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1.0 INTRODUCTION

This document describes the standard Aircraft, including its power plant, systems and equipment.

Also included is the "Completion Description", describing outfitting standards and general requirements to be used by Seller in the work to be performed in the fabrication and installation of a Challenger 300 model BD-100-1A10 baseline interior, which includes interior, mechanical, electrical and avionics equipment, and exterior paint application ("the **Completion Work**"). Any additional options and/or changes to this Completion Description will be listed in an attachment to the purchase agreement.

Also included in this document are descriptions of Seller's Customer Support services that are provided to the Buyer as part of the sale of the Aircraft, including warranty, technical publications, crew training and the maintenance management system.

The Aircraft and the Completion Work may be subject to changes during the course of the design, manufacture and certification process or as the result of any legislation, act, order, directive or regulation, or, any interpretation thereof, of or by any government or governmental body. If such changes take place and apply to all aircraft in general or to all aircraft of the same category as the Aircraft and are effective after the date of the Agreement but before Delivery Time, Buyer shall pay Seller's reasonable cost for such changes. If the incorporation of such changes delays the delivery of the Aircraft, that delay shall be an Excusable Delay under the Agreement.

While Seller employs personnel experienced in aircraft completion work to perform the Completion Work, unless otherwise specifically stated in any particular section, this Completions Description is not a guarantee of any particular result.

Definitions

Capitalized terms not otherwise defined in this Completion Description shall have the meaning assigned in the Aircraft Purchase Agreement. Furthermore, where the phrases "Space Provisions," "Structural Provisions," "Power Provisions," "Wiring Provisions," FAA," FAR," and "Complete Provisions" are used in the Completion Description, their meanings are as follows:

Space Provisions for a specific installation means that space only is allocated for a defined unit or installation. There are no brackets, bolt holes, electrical wiring, or fluid lines.

Structural Provisions for a specific installation means that the specific installation may be made in primary structure. The brackets, bolt holes, electrical wiring, and fluid lines are not supplied or included in the weight of the Aircraft.

Power Provisions for a specific installation means that a primary electrical power and distribution system exist to permit later incorporation of the specific equipment. Power provisions do not include electrical wiring. The installation weight for the

equipment is not included in the weight of the Aircraft.

Wiring Provisions for a specific installation means that the primary wiring only is provided and installed (capped and stowed) in the Aircraft. This does not include the connector or circuit breaker installations, unless otherwise specified. The installation weight for the installed wire only is included in the Aircraft weight.

Complete Provisions for a specific item of equipment, means that all detail supports, brackets, fluid lines, tubes and fittings, electrical wiring and connectors, etc., have been provided so that the specific equipment can be installed, without alteration or additional parts. The system is functionally tested prior to Delivery Time. Main components (black boxes) are then removed and the system is disabled. The installation weight for the equipment used for testing is not included in the weight of the Aircraft.

FAA is the Federal Aviation Administration.

FAR is the Federal Aviation Regulation.

2.0 GENERAL DESCRIPTION

The Aircraft is a pressurized, low-wing monoplane with basic provisions for a typical configuration of 8 passengers and 2 crewmembers. Allowance for luggage and optional equipment is provided.

Two (2) Honeywell HTF7000 turbofan engines are pylon-mounted on the rear fuselage, and a Honeywell AS GTCP-36-150BD APU is installed in the Aircraft tailcone.

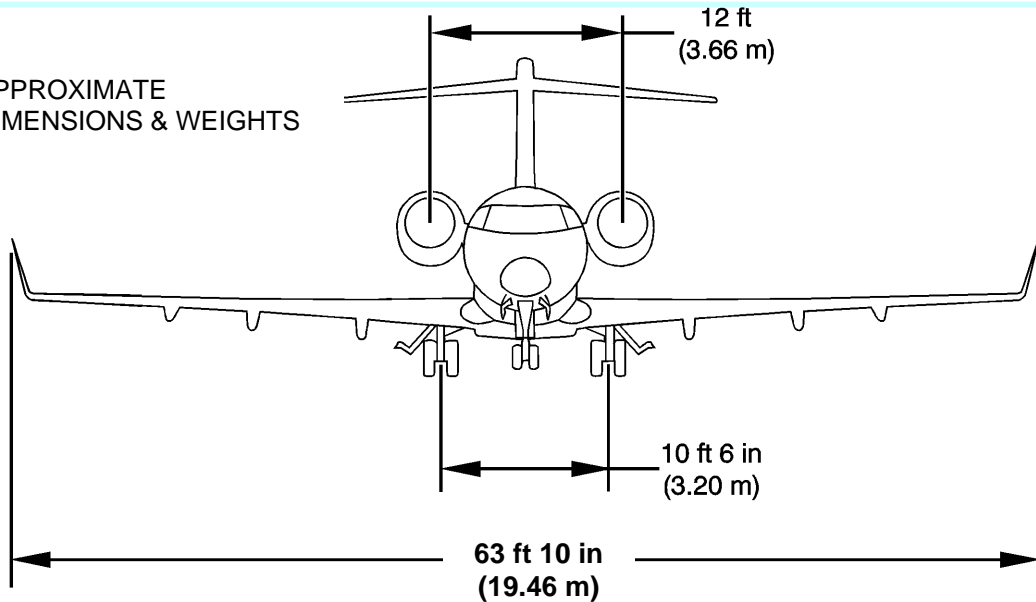
APPROXIMATE DIMENSIONS & WEIGHTS

Overall Height	20.0 ft	6.1 m
Overall Length	68.7 ft	20.9 m
Wing		
Span (overall)	63.8 ft	19.4 m
Area	522 sq ft	48.5 sq m
Sweep (@25% chord)	27°	
Dihedral	2.2°	
Aspect Ratio	7.3	
Mean Aerodynamic Chord	9.4ft	2.9 m
Horizontal Tail		
Span (overall)	23.7 ft	7.2 m
Area	122.5sq ft	11.4 sq m
Sweep (@25% chord)	30°	
Aspect Ratio	4.6	
Vertical Tail		
Span	9.5 ft	2.9 m
Area	83.2 sq ft	7.7 sq m
Sweep (@25% chord)	45.6°	
Aspect Ratio	1.0	
Landing Gear		
Tread	10.5 ft	3.2 m
Wheel Base	27.8 ft	8,5 m
Tire Pressure – Main (max, unloaded)	159 psi	1,096 kPa
– Nosewheel (max, unloaded)	114 psi	786 kPa
Tire Size – Main	26.5 in Dia and 8.0 in wide	
– Nosewheel	18 in Dia and 5.5 in wide	
Cabin (green aircraft)		
Height (maximum over aisle)	6.1 ft	1.86 m
Length (excluding cockpit)	28.6 ft	8.72 m
Width (centerline)	7.2 ft	2.19 m
Passenger Door Width	2.50 ft	0.76 m
Baggage Door Width	2.00 ft	0.61 m
Baggage Compartment Volume	106 cu.ft	2.99 cu. m
Design Weights and Capacities		
Maximum Ramp Weight	39,000 lb	17,690 kg
Maximum Takeoff Weight	38,850 lb	17,622 kg
Maximum Landing Weight	33,750 lb	15,309 kg
Maximum Zero Fuel Weight	27,000 lb	12,247 kg
Standard Basic Operating Weight (\pm 2%)*	23,500 lb	10,659 kg
Maximum Fuel Weight	14,150 lb	6,418 kg

* Standard Basic Operating Weight includes unusable fuel, oil, standard interior, standard avionics, paint and 2 crew. The weight is exclusive of any adverse weight impacts incorporated into the production configuration from Service Bulletins (SBs) and Airworthiness Directives (ADs).

