementioned excluded coverage items.
12. Replacement of Engine Parts missing from an Engine when received at an OEM Engine shop for Scheduled Overhaul or BUER.
13. APU - Auxiliary Power Unit and its associated LRU(s).
14. Engine OEM service bulletins categories 7-9.

D. SCHEDULED REMOVALS:

1. The Operator shall remove any Part from service immediately upon expiration of its Service Life for the purpose of Overhaul, refurbishment, or replacement, as necessary.
2. Cessna shall supply any Part covered by PowerAdvantage + upon request from the Operator made thirty (30) days prior to the date for any Scheduled Removal. Cessna shall use its best efforts to deliver the replacement Part to the Operator within such thirty (30) day period. The Operator shall remove and return any Unserviceable Part to Cessna within fifteen (15) days after the receipt of the replacement Part by the Operator.
3. If any Part with a Service Life is removed from service prior to the expiration of its Service Life, the Operator shall pay to Cessna an amount equal to the value of the Overhaul cost, expressed in a per hour, cycle or month, as the case may be, multiplied by the number of hours, cycles or months the Part was removed prior to such expiration.
4. Any Part supplied by Cessna to the Operator under PowerAdvantage + for any Scheduled Removal shall be new, Repaired, or Exchanged.

E. UNSCHEDULED REMOVALS: Cessna shall supply any Part covered by PowerAdvantage + to the Operator for an Unscheduled Removal subject to the following conditions:

1. Cessna, at its discretion, may require the Operator to obtain prior written authorization of a Cessna Citation service representative for any Unscheduled Removal. In such an event, a Cessna Citation service representative shall verify the condition of the Part to be removed, determine whether such Part is Unserviceable and the cause of its failure and, as included under PowerAdvantage +, authorize its removal and the exchange of such Part under PowerAdvantage +. If the Aircraft is grounded due to an Unscheduled Removal, Cessna shall reply to the Operator's request as soon as reasonably possible. The Operator shall, at its own cost, provide all required labor for troubleshooting, removing and replacing any Unserviceable Part.
2. Any Part to be supplied by Cessna under PowerAdvantage + for an Unscheduled Removal shall be forwarded by Cessna to the Operator as soon as reasonably possible.
3. For any Unscheduled Removal of a Part with a Service Life, Cessna, at its discretion, may provide a serviceable replacement Part.

F. ALERT OR MANDATORY SERVICE BULLETINS OR SERVICE LETTERS: Cessna reserves the right to establish a deadline for compliance with any Cessna or Engine OEM service bulletin or service letter designated as an alert or mandatory service bulletin or service letter and, notwithstanding any other provision to the contrary in this Agreement, upon expiration of such deadline the Operator shall be responsible for the cost of any Part(s) required for compliance with such service bulletin or service letter.

G. PARTS PROVIDED

1. Any Part covered under PowerAdvantage + shall be supplied from Cessna.
2. Cessna, at its own discretion, may loan to the Operator a Serviceable Part to replace an Unserviceable Part pending its Repair or Overhaul by Cessna, or any supplier designated by Cessna. Cessna shall supply all Parts to install the loaned Serviceable Part and to reinstall the Repaired or Overhauled Part. The Operator shall remove and return the loaned Serviceable Part to Cessna, within fifteen (15) days after the return to the Operator of the Repaired or Overhauled Part
3. Any Part removed by the Operator for which Cessna has furnished a replacement Part under PowerAdvantage + shall be returned to Cessna, a supplier as directed by Cessna, or Repair or Overhaul facility designated by Cessna, within fifteen (15) days of removal, unless the Operator is specifically requested by Cessna to do otherwise. If requested by Cessna, the Operator shall properly store any removed Part at the Operator's expense until Cessna issues instructions for its or their disposal. Cessna, at its discretion, may also require Operator to return any Part removed by Operator under PowerAdvantage +. The returned materials must be packaged in such a manner to preclude damage while in transit to Cessna. Any Part held by the Operator may be inspected by a service representative of Cessna, who shall issue instructions for returning or disposing of such Part.
4. The Operator shall pay Cessna its then current suggested retail price, plus any applicable taxes, of a new Part that is not returned to Cessna, or supplier as directed by Cessna or Repair or Overhaul facility designated by Cessna within fifteen (15) days, or not disposed of as instructed by a service representative of Cessna.

