

1. AVIONICS COLLINS PRO LINE 21

Flight Display System - Pro Line 21 system with two (2) AFD-3010 and one (1) AFD-3010E adaptive flight displays (pilot's PFD, MFD and copilot's PFD); incorporates an Engine Indicating (EI) system

Comm 1 - Collins VHF-4000 transceiver (118.000 to 136.975 MHz with 8.33 KHz increments), tuning through CDU or Collins RTU-4220

Comm 2 - Collins VHF-4000 transceiver (118.000 to 136.975 MHz with 8.33 KHz increments), tuning through CDU or Collins RTU-4220

Nav 1 - Collins NAV-4000 VOR/LOC/GLS/ ADF/MKR receiver, tuning through CDU or RTU

Nav 2 - Collins NAV-4500 VOR/LOC/GLS/ MKR receiver, tuning through CDU or RTU

AHRS - dual Collins AHC-3000 attitude heading reference system including dual FDU-3000 flux detector units, slaved and DG heading modes are provided

GPS - Collins GPS-4000A global positioning sensor with antenna

DBU - DBU-4100 (Changes to DBU-5000 mid 2008) database unit for navigation database loading

ADC - dual Collins ADC-3000 air data computers (RVSM capable)

ADF - Collins NAV-4000 with ADF, including antenna

Transponders - dual Collins (Mode S) TDR-94 non-diversity transponders with single antenna, controlled through CDU or RTU

Transponder ATC Ident button on pilot's and copilot's control wheels

DME - Collins DME-4000 with DME information displayed on PFD's

Audio system - dual dB 700/dB 800 systems

CVR - L3 Communications FA2100-1010-00 cockpit voice recorder with 30 minute recording time

Flight Guidance System - dual Collins FGC-3000 flight guidance computers, single autopilot system, yaw damper with display from the CDU-3000

FMS - Collins FMS-3000 flight management system with single CDU-3000 and navigational inputs from GPS receivers, Navigation receivers, and DME

IFIS - Collins Integrated Flight Information System (IFIS) provides enhanced map features to traditional displays (e.g. rivers, lakes, national boundaries, airway and airspace depictions). A File Server Unit (FSU) is connected to an Ethernet capable MFD and provides the control interface using a Cursor Control Panel (CCP).

Collins ECH-5000 Electronic Charts software depicting NOTAMS, airport diagrams with aircraft location and approach charts (GPS/ILS). The charts are integrated into IFIS and preloads the electronic charts to match the FMS flight plan. Subscriptions services are required for the following functions: Jepps electronic

charts; Collins enhanced map overlays; Collins navigational database

ESIS - electronic standby instrument system L3 Communications GH-3100 with attitude, heading, airspeed, altitude, and Nav with back-up battery

Turbulence weather radar - Collins TWR-850 turbulence detection (Doppler) weather radar (RTA-852 receiver/transmitter/12" antenna) with display capability on any AFD

Radio altimeter - Collins ALT-4000 radio altimeter, measures altitude up to 2,500 feet AGL, displayed on PFD

Maintenance Diagnostics Computer - Collins MDC-3110 maintenance diagnostics computer, displays maintenance information on MFD and downloads through the DBU-4100 (Changes to DBU-5000 mid 2008) (shared with the FMS) or through the PCD-3100 interface

Honeywell Mark VIII enhanced ground proximity warning system (EGPWS) ACSS TAWS+ System; Serial effectivity BY36 and after) displayed on either PFD or MFD (TAWS - terrain awareness and warning system)

TCAS 1 - traffic alert and collision avoidance system (level 1) using L3 Communications Skywatch HP displayed on MFD in normal mode, PFD in reversionary mode

Checklist display capability - normal and emergency checklists displayed on the MFD

Cabin paging - cockpit to cabin paging with four cabin speakers

Ground comm switch tied to comm 1 and pilot's and copilot's audio

Dual hand held microphones

Microphone key button on pilot's and copilot's control wheels

Static wicks

Emergency Locator Transmitter Artex ELT C406 with cockpit switch

White lighting

Avionics master switch

Lighted panels

2. ENGINES AND PROPELLERS

Pratt and Whitney PT6A-52 reverse flow, free turbine engines rated at 850 shaft horsepower each

Hartzell four blade, aluminum alloy, 93" diameter, dynamically balanced, constant speed propeller with polished spinners