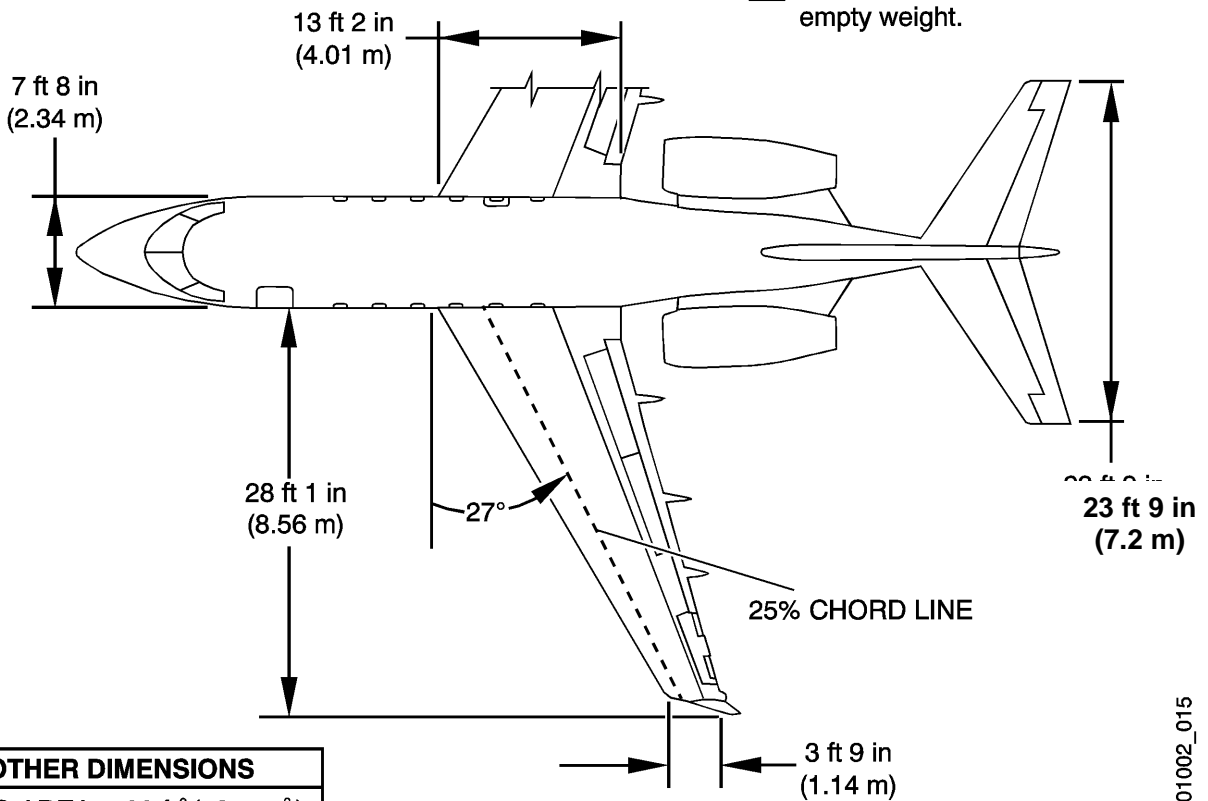
Aircraft Three-View

APPROXIMATE
DIMENSIONS & WEIGHTS



NOTES

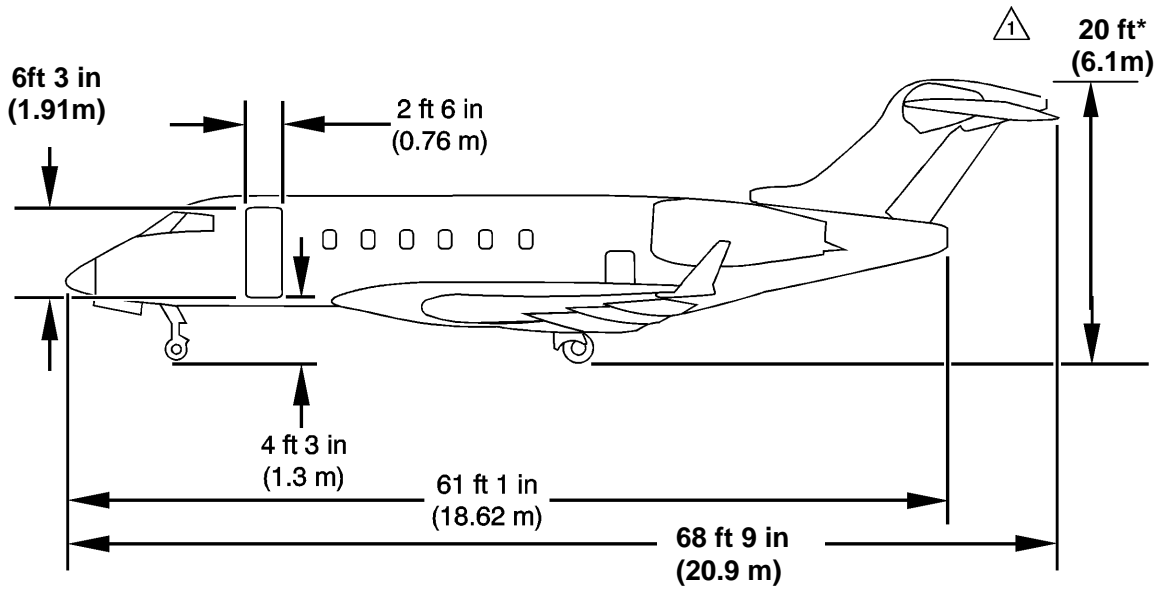
\triangle_1 Measurement at manufacturer empty weight.