H. DISCRETIONARY REMOVAL: In the case of Discretionary Removal of any Part, Operator agrees to pay Cessna an amount equal to the difference between Cessna's then current suggested retail price, plus any applicable taxes, of a new Part, less an equitable allowance for prior use and wear based upon the applicable wear limit, tolerance or allowance specified in the applicable service and Repair manual, service bulletin or service letter, specification, or any other written instructions, including, but not limited to, applicable Cessna Citation Maintenance Manual. In addition, Operator shall reimburse Cessna for any costs incurred in connection with the restocking and recertification of the returned Part.

I. Part Subject to Improper Use: Upon determination by Cessna, supplier, or Repair or Overhaul facility designated by Cessna, that any Unserviceable Part has been subjected to Improper Use, such Unserviceable Part shall not be eligible under PowerAdvantage +. Notwithstanding any other provision in this Agreement to the contrary, in such a case, the Operator agrees to pay to Cessna its then current suggested retail price, plus any applicable taxes, for any Serviceable Part furnished by Cessna to the Operator, less any applicable core credit for the Unserviceable Part.

III. OPERATOR'S OBLIGATIONS

A. CESCO: The Operator shall subscribe to, pay for, and participate in the CESCO program throughout the term of this Agreement and keep, maintain and accurately provide to Cessna all records on the Aircraft required in connection therewith.

B. Open Account: Operator must have a valid open account with Cessna, maintained per credit terms established by Cessna.

C. Aircraft Operation:

1. During the term of this Agreement, the Operator shall operate and maintain the Aircraft in accordance with the applicable Cessna Citation flight manual, operating manual, all applicable maintenance and repair manuals, applicable alert, mandatory and recommended service bulletins and service letters, and any other written instructions issued by Cessna and its suppliers from time to time. The Operator shall also comply with all the applicable requirements of the FAA or other applicable governmental agencies and with generally accepted practices of the general aviation industry.

2. The Operator hereby warrants to Cessna, that, at all times, Parts obtained under PowerAdvantage + have been or shall be utilized on the designated Aircraft and its associated Engines and that such Parts shall not be used in excess of an annual average of one cycle per flight hour for each period of twelve (12) consecutive calendar months after the effective date of this Agreement. Utilization in excess thereof shall result in an invoice as described in Section XII herein.
- D. Part Condition and History: Any Part returned to Cessna, or supplier or repair or Overhaul facility as designated by Cessna, shall be accompanied by a properly completed and executed Cessna credit/claim form. A copy of such form shall be attached to the Part and shall at all times be kept with the Part removed by the Operator. In the event that any Part is returned with the Cessna credit /claim form either missing or incomplete, Cessna shall have the right to invoice Operator for resulting missed warranty reimbursement.
- E. AIRCRAFT LOG BOOK: The Operator shall properly record in the Aircraft log book all Aircraft flight hours, cycles, landings, or calendar times as reasonably required by Cessna for purposes of this Agreement and/or by the FAA. In addition, the Operator shall record any other significant events, including any incident of Improper Use or damage to the Aircraft or any Part thereof, modifications, Repairs, and maintenance as prescribed by Cessna or required by the FAA in the Aircraft log book. Operator agrees to furnish such information to Cessna from time to time upon request. The Operator further agrees to grant Cessna or its designated representative access to the Aircraft or any Part or component thereof, and to the operating records of the Aircraft, auxiliary power unit and Engines upon request. The Operator warrants to Cessna that all information recorded in the logbooks or otherwise reported to Cessna shall be true and correct. If the Operator fails to record or to provide to Cessna any information required under subparagraphs D and E hereof Cessna shall have the right to require that any Unserviceable Parts returned to it be Overhauled at Operator's expense.
- F. Engine Condition Trend Monitoring (ECTM™): The Operator shall be required to perform the following: Where operational conditions permit, the Operator will record and monitor the required ECTM data (N1, N2, ITT and fuel flow Wf) during one flight daily having a flight duration of forty-five (45) minutes or longer and above eighteen thousand (18,000) feet ASL. The data will be recorded in accordance with the Engine OEM's ECTM instructions and on the Engine OEM's ECTM form as in Example 2, or a form substantially similar. This data shall be transmitted from the Operator directly to the OEM's Designated Analysis Center (DAC) or to Cessna who will then forward it onto the OEM's DAC, on a monthly basis for processing. The Operator will also monitor the spreads between the aforementioned Engine parameters and whenever any step change (as defined by the Engine OEM) of a spread is observed, submit the data to Cessna as soon as possible. In these cases, Cessna in turn, will, as soon as possible, transmit the information on to the OEM's DAC.