Automatic feathering system and electronic Synchrophaser on MFD

Dynamic propeller balance test plug

Fuel crossfeed system

Engine driven fuel pumps

Engine driven fuel boost pumps

Submerged electric standby fuel boost pumps

Jet type fuel transfer pumps

Fuel control units

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Auto ignition system
Primary propeller governors
Overspeed propeller governors
Fuel topping governors
Automatic fuel heater system
Bleed air vacuum system
Magnetic chip detector
EPA fuel purge system
Engine anti-icing system
Exhaust heated engine inlet
Engine fire detection system

3. LANDING GEAR AND BRAKES

Tricycle type with electro-hydraulic extension and retraction system
Steerable nose landing gear with shimmy damper and Beech oil-air struts
Individual down locks on landing gear
Dual main wheel tires (each gear)
Brake De-ice (bleed air heat)
Main landing gear tires (tubeless) - 5.5 x 18
Nose landing gear tire (tubeless) - 6.75 x 22
Multiple disc brakes on each main landing gear
Forged steel nose landing gear fork
Auxiliary landing gear extension control
Landing gear warning system with manual override and automatic reset
Landing gear control switch handle, warning lights and horn

4. SYSTEMS AND CONTROLS

Conventional dual column, three axis control system with adjustable pilot's (left side) and copilot's (right side) rudder pedals
Individual toe operated pilot's and copilot's brakes
Parking brake with hand control
Oxygen system - 77 cubic foot, complete with ten automatic deployment masks and one first aid mask
Anti-ice equipment; including primary and secondary heated windshields, stall warning mounting plate and vane and an electrically heated jacket on fuel control lines
Pneumatic surface de-ice system on leading edges of wings and horizontal stabilizer
Electro-thermal propeller de-ice system
Heated stall warning system with preflight self test system
Heated stall warning vane
Electronic stall warning horn
Adjustable aileron, rudder, and dual elevator trim tabs
Pedestal mounted power, propeller and condition levers
Rudder boost system

Electrically actuated three position Fowler type flap controls
Dual electric ice vane actuators
Three position flap select switch
Aileron cable tension regulator
Automatic fuel transfer system
Dual heated fuel vents
Dual heated pitot tubes - nose mounted
Pitot heat failure annunciation
Dual static air ports on both sides of fuselage
Capacitance type, temperature compensating, fuel gauging system
Dual bleed air cabin pressurization

5. ENGINE INSTRUMENTS

Electronic Engine Instruments (EI) on MFD consisting of:
Two interstage turbine temperature indicators
Two torque indicators
Two gas generator RPM indicators
Two propeller RPM indicators
Two fuel flow indicators
Two oil pressure/oil temperature indicators
Propeller synchroscope displayed on MFD
Two fuel quantity indicators
Two D.C. load meters
Low engine oil pressure annunciation

6. PILOT'S SIDE COCKPIT INSTRUMENTS

Pilots panel - PFD presentation in normal ops:
Altitude (MA, preselect altitude)
Distance measuring equipment (DME readout)
Airspeed indicator
Altimeter/vertical speed indicator combined
Radio altitude display/decision height
Attitude indicator
Flight guidance annunciation
Lateral deviation - flight management system (FMS), LOC, VOR
Vertical deviation - FMS, GLS
Radar symbology
Radio frequency - Comm 1 and 2, ATC 1 or 2, Nav 1 and 2, ADF
Map display
UTC clock/timer
Engine parameters (in reversionary mode only)
MFD presentation in normal ops:
Engine instrument display
UTC clock
Checklist/maintenance diagnostics
Moving map presentation
Pilot's audio control panel
EGPWS annunciation
Pilot's display control panel
Control wheel LCD digital chronometer clock

7. CENTER AREA COCKPIT INSTRUMENTS

Standby magnetic compass
Warning panel
FGP - flight guidance panel
Aircraft call placard
ESIS - electronic standby instrument system
RTU - radio tuning unit
RSP - reversionary switch panel
Caution/advisory panel
Flap position indicator
Cabin rate of climb indicator
Cabin altitude and differential pressure indicator

8. PEDESTAL EQUIPMENT

Standard CDU 1 - control display unit (FMS and radio control)
Cabin pressurization control
Rudder boost control
Cabin pressurization
CVR control
Data base unit - DBU-4100 (Changes to DBU-5000 mid 2008)

9. COPILOT'S SIDE COCKPIT INSTRUMENTS

Copilot's PFD contains the same function as pilot's display
Copilot's audio control panel
Copilot's display control panel
Control wheel analog twenty-four hour clock
Vacuum gauge
De-ice pressure gauge
Oxygen pressure indicator
Flight hour recorder