OTHER DIMENSIONS

WING AREA	522 ft ² (48.5 m ²)
WING BASE	27.8 ft (8.5 m)

CFO0101002_015



APPROXIMATE DIMENSIONS & WEIGHTS

***20 ft. (6.1m) dimension represents height of aircraft from ground to top of vertical fin or clearance height.**

3.0 PERFORMANCE

All performance is based on a standard aircraft certified to U.S. 14CFR Part 25 requirements, standard (ISA) day conditions. Options, Aircraft

customization and/or foreign certification requirements requested by Buyer may result in a change in performance.

Takeoff Field Length ($\pm 5\%$) ¹		4950, ft	1509, m
Landing Distance ($\pm 5\%$) ¹		2,600 ft	793 m
Noise Levels (14CFR Part 36, Stage 3)			
Takeoff (thrust cutback) Flyover		75.5 EPNdB	
Sideline		87.6 EPNdB	
Approach		89.6 EPNdB	
Long Range Cruise Speed	458 KTAS	527 mph	848 km/hr
Maximum Cruise Speed ²			
@ 37,000 ft	476 KTAS	548 mph	882 km/hr
@ 41,000 ft	476 KTAS	548 mph	882 km/hr
@ 45,000 ft	464 KTAS	534 mph	859 km/hr
Maximum Operating Speed	M 0.83		
Maximum Operating Altitude		45,000 ft	13,716 m
Initial Cruise Ceiling @ MTOW, ISA + 10 °c		41,000 ft	12,497 m
Range ($\pm 5.5\%$) ³	3100 nm	3,567 sm	5,741 km

Notes:

1. Maximum takeoff/landing weight, sea level, standard (ISA) day conditions. Field lengths are based on a level hard surface, dry paved runway with zero wind.
2. At 31,800 lb (14,425 Kg) cruise weight, standard (ISA) day conditions
3. Range with 2 crew, 8 passengers and NBAA IFR reserves (baseline aircraft as described herein). Includes climb, cruise at Mach 0.8 and descent with zero wind and standard (ISA) day conditions en route.

4.0 CERTIFICATION

The Aircraft is certified to:

1. **Transport Canada Type Certificate A-234**, issued in accordance with the Airworthiness Manual (AWM) Chapter 525 at Change 7 dated September 30, 1996 and Federal Aviation Administration (FAA) Part 25 Amendment 25-85 through 25-105, excluding 25-102 and 25-104.

2. **FAA Type Certificate T00005NY**, issued in accordance with the Federal Aviation Regulations (FAR) Part 25 up to and including Amendment 25-105, but excluding Amendments 25-102 and 25-104.

3. **Joint Aviation Regulations JAR-25** at Change 15.

The Aircraft is certified for day and night operations, under VFR and IFR conditions, flight into known ice and is RVSM compliant.

Seller will provide Buyer a TC Certificate of Airworthiness for Export, which will permit the Aircraft to qualify for FAA Standard Airworthiness Certificate. Seller shall not be obligated to obtain any other certificates or approvals as part of this Agreement.

5.0 STRUCTURAL DESIGN

The Aircraft structure is primarily fabricated from aluminum alloy but also includes alloy steels, stainless steel, titanium and composites. Materials used are in accordance with standard US aerospace industry specifications for aircraft quality materials.

The Aircraft structure and systems are designed and installed to facilitate inspection, maintenance and permit ready removal of appropriate items. Parts and

assemblies subject to ready removal from the Aircraft are interchangeable and/or replaceable from one (1) Bombardier Challenger 300 aircraft to another where Seller considers this practical. The Aircraft, and its installed equipment, operate at ground level ambient temperatures from -40°C (-40°F) to +50°C (+122°F).

Maximum Operating Speeds			
Vmo	320 KIAS	368mph	592 km/hr
Mmo	M 0.83		
Flap Extension Speeds (Vfe)			
Flaps 10 and 20	210 KIAS	242 mph	389 km/hr
Flaps 30	175 KIAS	201 mph	324km/hr
Landing Gear Operating and Extended Speed			
VLO (extend)	250 KIAS	288 mph	463km/hr
VLO (retract)	200 KIAS	230 mph	370 km/hr
VLE (maximum with gear extended)	250KIAS	288mph	463 km/hr
C.G. Range			
Forward Limit to at 23,100 (10,478 Kg)			31.0% MAC
Forward Limit at 27,000 (12,247 Kg)			26.8% MAC
Forward Limit at 33,750 (15,309 kg)			24.8% MAC
Forward Limit at 35,500 (16,104 kg)			24.4% MAC
Forward Limit at 38,650 (17,530 Kg)			25.0% MAC
Forward Limit at 38,850 (17,622 Kg)			25.2% MAC
Forward Limit at 39,000 (17,690 Kg)			25.3% MAC
Aft Limit to 23,100 (10,478 kg)			43.0% MAC
Aft Limit to 24,000 (10,886 kg)			43.0% MAC
Aft Limit at 27,000 (12,247Kg)			38.0% MAC
Aft Limit at 33,750 to 37,650 lbs (15,300 to 17,080 Kg)			33.0% MAC
Aft Limit at 38,650 lbs (17,530 Kg)			30.0% MAC
Aft Limit at 38,850 lbs (17,622 Kg)			28.6% MAC
Aft Limit at 39,000 lbs (17,690 Kg)			27.6% MAC

6.0 FUSELAGE GROUP

The fuselage consists of nose, center and aft sections joined together, and incorporates attachments for the wing, tailcone, engine support structure, pylons and nose landing gear. Except for the nose and aft sections, the fuselage cross-section is a 92.1-inch (2.34 m) diameter circle.

The fuselage is of semi-monocoque construction with aluminum alloy frames and stringers. Areas adjacent to or affected by high heat sources are constructed of fire-resistant or fireproof materials as appropriate.

A radome of composite material and designed for use with a high resolution X-band radar is installed

on the fuselage nose. A system of conductive paths along the radome is provided with the objective of reducing the risk of damage from lightning strikes.

The fuselage is designed for internal pressurization with the pressure-sealed area extending from the bulkhead forward of the flight station in the nose to the bulkhead aft of the cabin. The latter bulkhead forms the aft face of the baggage compartment.

7.0 WING GROUP

The wing is an all-metal swept back unit mounted under the fuselage. It incorporates winglets, ailerons, ground spoilers, multi-function spoilers, single-slotted Fowler flaps, integral fuel tanks and support structure for the main landing gear. Access covers are provided in the lower wing skin panel to permit access to the entire wing interior.

The wing is a one-piece unit consisting of spars covered top and bottom with skin panels of aluminum alloy. Shear web type ribs carry the air loads, act as contour support and fuel tank baffles. The tanks are compartmented and mechanically sealed using sealing compounds. The tanks have an overcoat of polyurethane.