IV. PAYMENTS BY OPERATOR

- A. Upon the effective date of this Agreement, Operator shall pay to Cessna a one-time fee as computed on the signature page of this Agreement.
- B. Upon the effective date of this Agreement, Operator shall pay to Cessna a monthly service charge computed in accordance with the provisions of Paragraph IV C.
- C. No later than the effective date of this Agreement, the Operator shall provide to Cessna the Engine(s) estimated annual utilization in flight hours in an amount of at least the annual minimum utilization as presented on the signature page of Agreement. The Operator will be invoiced monthly an amount equal to one twelfth of the estimated annual utilization multiplied by the applicable Hourly Rates.
- D. On the annual anniversary of the Contract Start Date, Operator shall provide to Cessna actual Engine(s) flight hours and cycles. Cessna will issue to Operator an invoice or credit, as appropriate, to resolve any discrepancy between the amount which has been invoiced using the estimated annual utilization and that amount which would have been invoiced had the invoiced amount been based on actual Engine(s) flight hours. A discrepancy of greater than ten percent of the Engine estimated annual utilization will result in a revised estimated annual usage, not less than the annual minimum utilization, to be used for the subsequent

twelve-month period. Notwithstanding the amount of the discrepancy, any usage greater than the estimated annual utilization will be billed by Cessna to customer's open account of the Engine contract on the anniversary date.

- E. The Operator shall, at all times, comply with all provisions of Paragraph III, Operator's Obligations, of this Exhibit for purposes of this Paragraph IV.
- F. All invoices sent by Cessna to the Operator for replacement Parts under this Agreement shall be paid by the Operator within credit terms established by Cessna. Operator shall pay all invoices for Parts ordered on the PowerAdvantage + account, including any ordered by operator and supplied by Cessna after expiration or termination of the PowerAdvantage + Agreement.
- G. If the Operator's payment to Cessna is not received within the applicable invoice payment period, any benefits to be provided by Cessna under PowerAdvantage + pursuant to this Agreement may, at the option of Cessna, be suspended until such payment from the Operator is received by Cessna. In addition, but without prejudice and under a reservation of any other rights or recourses that Cessna may have, Cessna shall have the right to terminate this Agreement in accordance with the provisions set forth in Article VI. If the Operator fails to make payment to Cessna, in accordance with any of the provisions set forth herein, the Operator hereby agrees to pay for all reasonable attorney fees, expenses, and costs incurred by Cessna to recover any amount which the Operator has failed to pay to Cessna. All amounts payable under or pursuant to this Agreement shall be paid in the legal currency of the United States of America.

V. OPERATOR EFFICIENCY BONUS for Engines

- A. The Operator Efficiency Bonus for Engines will be administered at the completion of a scheduled Overhaul; unless Operator chooses not to renew Agreement after initial Agreement expiration; or damage the Aircraft beyond economical Repair; or sell the Aircraft. Cessna shall pay to the Operator, or at the Operator's option, credit to the Operator's account, an Operator Efficiency Bonus equal to sixty (60) percent of the amount, if any, by which the cumulative total of all the monthly service charges applicable to the PowerAdvantage component of PowerAdvantage + paid by Operator to Cessna exceeds the aggregate retail price of all the benefits of the PowerAdvantage component provided by Cessna, to the Operator; for the respective Engines under this Agreement. Operator's account will be reset to zero dollars (\$0.00) after each Efficiency Bonus payment by Cessna.
- B. Cessna shall have the sole responsibility and authority for the calculation of such Operator Efficiency Bonus. Upon request the Operator may verify Cessna's calculations by reviewing such documents as may be available at Cessna's facilities during normal business hours at a mutually convenient time.

