

2000 Citation X

S/N 750-0117 Reg. N426CM

- Low Total Time... 2,971 Hours and 1,630 Landings
- Only 2 Private Owners

FLINN



AVIATION



www.FlinnAviation.com

512-615-3334

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2000 Citation X - 117

AIRFRAME

Total Time 2,970.7 Hours
Total Landings 1,630 Cycles

ENGINES

Rolls Royce AE3007C
Left S/N CAE330251 2,970.7 Hours Since New; 1,630 Cycles
Right S/N CAE330252 2,970.7 Hours Since New; 1,630 Cycles
4,500 Hour TBO

APU

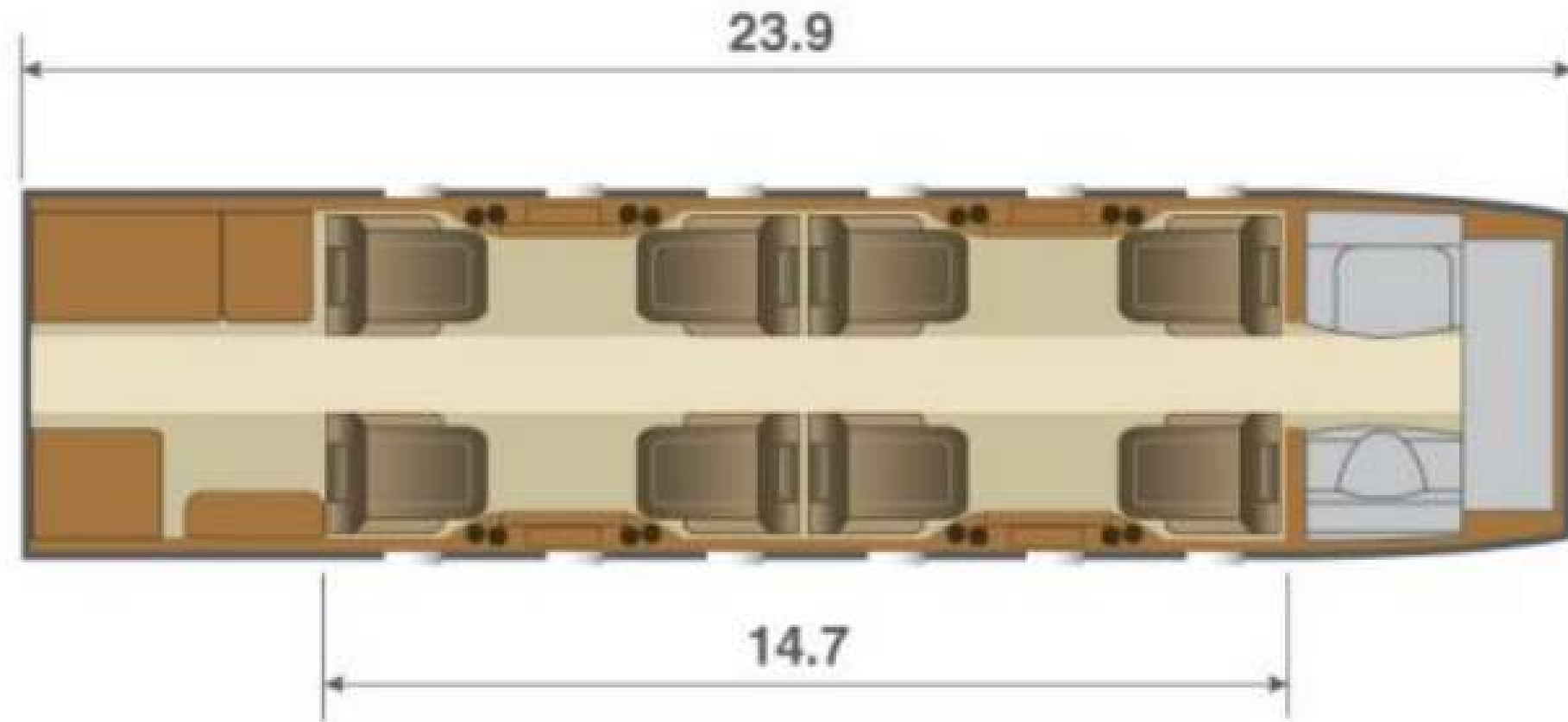
GTCP 36-150(CX)
1,297 Hours; 2,010 Events

INTERIOR

Double Club Seating in 2-tone Taupe leather with matching carpet and headliner. Gloss Burlwood Maple woodwork and Nickle hardware.
Forward Galley with microwave oven and dual hot liquid dispensers.