The wing leading edges consist of aluminum alloy skins, ribs and structure and incorporate hot air thermal anti-icing.

The wing includes the following control surfaces:

- A singled-slotted Fowler type flap panel extended from the wing root area to the inboard edge of the aileron.
- An aileron of all-metal construction is sealed and incorporates drain holes in the lower surface.
- Four (4) spoilers installed in the upper surface of each wing immediately forward of the flap. The inboard and outboard sections function respectively as ground and multi-function spoilers.

8.0 EMPENNAGE GROUP

The empennage is of a T-Tail configuration, comprising a variable incidence horizontal stabilizer with elevators.

The horizontal stabilizer is a one-piece swept back unit mounted at the top of the vertical stabilizer. It is of all metal construction with spars and chord wise ribs covered by stiffened skin panels. It incorporates pivot and actuation mounting fittings to allow incidence adjustments, hinges for elevators and provision for sealing at its interface with the vertical

stabilizer. The fully cantilevered sweptback type vertical stabilizer is attached to the aft fuselage structure. The vertical stabilizer is constructed with spars joined by chord wise ribs and with aluminum alloy skin panels stiffened with span wise stringers. It incorporates horizontal stabilizer pivots and actuating mounting fittings, rudder hinges and a fairing to provide a sealing interface with the horizontal stabilizer. The vertical stabilizer leading edge incorporates the HF antenna.

9.0 LANDING GEAR

The Aircraft undercarriage is composed of one (1) steerable nose landing gear (NLG) and two (2) trailing-arm type main landing gear units (MLG) equipped with hydraulically operated carbon brakes and anti-skid systems.

The landing gear is of the tricycle type. The two (2) MLG assemblies, one (1) located on the inboard portion of each wing, retract inboard and up into the

MLG bay located in the central fuselage/wing area. The NLG assembly is located beneath the cockpit and retracts forward into the nose section of the fuselage. A landing gear control handle, accessible to both the pilot and co-pilot, controls normal hydraulic extension and retraction of the landing gear. A separate control handle, accessible to both pilot and co-pilot, is located in the center pedestal and allows manual lowering of the gear in case of

failure of the normal operating system. Gear downlock is achieved when the gear is fully deployed. Full extension and retraction of the gear is indicated in the cockpit. The gear and its related linkages and mechanisms are replaceable without removing adjacent parts of the Aircraft structure. Shock strut inflation valve and grease fittings are accessible without jacking the Aircraft.

The Aircraft can make a 180° turn within a 58-ft. wide taxiway without using differential braking. The Aircraft

is equipped with a Brake-By-Wire (BBW) system. Each main wheel is equipped with carbon composite multiple disk brakes.

Landing gear position/status is provided to the crew via the EICAS and the landing gear panel. In addition, an aural warning is provided whenever the Aircraft is in a landing configuration and any gear is not down and locked.

10.0 POWER PLANT & AUXILIARY POWER UNIT

Two (2) Honeywell HTF7000 medium-bypass turbofan engines are installed on the Aircraft. The HTF7000 engine produces 6826 lb of thrust up to 86°F (30°C) (ISA+15°C) at sea level. The Aircraft is equipped with a dual channel Full Authority Digital Engine Control (FADEC) system. The FADEC system provides engine, thrust reverser, starting and ignition control. The FADEC system also provides fault diagnostics and supports engine trend monitoring. In addition, there is a thrust lever “end-of-stop” position that is referred to as “Max. Thrust” position. This position provides selected Auto Power Reserve (APR) thrust. Detents are provided for takeoff thrust and climb, and maximum continuous thrust.

The thrust reverser system is hydraulically operated.

The HTF7000 engines have been certified for on-condition maintenance and cater to on-wing maintenance.

A Honeywell 36-150BD gas turbine APU is installed in the tailcone providing bleed air and electrical power on the ground and in flight. The APU can operate in-flight up to 37,000 ft, and up to 30,000 ft with concurrent electrical load. It can also be restarted up to 18,000 ft. The APU is automatically controlled via an Electronic Control Unit (ECU).

11.0 SYSTEMS

Flight Controls

The flight controls architecture consists of cables and pulley assemblies for roll, pitch and yaw axes control. The pitch and yaw axes are hydraulically powered with manual reversion capability. The auxiliary hydraulic system provides hydraulic power to one (1) rudder PCU when required. The primary flight control system consists of two (2) ailerons, two (2) elevators and a rudder. The secondary flight control system consists of multi-function and ground spoilers, flaps and a variable incidence tailplane. Each elevator and aileron surface is mass balanced.

Pitch control is accomplished through conventional manual control (cables and pushrods), which transmit pilot input to hydraulically powered actuators. In the absence of hydraulic power, the surfaces can be

actuated via manual reversion. Yaw control is accomplished through conventional manual controls (cables & pushrods), which transmit pilot input to hydraulically powered actuators. In the absence of hydraulic power, the surfaces can be actuated via manual reversion. Roll control is accomplished through the use of one (1) aileron and two (2) multi-function spoilers per side. The pilot inputs are transmitted to the ailerons via fully manual conventional cables, pulleys, and pushrods arrangement, and electrically to the multi-function spoilers.

In normal operation, both control wheels are interconnected through the pitch and roll disconnect mechanism and move in unison.

Pulling a roll disconnect lever located on the left hand wheel can disconnect the control wheels. In this mode, roll control is available using the MFS via the LH wheel, or ailerons using the right hand wheel. Pulling the pitch disconnect handle allows each pilot to operate one (1) elevator panel independent of the other.

The Aircraft is equipped with a stall protection system. The stall protection system consists of two angle of attack sensors, a dual channel computer, stick shakers located on each control column, and a single pusher.

Secondary flight controls comprise trailing edge flaps, flight and multi-function/ground spoilers and pitch trim. The Aircraft is equipped with a single trailing edge Fowler flap panel per wing. The system is electrically controlled by a Flap Control Unit and powered via a central hydro-mechanical Flap Power Drive Unit. The PDU is normally powered by one (1) hydraulic system, with an alternate mode powered by the other hydraulic system. Each flap panel is

actuated through a combination of flexible and hard drive shafts connected to two irreversible ballscrew actuators.

Eight spoiler panels are installed on the wings, four (4) per side. The two (2) inboard panels function in an on/off manner to provide ground lift dumping only.

The two (2) outboard panels are multi-function spoilers and function as roll control spoilers, proportional flight spoilers, and ground lift dumpers. They are electronically controlled and hydraulically actuated by one (1) PCU per surface. The proportional flight spoiler function is controlled by a pedestal mounted lever accessible to both pilots. A dual channel resolver connected to the roll control system controls the spoileron function. The ground lift dumping function is fully automatic.