VI. RENEWAL/TERMINATION

- A. This Agreement may be renewed by mutual agreement at specified Hourly Rates. Renewal Agreement terms, including Hourly Rates, will be established by Cessna. Renewal fees will reflect individual Engine(s) age and component cycle life. Operator renewal rights are not assignable.
- B. At the request of the Operator, this Agreement may be terminated at any time before the expiration of the term of this Agreement, provided that (1) (a) all the monthly service charges theretofore paid by the Operator to Cessna, are not less than the aggregate retail price of all the benefits provided by Cessna to the Operator, or (b) if the monthly service charges theretofore paid by the Operator are less than the aggregate retail price of all the benefits provided to the Operator, the Operator pays any deficit amount to Cessna prior to such termination and (2) any other amounts payable to Cessna pursuant to this Agreement have been paid by the Operator prior to such termination.
- C. Cessna may, at any time, terminate this Agreement immediately upon written notice of termination to the Operator in the event that:

1. the Operator has failed to perform any of its obligations under this Agreement and has not cured or remedied such failure to the reasonable satisfaction of Cessna within a period of thirty (30) consecutive calendar days after written notice from Cessna of such failure has been mailed; or
 2. the Operator has filed a voluntary petition in bankruptcy; or proceedings in bankruptcy have been instituted against the Operator and have not been dismissed within a period of thirty (30) calendar days thereafter; or
 3. a Court of competent jurisdiction has taken and retained jurisdiction over the assets of the Operator for a period of at least thirty (30) calendar days; or
 4. a Receiver or Trustee has been appointed with respect to the property of the Operator by a Court of competent jurisdiction and has not been discharged within a period of thirty (30) calendar days thereafter; or
 5. the Operator has become insolvent or has suspended business; or
 6. the Operator has made an assignment for the benefit of its creditors; or
 7. the Aircraft has been substantially damaged.
- D. This Agreement shall be automatically terminated in the event the Operator sells the Aircraft and its associated Engines or in the event the Operator attempts to assign any of the benefits or coverage provided under PowerAdvantage + or any of its rights under PowerAdvantage + without Cessna's prior written consent.
- E. In the event of any termination of this Agreement pursuant to the provisions hereof, the Operator shall remain liable to pay to Cessna all monthly service charges accrued prior to the effective date of termination and any other amounts payable by the Operator to Cessna hereunder. In addition, if termination is the result of aircraft and associated Engine(s) sale by the Operator, the Operator shall pay to Cessna any amount by which the aggregate of the monthly services charges is less than the aggregate retail price of all the benefits provided to the Operator by Cessna,
- F. If Agreement termination caused by the Operator selling the aircraft or the aircraft being substantially damaged results in an Operator Efficiency Bonus, then Cessna may, at its option, credit the Operator's account or return to the Operator the amount of the Operator Efficiency Bonus.
- VII. ENGINE ACCURAL CERTIFICATE (EAC): In the event of any termination of this Agreement pursuant to the provisions hereof, Cessna will provide to the Operator an EAC representative of any unused monies collected for Labor or LCF Parts. Said Certificate will be expressed in both Operating Hours paid in and the accrued net dollar value at point of issuance. The EAC is Engine/Aircraft specific and is not transferable regardless of Engine/Aircraft sale. Unless the EAC is redeemed either to reenroll the engines into PowerAdvantage+ or to defray intended expenses, it will expire after 15 years from the date of issuance.
- VIII. TITLE AND RISK OF LOSS
- A. Cessna warrants that it has good title, free and clear of any and all mortgages, liens, charges, encumbrances, or security interests whatsoever, to all Part(s) and Consumables provided under this Agreement.
 - B. Delivery of any Part and/or Consumable by Cessna to the Operator shall be ExWorks shipping point as determined by Cessna. Title and all financial risks of loss shall pass to the Operator upon delivery thereof by Cessna or its agent to a commercial carrier or freight forwarder. Title and all financial risks of loss remain with Operator for returned Parts until received and inspected by Cessna.
 - C. Ownership of all Parts returned under this program automatically transfers to Cessna, whether PowerAdvantage + credit is allowed or unallowed.