10. ELECTRICAL 28 VOLT D.C. SYSTEM

Two engine starters/generators (250 Ampere - 28 volt)
Dual split bus system
Maintenance free lead acid battery
Solid state generator controllers
External power receptacle with cockpit annunciation
Automatic solid state master warning and annunciator control panel system with self test and dimmer switch
Propeller anti-ice ammeter
Electrical circuit protection

11. INTERNAL LIGHTS

Indirect window lighting
Electroluminescent subpanel lighting
Lighted cockpit bezel, subpanel and circuit breaker panels

Instrument panel floodlighting in glareshield
Annunciator light panel in glareshield
Landing gear extended position lights
Pilot's and copilot's control wheel map lights
Adjustable reading lights above all passenger chairs
Baggage compartment lights
Rheostat controlled blue white cockpit lighting with master switch
Aisle courtesy lights
Entrance door step lights

12. EXTERNAL LIGHTS

Taxi light and two landing lights on steerable nose landing gear
Entrance door area illumination light
Wing tips and tail navigation lights
Dual white flashing beacons on vertical tail and belly
Two wing leading edge ice lights
Vertical tail illumination lights (logo)
Recognition lights - wing tips
Wing tips and tail strobe lights

13. CABIN

No smoking configuration
Fresh air outlets for all occupants
Eleven cabin windows with adjustable polarization
Passive Noise System - "Quiet Cabin" package with electronically tuned dynamic vibration absorbers
New dual zone environmental system provides faster and colder cabin and flight deck temperature cool down.
Re-circulated cabin airflow maximizes cooling performance
Automatic electronic temperature control for both heating and cooling keeps the cabin at a constant temperature during climbs and descents
Electric heat is combined into one heater assembly which provides airflow for the entire aircraft with minimal ducting losses
Supplemental electric cabin heating system
"No Smoking - Fasten Seat Belt" signs with audible chime
Four 115V AC outlets for laptop computer use* - one each located on right and left side lower sidewalls below cabin tables and one each located adjacent to forward right and left aft facing cabin chairs
*Note: only two outlets in use at a time
Plug type emergency exit
Coat cables with hangers in aft baggage
Cabin fire extinguisher*
*Warning - contains Halon substance which harms public health and environment by destroying ozone in the upper atmosphere
Cupholder for each cabin chair
Forward partition with sliding doors separating cockpit from cabin
Aft partition with sliding doors separating cabin from lavatory

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14. SEATS AND CABINERY

Interior cabinetry including partitions, tables, magazine rack, chart cases, etc. built with light weight composite material

Two three-way adjustable cockpit chairs, includes adjustable tilt, fore and aft travel, and vertical adjustment with shoulder harness restraint system

Two forward, aft facing cabin chairs, left and right side seating arrangement. Each chair includes fore/aft travel, and swivel/recline capability (swivel and recline limited by cabinetry and partitions/sidewalls), retractable inboard armrest and is equipped with an inertia reel shoulder harness and lap belt. The simply tailored lines of the chair emphasize side bolsters and additional lumbar support. The bottom cushion provides comfortable thigh support and a top mounted headrest allows for recline comfort. Variable density memory foam cushions provide proper passenger firmness

Four cabin chairs in aft club seating arrangement. Each chair includes fore/aft travel, and swivel/recline capability (swivel and recline limited by cabinetry and partitions/ sidewalls), retractable inboard armrest and is equipped with an inertia reel shoulder harness and lap belt. The simply tailored lines of the chair emphasize side bolsters and additional lumbar support. The bottom cushion provides comfortable thigh support and a top mounted headrest allows for recline comfort. Variable density memory foam cushions provide proper passenger firmness

Private lavatory compartment with side facing electric flushing recirculating chemical toilet with padded partition, relief tube, seat belt, air, light, and oxygen outlet, improved toilet seat cushion to ensure cushion folds properly when toilet is used (approved seating location for takeoff and landing)

Upright pyramid cabinet; forward left side, 200-83-8000 includes: water tank, one gallon heated liquid container, two cup dispensers with overboard drain, pullout work surface, three general storage drawers, and double ice chest drawer on bottom (four drawers total)

Narrow pyramid cabinet; aft right side 200-80-8006 includes: Kydex tub on top, one storage drawer and large ice chest drawer on bottom ; Two drawers total

Narrow pyramid cabinet; forward right side, 200-80-8000 includes: two general storage drawers and large ice chest drawer on bottom (three drawers total)

Cabin tables, center club arrangement left and right side with leather work surface

Magazine rack

15. COCKPIT

Fresh air outlets

Dual electrically heated, individually controlled, safety plate glass windshields

Windshield defroster

Windshield wipers

Low profile glareshield

Pilot and copilot's openable cockpit side windows

Dual adjustable sun visors

Overhead mounted diluter demand oxygen masks with internal microphones and Puritan-Bennet comfort control harness