All flight control positions are indicated on the EICAS.

Fuel System

Estimated fuel quantity is 2,096 US gallons (7,941 liters) and is all contained in the wings.

Wing fuel is contained in a wet wing box structure sealed to form two (2) separate wing tanks, split at the wing centerline. The fuel is contained between the front and rear spars in the left and right tanks. Feed/collector tanks are integrally contained within each tank. Two (2) baffles in each wing tank restrict fuel sloshing thus limiting center of gravity shifts with changes in Aircraft attitude. Swing check valves in the main tanks allow fuel flow in the inboard direction. Flush, self-closing dual seal water drain valves are located at all low points of the system.

All pressure fueling and defueling operations are controlled from the fuel/defuel control panel located adjacent to the single point fueling adapter. Gravity fueling via an overwing filler point is also provided for each wing tank. Suction defueling is accomplished at the single point adapter with suction provided by the ground defuelling unit.

Cockpit control is provided on the fuel system panel and fuel quantity and warnings are displayed on EICAS.

Hydraulic System

The Aircraft has two (2) main independent hydraulic systems and one (1) auxiliary hydraulic system. Both main systems are powered by engine driven pumps supplemented by DC electric motor driven pumps. The auxiliary hydraulic system is powered by an accumulator supplemented by a DC electric motor driven pump.

Synthetic Phosphate-Ester base hydraulic fluid is used. Each system operates at a nominal pressure of 3,000 psi. The status of each hydraulic system is indicated on the EICAS.

Electrical System

The primary electrical power for the Aircraft is 28 Vdc provided by three (3) identical 400 Amp Direct Current (DC) brushless generators (two (2) engine-mounted and one (1) APU-mounted units). Ground DC electrical power can be supplied by the APU generator or via an external power cart.

Two (2) NiCad batteries are provided. The batteries perform the following functions; provide power on the ground (with engines and APU shutdown),

provide power for APU start (both on ground and in flight), and provide emergency power in flight in case of total loss of generators.

The DC system has power provision for the addition of baseline interior completion 115V AC electrical requirements. Failure indications, system configuration and status information required to troubleshoot and rectify failures are provided by the EICAS.

Pressurization and Environmental System

The Environmental Control System (ECS) provides:

- A supply of conditioned air to the cabin and to the cockpit, ventilation at each crew station and passenger station
- Dedicated cold air supply for each passenger
- Ventilation of avionic equipment
- Auxiliary pressurization in case of loss of ECS supply.

Engine bleed air from each engine supplies the air conditioning system. The APU can also supply the air conditioning system up to 20,000 ft. (6,096 m). One (1) air conditioning pack conditions the air supplied to the cockpit and cabin. In the event of loss of this pack, an auxiliary system will pressurize the cabin. If both these systems fail, a ram air supply can be opened to ventilate the cockpit and cabin. Ozone converters are installed in the bleed air supply to the air conditioning pack.

The design of the ducting system assures even air distribution and minimizes temperature stratification.

The cabin is supplied both direct & indirect conditioned air as follows:

• **Cabin direct air:** The cold direct air duct is routed through the Passenger Service Unit (PSU). Air gaspers located in the overhead PSU, four (4) left hand and four (4) right hand over each passenger seat, connect to the direct supply duct with flexible duct hoses. One (1) gasper is installed in the lavatory.

• **Cabin indirect air:** The upper registers, located on the left hand and right hand outboard sections of the cabin headliner and the lower registers located underneath the left hand and right hand lower dado panels, supply conditioned indirect air. The upper indirect registers are an integral part of the headliner and run the length of the cabin section. The upper conditioned indirect air is deflected from the PSU into the cabin aisle way.

Oxygen System

The oxygen system contains 77 cu. ft. (2.18 cu. m) of usable oxygen and is sized for minimum requirement for overland flights (North American). The flight profile for rapid decompression condition and head winds are considered in calculating supply.

Quick-donning demand type masks with mask mounted regulators are provided for each pilot. A

crew oxygen low pressure warning annunciation is incorporated on the EICAS.

The passenger oxygen system is gaseous type supplied from the same cylinder(s) as the crew system. For extended range and mission critical flights, an additional 115 cu.ft oxygen bottle is available as part of an overwater flight kit option. If

the oxygen system is activated, the cabin upwash lights will come on bright to alert passengers.

In auto mode, the system automatically deploys the passenger masks when the cabin altitude reaches 14,500 ft (4,420 m). The cockpit panel also allows pilots to manually deploy the passenger masks or shut off the oxygen supply to the passengers. Drop out boxes are located over each cabin seat and in the lavatory with extra boxes as required to comply with the regulatory requirements. Each box is equipped with constant flow masks, a lanyard valve, a door opening valve and proper length oxygen hoses.

Installation: Primary oxygen tubing is aluminum and externally primed. The tubing is double-flared and of a size for the oxygen flow requirements. Flexible hoses are used locally for main system to PSU connections. A bleed orifice is installed in the system to prevent mask deployment due to thermal pressure build-up.

Warning System: A pressure switch within the Electrical Pneumatic Actuating Valve (EPAV) is

installed to brighten the upwash lights, and provide an aural warning in the cockpit when oxygen masks are deployed.

Deployment Containers: Deployment containers will be located in the entryway headliner, over each cabin seat, and in the lavatory with extras as required to comply with the regulatory requirements. Each container will be equipped with constant flow masks, a lanyard valve, a door opening valve and proper length oxygen hoses. Each container will have an instruction placard on the inside for stowing the oxygen masks.

Servicing System: A high pressure, filling system and gauge is installed for servicing the oxygen cylinder. A filler gauge is installed to indicate pressure in the cylinder. The cylinder may be filled without turning the pressure reducer shut-off valve.

Therapeutic Oxygen Outlet: A therapeutic oxygen outlet is installed in the cabin and is controlled by a switch in the cockpit.

Ice and Rain Protection

Both wing leading edges and engine inlets are anti-iced using engine bleed air.

The forward vision areas of the flight compartment windshield are electrically heated for anti-icing protection, defog, and demist. The side windows are electrically heated for defogging and demisting.

Electrical heaters are used on the pitot probes and angle-of-attack transducer vanes. An ice detection system with two (2) detectors mounted on the lower portion of the nose provides crew alert when icing conditions exist. A passive hydrophobic coating provides windshield rain repellent.

Fire Protection

A fire detection and warning system with fault determination is installed with fire detectors located in each engine nacelle, the APU compartment and the main wheel well areas. A fire warning system test switch installed in the cockpit permits testing of each detector and fire warning circuit. Fire warning is provided via indication on the PBA, EICAS, and by an aural warning.