EXTERIOR

Completed by Duncan Aviation 6/2016
Overall painted in Platinum with Green and Orange striping



MAINTENANCE

<u>Item</u>	<u>C/W</u>	<u>Due</u>
Document 1 Inspection:	1,445 hrs	3,155 hrs
Document 2 Inspection:	8/2022	8/2023
Document 3 Inspection:	2/2023	2/2025
Document 4 Inspection:	12/2021	12/2025
Document 5 Inspection:	2/2023	2/2029
Document 6 Inspection:	8/2019	6/2028
Document 10 Inspection:	3/2022	12/2023
Document 11 Inspection:	8/2022	5/2025
Document 12 Inspection:	8/2022	6/2028

Empty Weight 21,739.87

AVIONICS

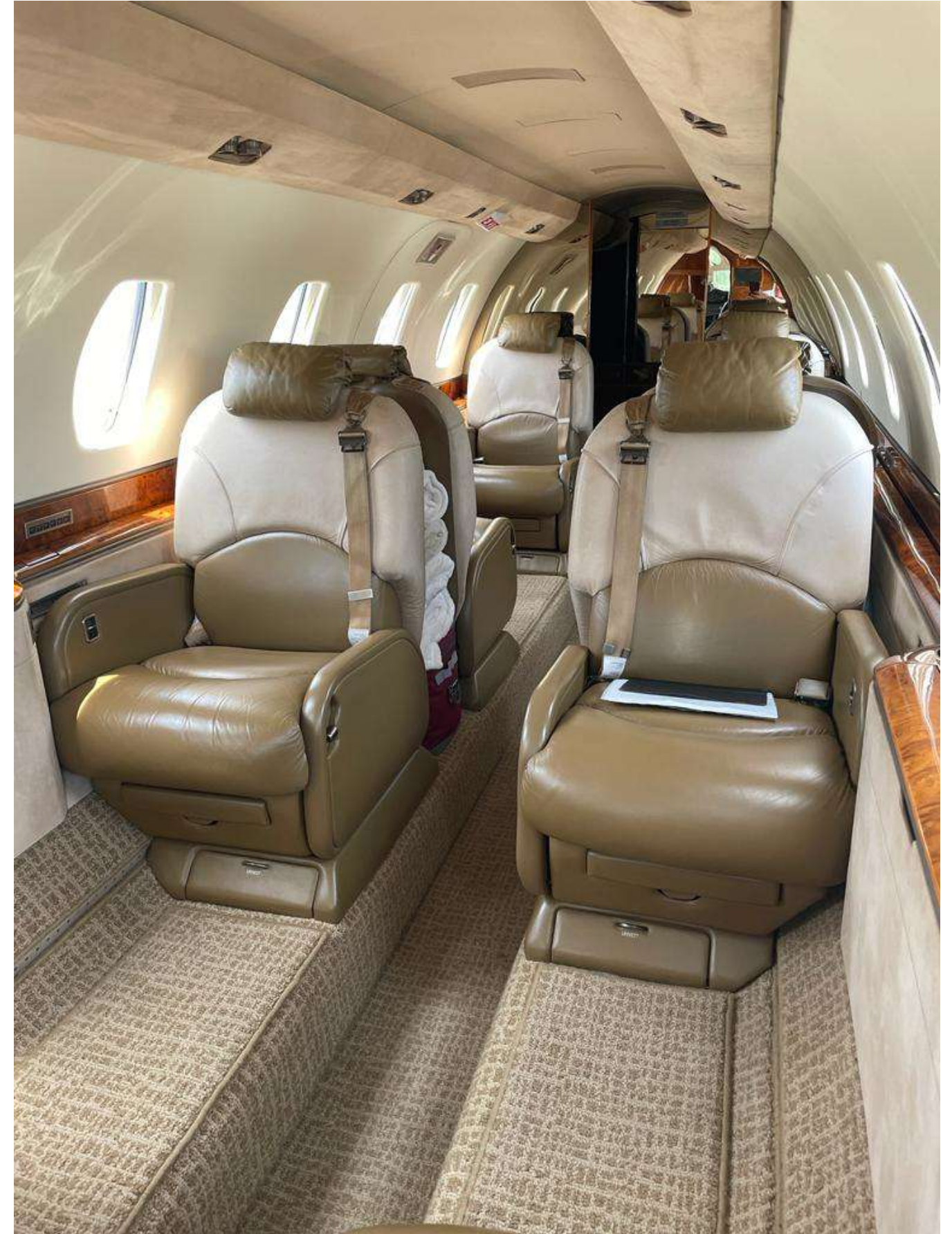
Honeywell Primus 2000 Avionics

ADF:	Honeywell DF-850
AFIS:	Honeywell TT3001E SATAFIS
Communication Radios:	Dual Honeywell TR-833 w/ 8.33
CVR:	L3 A200S
DME:	Dual Honeywell DME-850
EFIS:	Honeywell DU-870 5-tube
FMS:	Dual Honeywell FMZ-2000
GPS:	Dual Honeywell GNSSU
Hi Frequency:	Dual Bendix/King KTR-953 w/CSD-714 SELCAL
IRS:	Honeywell LASEREF IV - Triple
Navigation Radios:	Dual Honeywell NV-850
Radar Altimeter:	Honeywell RT-300
SATCOM:	AirCell Axxess Iridium w/dual handsets
TAWS:	Honeywell Mark V EGPWS
TCAS:	Honeywell TPU-67A TCAS II w/change 7
Transponder:	Honeywell XS-852; Honeywell XS-852F
Weather Radar:	Honeywell Primus 880

Specifications are subject to verification upon inspection. Aircraft subject to prior sale/removal from market. These specs are for introductory purposes only; the info is in no way a warranty from Broker/Agent/Owner of the aircraft on the validity of the information.

Buyer should rely on their inspection and verify the above information.

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