IX. CHARGES AND TAXES

- A. Any and all handling, packing, crating, transportation, insurance, or storage costs and other costs incurred by Cessna in connection with PowerAdvantage + shall be paid by the Operator or, if paid by Cessna, reimbursed by the Operator to Cessna, in accordance with the provisions of Article IV of this Exhibit.
- B. The Operator shall be responsible for obtaining, at its own expense, any permits, licenses, clearances or documents required for the import or export of any Part exchanged under PowerAdvantage +.
- C. The Operator agrees to pay, in addition to all monthly service charges, any national, state or local taxes, personal property taxes, import duties, import taxes, excise, consumption or any other taxes, including assessments and interest and penalties thereon, which may apply to this Agreement, PowerAdvantage +, the Aircraft, the Engines, and any transaction under PowerAdvantage +, whether sought to be imposed on the Operator or Cessna. Cessna shall notify the Operator of any such tax, duty or assessment, including interest and penalties thereon, sought to be imposed on it by any governmental authority, and the Operator shall, within ten (10) days after such notice, either pay such amount directly to such governmental authority, or agency, or reimburse Cessna for such amount, or assume Cessna's defense against the imposition thereof, and hold Cessna harmless therefrom. If the Operator fails to make timely payment directly to said governmental authority or agency or assume Cessna's defense, Cessna may pay the asserted tax, duty or assessment, including interest and penalties thereon, whereupon the Operator shall immediately reimburse Cessna for such payment and for all reasonable costs, attorneys' fees, and expenses incurred by Cessna in connection therewith.

X. EXCUSABLE DELAY

Cessna shall not be responsible for any delay on its part in the performance of any of its obligations under PowerAdvantage + which is caused indirectly or directly, by Acts of God or any enemy, war, civil commotion, insurrection, riot, embargo, fire, explosion, earthquake, lightning, flood, drought, windstorm or other action of the elements; by any other natural catastrophe or accident; by any epidemic or quarantine restriction; by any legislation, act, order directive, or regulation of any governmental or other duly constituted authority; by any delay or failure of a common carrier; by any strike, lock-out, walk-out, slow-down, or other labor trouble; by any shortage or delay in delivery of supplies, materials, accessories, equipment, tools or Parts; by any delay or failure of subcontractors or suppliers for any reasons whatsoever including mechanical breakdowns; or by any other cause whatsoever that is beyond the control of Cessna. In such event, the time fixed or required for the performance of any obligation of Cessna under this Agreement shall be extended for a period equal to the period during which any such cause and effects thereof continue to exist.

XI. EXCLUSION OF WARRANTY

- A. THE OPERATOR EXPRESSLY UNDERSTANDS AND AGREES THAT CESSNA AND THE ENGINE OEM MAKE NO WARRANTIES WHATSOEVER UNDER THIS AGREEMENT AND THE OPERATOR HEREBY EXPRESSLY WAIVES AND RENOUNCES ANY AND ALL WARRANTIES, OBLIGATIONS OR LIABILITIES, EXPRESSED OR IMPLIED, ARISING BY LAW, IN CONTRACT OR IN TORT, OR OTHERWISE, INCLUDING BUT NOT LIMITED TO ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR IMPLIED CONDITION, AND ANY OTHER OBLIGATION OR LIABILITY ON THE PART OF CESSNA AND THE ENGINE OEM TO ANYONE OF ANY NATURE WHATSOEVER BY REASON OF ANY PROVISION IN THIS AGREEMENT OR ANY BENEFIT PROVIDED UNDER POWERADVANTAGE +.
- B. Nothing in this Agreement shall be construed to vary, modify, increase or limit any limited warranty provided by Cessna or the Engine OEM under the Aircraft purchase agreement between Cessna and the Operator, with respect to the Aircraft or Engines.
- C. The provisions of subparagraph B hereof shall not be construed to vary, modify, or limit the exclusion of all warranties provided for under subparagraph A.