An element in the wheel well warns of an overheat condition in either of the main wheel wells. Indication and test switches are provided in the

cockpit. The baggage compartment is equipped with a smoke detector connected to the EICAS system.

A two-shot fire extinguishing system for the engine and a single shot system for the APU are installed in the fuselage aft section. The system permits electrical checkout of the circuitry without discharging the extinguishing agent.

One (1) Halon type hand-held fire extinguisher is installed in the flight crew compartment. The cabin also includes 2 hand-held fire extinguishers.

12.0 INSTRUMENTATION AND AVIONICS

General Description

The Aircraft is equipped with a four-screen display, all EFIS, Collins Pro Line 21 avionics suite. The four 12" x 10" Liquid Crystal Display (LCD) displays are laid out in a four-across configuration. The EFIS presents a pilot and co-pilot Primary Flight Display (PFD) and a Multi-Function Display (MFD). The PFD incorporates the following functions into a single display: Attitude Director Indicator, Airspeed/Mach Indicator, Altitude Indicator, Vertical Speed Indicator, Horizontal Situation Indicator, full or arc compass, and Flight Director and auto-pilot mode annunciator. The MFD allows crew selectable functions.

The EFIS integrates the EICAS functions (engine instruments, crew alerting and synoptic pages) described earlier in this document. It provides reversionary modes that ensure that all flight essential information can be presented to the pilot or co-pilot with any one (1) EFIS display failed.

The Maintenance Diagnostic System (MDS) provides a centralized means of collecting and interpreting failure data from participating Aircraft systems, downloading recorded data, and initiating and controlling operator initiated tests.

Table 1 lists all the components of the standard avionics package.

Table 1: Standard Avionics List

<i>Function</i>	<i>Baseline Quantity</i>		
Communications & Navigation		Servos	3
VHF Communications Radio (8.33 KHz channel spacing)	2	Flight Management	
Mode S Transponder	2	FMS Function	2
Cockpit Audio Control Panel	2	Maintenance System	
Cockpit Audio Jack Panel	3	Maintenance Function	1
Cabin/Ground/Crew Audio Jack Panel	2	Radio Altimeter	
Cockpit Speakers	2	Radio Altimeter	1
VOR/ILS/MKR Navigation Receivers	2	Radio Altimeter Antenna	2
DME Transceiver	2	Recording Systems	
ADF Receiver	1	Cockpit Voice Recorder	1
GPS Receiver	2	Sensors	
Radio Interface Unit	2	Air Data Computers	2
Displays/Core Elements		Pitot Probe	1
Integrated Avionics Processing Cabinet	1	Pitot Static Probes	2
Cockpit Display Unit	4	Attitude Heading Reference Units	2
Clock	1	Flux Detectors	2
Integrated Standby Instrument	1	Standby Compass	1
Display Control Panel	2	Enhanced GPWS	1
Reversion Control Panel	1	Static Ports	2
EICAS		TCAS	
Data Concentrator Unit	1	TCAS II (Change 7.0) Receiver/Transmitter System	1
Remote Data Concentrator	1	WXR	
Cursor Control Panel	2	14" WXR Transmitter/Receiver w/dual scan	1
ELT with NAV		Others	
Emergency Locator Transmitter (121.5, 243.0 and 406.025 MHz)	1	Stall Computer	1
Flight Control		Stick Shaker	2
Automatic Flight Control Function	2	Stick Pusher	1
Flight Guidance Panel	1	AOA Vanes	2
		IFIS FSU	1

Communications

A flexible communication system is provided to accommodate the short and long-term evolution of aeronautical two-way communications. Refer to Table 1, previous, for details.

An intercommunication system is also installed. The system provides access for the pilot and co-pilot to all the onboard radios. The pilot and co-pilot are provided with a combination

microphone/headset. Intercommunication jack boxes are installed in appropriate locations in the aircraft (two are installed: one (1) in the nose wheel well, and one (1) in the aft fuselage area). A **Cockpit Voice Recorder system** is installed to record area voice communication, pilot and co-pilot audio. The unit records continuously and retains the last 120 minutes of voice data.

Navigation

The navigation system includes the following components:

- **Air Data System (ADS)** – Two (2) digital air data computers are installed. The air data computer uses pitot static and temperature measurements to compute operating parameters such as pressure altitude, altitude rate, indicated airspeed, Mach number, vertical speed, maximum operating speed, current barometric correction, and true airspeed.
- **Electronic Flight Instrument System (EFIS)** – The EFIS fully integrates the EICAS functions (engine instrument, crew alerting and synoptic pages).
- **Weather Radar** – A color weather radar is installed. The radar also provides a ground mapping function.
- **Radio Altimeter** – One (1) radio altimeter is installed with data displayed on the PFD.
- **Attitude And Heading Reference System (AHRS)** – Two (2) independent Attitude and Heading Reference Systems (AHRS) are installed. Each system is able to provide aircraft attitude, rate and acceleration information to the EFIS, AFCS and other systems.
- **Very High Frequency (VHF) Navigation** – Two (2) VOR/ILS VHF navigation receivers are installed in the aircraft. Both systems are tuned by the integrated radio tuning system.
- **Automatic Direction Finder (ADF)** – A single Automatic Direction Finder (ADF) is installed. The receiver is tuned via the integrated tuning system.
- **Distance Measuring Equipment (DME)** – A dual Distance Measuring Equipment (DME) transponder is installed. The DME is tuned via the integrated radio tuning system.
- **Global Positioning System (GPS)** – A dual GPS sensor, meeting the requirements of TSO c129, Class B1 requirements, is installed.
- **Flight Management System (FMS)** – A dual Flight Management System (FMS) is installed. A single data loader is provided. The FMS is able to load information from, and download information to, the data loader. Major functions of the FMS include:
 - Fully coupled lateral and vertical navigation (with interface to the flight director)
 - Flight planning (with worldwide database)
 - Blended radio navigation (GPS, VOR, DME, etc.)
 - Fuel performance computing
 - Remote radio tuning
 - ACARS management and display (option)
- **Enhanced Ground Proximity Warning System (EGPWS)** – An Enhanced Ground Proximity Warning System is provided which incorporates a terrain database.
- **Traffic Alert & Collision Avoidance System (TCAS)** – A Traffic Alert & Collision Avoidance System (TCAS II) is installed. The TCAS includes FAA Change Notice 7 (ACAS II Equivalent).
- In addition to the above, provisions are made for the following optional equipment:
 - Lightning Sensor System (power, space, and structural provisions)
 - Second ADF receiver (power, space, wiring, and structural provisions)
 - Second FSU IFIS (complete provisions)
- **Standby instruments**, visible to both pilots, provide the following functions: Aircraft attitude, Airspeed, Altitude, Glide slope.