Cockpit fire extinguisher*

*Warning - contains Halon substance which harms public health and environment by destroying ozone in the upper atmosphere

Dual cockpit speakers

Cupholders

Pedestal mounted oxygen controls

Pilot and copilot's sidewall storage pockets

Pilot under seat storage closed compartment

Copilot under seat storage open tray

Pilot and copilot's single manual holders mounted on cockpit partition (total 2 manual storage)

Pilot and copilot's 2 manual slide-out floor mounted manual holders (total 4 manual storage)

Cockpit relief tube

16. LOOSE EQUIPMENT

Aircraft model

Extra center aisle carpet (aft of spar)

Two Bose® noise canceling Aviation Headset X, control module requires two AA volt batteries (provided)

Tow bar

Pitot tube covers

Gust lock assembly

Flight bag

Aircraft log book

Engine log books

Propeller manual and log books

Propeller slings

Engine inlet plugs

Bleed air plugs

Cigarette lighter

Touch-up paint kit

Coat hangers

Full width baggage cargo web

Sump drain tool

Engine oil drain tool

Cockpit flashlight

Passenger briefing cards
 Publications binder
 Avionics pilot guides
 Pilot's checklist
 Pilot's Operating Handbook and FAA approved Airplane Flight Manual
 Electronic Publication System (REPS) CD including the following manuals: component maintenance manual, wiring diagram manual, maintenance manual, parts manual, and circuit board manual
 Electronic checklist editor capability

17. ADDITIONAL FEATURES

Airstair door with folding steps and hydraulic snubber
 Quick release second cabin door support cable
 3M™ protective tape applied to various surface areas including leading edge of glare fins
 Extra sealant applied around periphery of all cabin windows, windshield, hot lips and wing tip navigation lights
 3M™ Radome boot and vertical stabilizer bullet boot
 Black Teflon coating applied to wing leading edges
 High security Medeco locks
 FAR 135 operational configuration - does not include emergency equipment for over water flight or a flashlight
 Exterior high solids urethane paint
 Complete internal polyamide epoxy corrosion proofing
 Electric ground heat
 Forward avionics compartment access doors with cam-lock fasteners and key locks with moisture barriers
 Aft fuselage maintenance access door with cam-lock fasteners and key lock
 Anti-siphon fuel filler valves
 External oxygen filler ports and pressure gauge

18. REDUCED VERTICAL SEPARATION MINIMUM (RVSM) OPERATIONAL APPROVAL AND MEL APPROVAL SERVICE

Buyer has the option to receive an RVSM service that will provide the owner/operator with the required material to achieve RVSM operational approval and Aircraft-specific Minimum Equipment List ("MEL") approval from an RVSM service provider ("Provider").

Included in the RVSM service, Buyer will receive:

- An Aircraft-specific MEL
- Domestic RVSM Procedures Manual and/or International Operations Manual
- One year of Revision Support Services for the above documents
- Height Monitoring RVSM Validation Flight for collecting data to ensure autopilot performance

Buyer is responsible for conducting the Height Monitoring RVSM validation flight within six (6) months from obtaining Operational

RVSM Approval, however HBC customarily arranges for and conducts a Height Monitoring RVSM validation flight on or before the acceptance flight at delivery. The Provider will make every reasonable attempt to provide Buyer with the documentation required to obtain Operator's RVSM Operational Approvals at the time of Aircraft delivery.

However, it is important to understand that the length of time required for the approval process is controlled by several factors that are beyond the control of the Provider (i.e. Buyer's local regulatory authority). Therefore, Operational Approval, at the time of Aircraft delivery, is not implied or guaranteed.

19. TRAINING ENTITLEMENT*

*Note: training entitlements expire within one year after delivery
 Two pilot's, five day course
 Minimum prerequisites - Private Pilot Airplane license; Multiple Engine Land license
 Preferred prerequisite - Instrument rating
 One maintenance technician ten day course

20. GENERAL STANDARD WARRANTY*

*Standard warranty coverage is for "normal" use only. Not for fractional aircraft or high utilization operators
 Factory manufactured parts - five years (no hours limit)
 Systems and components (parts not manufactured by factory) - two years (no hours limit)
 Exterior paint and interior finish items - two years (no hours limit)
 Collins avionics - five years (no hours limit)
 Pratt and Whitney engines - five years or 2,500 hours (whichever occurs first, balance of remaining engine hours at time of delivery)
 CAMP service - Computerized Aircraft Maintenance Program System - 1st year provided at no charge

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