XII. ENGINE HOURLY RATE ADJUSTMENT

- A. The Engine hourly rate for the term of this Agreement shall be per the rate(s) specified on the signature page of this Agreement, per Aircraft flight hour, adjusted by the escalation.
- B. On January 1st each year following the previous calendar year, the Engine hourly rates referred to in paragraph 1 above shall be subject to adjustment in accordance with the following conditions:
1. The "Consumer Price Index, Urban Wage Earners and Clerical Workers (1967 = 100)," as published by the United States Department of Labor, Bureau of Labor Statistics, shall be the index used to determine the amount of adjustment for each year of the Agreement.
 2. The applicable Engine hourly rate(s) for each calendar year following the previous year, shall be adjusted by the percentage change in the index average for the previous 12 month period, December through November, over the index average for the preceding 12 month period, December through November, plus up to a maximum of one half of one percent per year.
 3. In the event that the index specified in subparagraph B.1 is discontinued or in the event that the basis for calculation of the index is modified, an equivalent index or indices shall be substituted by Cessna, at its own discretion
 4. Cessna, at its own discretion, shall determine the actual percentage change in the index pursuant to paragraph B.2, of Exhibit "B" and shall notify the Operator in writing of the adjustment, if any, no later than March 15, of the year directly following the calendar year, subject to adjustment.
 5. Until the final adjusted Engine hourly rate(s) are determined, the Operator shall use their current Engine hourly rate(s) to compute the monthly service charge pursuant to Article IV of Exhibit "A". The Operator shall pay or be credited any difference between their current Engine hourly rate(s) and the final adjusted Engine hourly rate(s) for all the flight hours logged, with respect to the Aircraft from January 1st, until the date the Operator receives notice of the final adjustment, pursuant to subparagraph B.4.
- C. Excess Cycle Usage Charge
- If the Operator exceeds an annual average of one cycle per flight hour for each period of twelve (12) consecutive calendar months after the effective date of this Agreement, Cessna shall invoice the Operator an excess cycle usage charge to be calculated by using the following formula where:
- Landings = Number of Aircraft landings for each period of twelve (12) calendar months.
Flight Hours = Number of Aircraft Engine Hours for each period of twelve (12) calendar months.
- Additional Landings = Landings minus Flight Hours
Excess Cycle Usage Charge = Additional Landings multiplied by Excess Cycle Rate of \$25.05.
- The Operator shall pay the invoice of Cessna, in accordance with the provisions of Article IV of this Exhibit.
4. Operator agrees to pay any additional charges as a result of an Operator request for an early HSI or Overhaul of Engines prior to the Engine's Scheduled Removal.
 5. The parties acknowledge that certain local, state, or national regulatory agencies may recognize a different HSI and/or Overhaul period, expressed in hours. Cessna will review each Operator which is proposed for inclusion in the PowerAdvantage + program and inform Operator within ten (10) business days if Cessna has concern that such a regulatory issue may exist. Operator will not be held liable for a regulatory mandated early removal so long as the mandated early removal was effective at the time of review by Cessna and Cessna did not take applicable exception.

XIII. MISCELLANEOUS

- A. Neither this Agreement nor any of the benefits or coverage under PowerAdvantage + nor any of the rights of the Operator hereunder may be assigned or transferred by the Operator, in whole or in part, except with the

prior written consent of Cessna. Any attempted assignment or transfer thereof by the Operator without Cessna's prior written consent may, in Cessna's sole discretion, result in immediate termination of this Agreement and any applicable remedies due Cessna.

- B. Any notices required or permitted to be given hereunder shall be in writing (unless otherwise specifically provided herein) and shall be sufficiently given if delivered personally or transmitted by facsimile, e-mail, certified mail, registered mail or courier service. In all cases where a facsimile or e-mail is transmitted, both Cessna and the Operator agree to provide the other with originals of the facsimile documents by courier service within one week of the date of facsimile or e-mail transmittal. The date of effective notice is the earliest of the date of transmitting of the facsimile or e-mail, the date of personal delivery of the document, or the date of mailing of the document by certified mail, registered mail or courier service.
- C. This Agreement shall inure to the benefit of and be binding upon both Cessna and the Operator.
- D. This Agreement shall be deemed to have been executed in the State of Kansas of The United States of America and shall be governed and construed in accordance with the laws of the State of Kansas without regard to the internal conflicts of laws, statutes or case law thereof which would otherwise govern the law applicable to this Agreement. The Operator and Cessna expressly agree to exclude this Agreement and any Agreements referenced herein from the United Nations Convention on Contracts for the International Sale of Goods, 1980, and any successor thereto.
- E. Cessna and the Operator hereby agree that any dispute that is not settled or resolved by negotiations between them conducted in good faith shall be resolved by binding arbitration in accordance with the rules of the American Arbitration Association and the binding arbitration shall be held in Wichita, Kansas. The parties agree that the provisions hereof shall be a complete defense to any suit, action, or proceeding instituted in any federal, state, or local court or before any administrative tribunal with respect to any controversy or dispute arising out of this Agreement, that judgment may be rendered in any court of competent jurisdiction on any award made by the arbitrator(s) pursuant to this Agreement, and that the arbitration provisions hereof shall survive the termination of this Agreement for any reason.
- F. If any part, term, or provision of this Agreement is held by any court or arbitrator to be illegal, unenforceable, or in conflict with any applicable law, the validity of the remaining portions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if this Agreement did not contain the particular part, term, or provision held to be invalid.
- G. The failure of either party to require performance by the other party of any provision of this Agreement shall in no way affect the right to require such performance at any time thereafter, nor shall the waiver by either party of a breach of any provision of this Agreement constitute a waiver of any succeeding breach of the same or any other provision nor constitute a waiver of the provision itself.
- H. This Agreement constitutes the entire agreement between Cessna and the Operator and supersedes and cancels all prior representations, statements, negotiations, undertakings, agreements, understandings, contracts and communications, whether oral or written, between Cessna and the Operator or their respective agents, with respect to the matters referred to herein and no agreement or understanding varying the terms and conditions hereof shall be binding upon either Cessna or the Operator unless in a writing duly executed by their respective authorized representatives.
- I. The headings of the Articles in this Agreement are inserted for convenience only and shall not in any way affect the interpretation hereof.
- J. This Agreement shall not be binding upon Cessna until it has been executed by an authorized representative of Cessna.
- K. The obligations and liabilities of Cessna, including the Exclusion of Warranty set forth in Article X have been completely reviewed, fully understood and agreed to by the Operator.