Auto Flight

The Aircraft is fitted with an Automatic Flight Control System (AFCS), which comprises the following:

- Flight Director (2)
- Autopilot
- Yaw Damper
- Flight Control Panel

An integrated flight control panel is installed in the glareshield accessible to pilot and co-pilot.

A two-axis full authority autopilot system incorporates a single two-channel fail-passive flight control computer, a flight control panel, two (2) rotary servos and one (1) linear actuator (yaw damper). The flight control computer provides dual redundant control loops.

Indicating / Recording Systems

All instrument presentations are graduated in United States units of measure for land planes (fuel quantity in lb., fuel flow in lb./hr., altitude in ft., cockpit temperature in deg F.), except cabin temperature indicators (in degrees Celsius) and airspeed indicators (in knots or Mach number as applicable). All placards include units of measure reflected on the instruments affected.

The arrangement of the controls and instruments allow the pilots to fly the aircraft from the left hand or

right hand seat. A center console is installed between the pilot and co-pilot, on which the engine and system controls and trim controls are mounted.

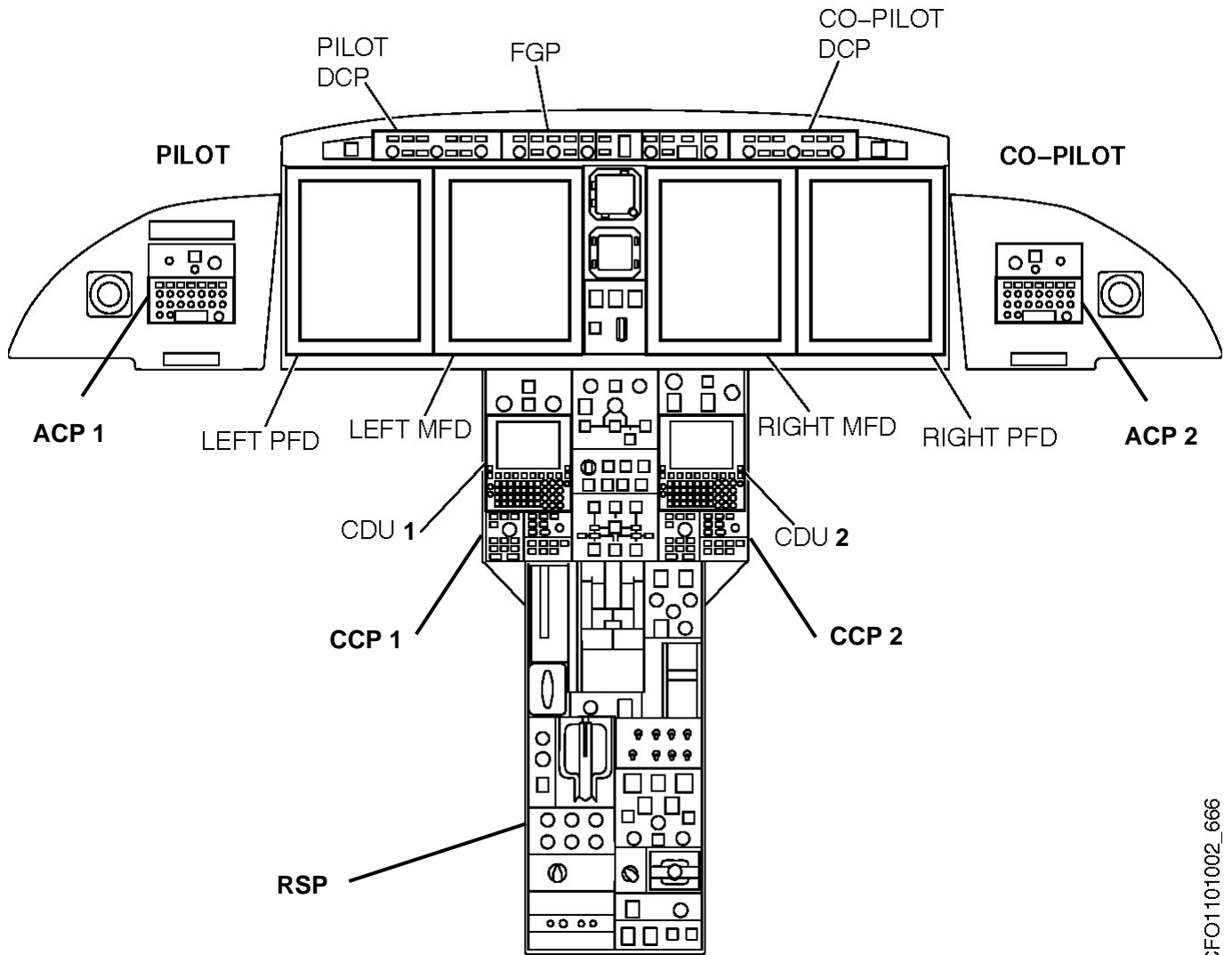
Integrated Flight Instrument System (IFIS)

The IFIS system comprises of a single File Server Unit (FSU), dual Cursor Control Panels (CCPs) and is capable of displaying Airfield Electronic Charts on the MFDs. The IFIS also provides data load

capability (for the FSU and FMS) via an Ethernet port for use with any standard laptop.

The IFIS supports Chartlink, which allows automatic loading of FMS Flight Plan Charts and display of aircraft position on geo-referenced Airfield Charts.

Typical Instrument Panels



CFO1101002_666

13.0 INTERIOR

Aircraft Interior Design: All interior components and materials are selected for quality, durability and ease of maintenance with weight as a consideration. Seller reserves the right to substitute components of equal quality. Seller is not responsible for variations

in dye lots of paints or fabrics or variations in grain and color of natural wood veneers, leathers or other coverings from Buyer approved sample, due to the natural or inherent properties of the foregoing.

Cockpit

The flight crew area has thermal and acoustic insulation and is fully lined and furnished. The following items are included in the standard cockpit configuration:

- Pilot and copilot reclining seats (adjustable vertically and longitudinally) with shoulder harness and inertia reels
- Two (2) crew seats with sheepskin covers
- Two (2) life vests
- Headliner
- Electronically-heated footwarmers
- Rail-mounted sunvisors
- One (1) middle dome light
- Two (2) map reading lights
- Two (2) speakers
- Electrically adjustable rudder pedals
- Crew oxygen masks with comfort control
- Two (2) standard Mag-Light flashlights
- A checklist holder and letdown sheet holder
- Storage for flight handbooks and maps adjacent to each pilot
- Trim panels
- Side panels
- Console
- Certification holder
- Instrument placard
- Avionics cabinet
- Cockpit handset connected to primary airborne system

A carpet (standard tredford) is fitted to the cockpit floor. All placards are in the English language, only.