EXAMPLE 1

CYCLIC LIFE LIMITS

| | PW500 | | | PW300 |
|-------------------------------------------------|-------|------|------|-------|
| | 530A | 535A | 545A | 306C |
| HUB, LOW COMPRESSOR | NA | NA | NA | NA |
| ROTOR - FAN LP COMPRESSOR | YES | YES | YES | YES |
| FAN SHAFT | NA | NA | NA | YES |
| HUB,LOW,BOOST COMPRESSOR | NA | NA | NA | NA |
| ROTOR - BOOST LP COMPRESSOR | NA | YES | YES | NA |
| 1 ST STAGE IBR | NA | NA | NA | YES |
| ROTOR - HP COMPRESSOR 1 ST STAGE | YES | YES | YES | NA |
| ROTOR - HP COMPRESSOR 2 ND STAGE | YES | YES | YES | NA |
| 3 STAGE AXIAL COMPRESSOR | NA | NA | NA | YES |
| IMPELLER - CENTRIFUGAL | YES | YES | YES | YES |
| DISK - HIGH TURBINE ROTOR 1 ST STAGE | YES | YES | YES | YES |
| DISK - HIGH TURBINE ROTOR 2 ND STAGE | NA | NA | NA | YES |
| DISK FRONT COVER PLATE HPT1 | NA | NA | NA | YES |
| DISK REAR COVER PLATE HPT2 | NA | NA | NA | YES |
| DISK - LOW TURBINE ROTOR 2 ND STAGE | YES | YES | YES | NA |
| DISK - LOW TURBINE ROTOR 3 RD STAGE | YES | YES | YES | YES |
| DISK - LOW TURBINE ROTOR 4 TH STAGE | NA | NA | YES | YES |
| DISK - LOW TURBINE ROTOR 5 TH STAGE | NA | NA | NA | YES |

EXAMPLE 2

ALTAIR AVIONICS
ENGINE CONDITION TREND MONITORING (FAX TO: 781-762-2287)

| | |
|-----------------|---------------|
| Lt Eng S/N PCE- | Aircraft S/N |
| Rt Eng S/N PCE- | Agreement No. |

For Month/Year _____

| D A Y | Temp (circle) CAT RAT Cels/Fahr | I A S | Press Alt > 18K' | P O S | N1/NP Fan/Prop RPM% | I.T.T. (T5) Deg. C | N2/NG Turbine RPM% | Fuel Flow WF PPH | TQ (PT6 only) % or PSI | Gen. Load Amps | Hour Meter Reading | Maintenance on Engine or Instruments - eg adjustments, replacements, comp. Wash |
|-------------|---------------------------------------------|-------------|------------------------|-------------|---------------------------|--------------------------|--------------------------|------------------------|------------------------------|----------------------|--------------------------|---------------------------------------------------------------------------------------|
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1. Allow engine parameters to stabilize in the cruise leg of your flight (wait 10 mins.)
2. Read engine parameters with **Engine Anti-Ice "OFF"** and **Cabin Bleed "ON"**.
3. Take actual readings rather than "Targets" N1/NP and N2/NG to closest 1/10%.
4. WF to closest 5PPH. Pressure altitude (29.92 Hg) flight level to closest 100 ft. I.A.S. to closest 5 knots.
5. Be conscious of LH/RH spread. It should be consistent.
6. Step changes are indicative of maintenance required.
Suspect a problem? Fax the data immediately (781)207-0714