Entry Area

The entry area contains the entry door, left hand wardrobe compartment, right and left hand avionic cabinet, right hand crew closet and galley. In addition to the furniture items, are the entry door acoustical curtain, cockpit curtain and the headliner panel.

- **Airstair:** The exterior of the airstair door is painted per Buyer approved exterior paint drawing. The interior of the airstair door is painted to match the base color of the aircraft. The airstair incorporates:
 - One (1) Aft side handrail
 - Ribbed non-skid material installed on each step and riser
- An entry area switch located on the forward left hand avionic cabinet, with the following functions: airstair operation, airstair/entry lights, and baggage compartment light.
- **Curtains:** A pleated acoustic curtain is installed over the entry door area. The curtain opens and closes utilizing a headliner mounted curtain track. The curtain can be stowed on the forward face of the left hand wardrobe cabinet and extended forward to the forward avionic cabinet and be retained in the closed position with snaps. The entry door curtain extends to the floor and overlays the first step. A cockpit curtain is installed between the entry area and the cockpit. The standard finish is fabric.

- **Headliner:** A pre-formed two (2) piece headliner panels are covered and installed. The panels incorporate two (2) light panels, a Passenger Address (PA) speaker, an emergency exit sign located above the entry door, mini-spot lights located inboard of the galley cabinet and a single oxygen drop-box with two (2) masks. The headliners are finished with fabric.
- **Wardrobe Cabinet:** The left hand wardrobe cabinet is installed immediately aft of the main entry door on the left hand side of the Aircraft. The cabinet includes the following features:

Interior:

- An incandescent dome light with door activated micro switch
- A coat rod
- Storage for passenger briefing cards
- Closeout for the monitor
- Access to the cabin entertainment components
- Access door (outboard panel) to the audio/video controller
- Primary Airborne telephone system component (lower section, not visible, access provided)
- Primary In-flight mapping system component (lower section, not visible, access provided)
- One (1) single channel DVD / CD player
- i-pod & i-pod docking station with power supply
- The interior finish is fabric

- The interior side of the door is wood veneer

Exterior:

- A Master touchscreen control panel
 - One (1) 20" (16x9 aspect ratio) flat screen flush-mounted LCD monitor
 - An "EXIT" sign located on the aft face, inboard edge of the cabinet
 - The exterior finish is wood veneer.
- **Crew Closet:** The baseline crew closet is installed on the right side of the main entrance and includes the following features:

Interior:

- An incandescent dome light with door activated micro switch
- A coat rod
- Space provisions for life raft storage in the bottom of the cabinet
- Access to the interior emergency lighting battery
- Emergency equipment
- The interior finish is fabric
- The interior side of the door is wood veneer

Exterior:

- The exterior finish is wood veneer

Main Cabin Features

The main cabin configuration has a standard flat floor and includes the following:

- Eight (8) **upholstered passenger seats** in double club configuration (see details below in "Seating" paragraph).
- **Armledge** installed on both side of the cabin, below the window panels incorporating: one (1) exposed figure-eight dual drink holder at each seat location; Top surface of the armledge is finished in wood veneer.
- Three (3) **bi-fold retractable executive** tables and one (1) right-hand aft **bi-fold plug-in (escape hatch) table**, located inboard of the emergency exit door (all tables will be finished

with wood veneer); the executive tables will stow beneath the armledge and outboard of the dado panels. The plug-in table at the emergency escape hatch is to be stowed in the baggage compartment right hand side storage cabinet, lower compartment;

- **Armledge storage box** at each seat for general storage;
- One (1) **touchscreen panel for cabin lighting** and entertainment system source control at each seat location
- One (1) **VIP touchscreen panel** at the right or left hand forward facing seat (seat 5 or 6)

- One (1) **wireless telephone cabin handset** with base located in the VIP armledge storage box and one (1) spare wireless handset.
- Four (4) cabin **115V 60Hz utility electrical outlets** located in the storage box at each forward facing seat (in each two (2) seat club grouping).
- **Passenger Service Units** on both sides of the cabin, between the upper window panels and the headliner panel, incorporating:
 - Manually adjustable air vents for each seat location
 - One (1) drop down oxygen box with two (2) masks for each seat location
 - Manually adjustable LED reading and table lights for each seat location
 - Upwash and downwash LED lighting
 - One (1) cabin temperature sensor
 - Top and bottom of PSU finish are wood veneer
- **Window Panels** are installed on both the left hand and right hand sides of the Aircraft. The side panel assemblies extend from the top of the armledge to the lower portion of the PSU. These panels incorporate the following items:
 - Window reveals between the side panel and Aircraft windows
 - An over wing emergency exit panel on the right hand side
 - Mechanically controlled, accordion style window shades
 - Four (4) ordinance signs located in the cabin, one (1) each on the sidewall centered between each two-seat grouping.

Window shades are finished with fabric.

- **Cabin Headliner** A one-piece pre-formed headliner panel is installed in the main cabin and has integrated indirect cabin air ducts.
- **Dado panels** installed on both the left and right hand side of the aircraft, extending from the bottom of the armledge to the upper portion of the air-conditioned duct (at floor level).
- **Magazine racks** installed on the aft side of the right hand forward galley cabinet and the forward side of the left hand aft cabin partition.
- **Cabin management switch systems** (see details below in “Cabin management and switch systems” paragraph).
- **Carpet** (80 oz/sq.yd), incorporating a fire retardant latex, anti-static backing and a carpet underlay.
- An **aft cabin partition** is installed to separate the main cabin from the lavatory. The partition has the following features:
 - Single pocket door installed on the left hand side
 - The door has breakaway capabilities for decompression and emergency egress
 - Exit sign located vertically on aft side of partition
 - Lavatory switch panel
 - Basic crashpad on the forward right hand wall
 - One (1) 20” (16x9 aspect ratio) flat screen flush-mounted LCD monitor.

All placards are in the English language, only.

Galley Features

The baseline galley is installed on the forward right hand side of the aircraft.

The interior features of the galley include:

- One (1) insulated stainless steel **ice drawer divided** into two (2) compartments, for a total capacity of 15 lb (6.86 kg) (this drawer has an overboard drain included)
- One (1) **trash compartment** with fitted retainer rings for plastic bags
- One (1) 115V 60Hz single **electrical outlet**
- Two (2) one gallon (3.78 liters) **hot liquid containers** (manual fill)
- Two (2) **cup dispensers** (for 8 oz. (0.24 liters) and 12 oz. (0.35 liters) cups)

- One (1) aircraft certified microwave oven (provided as loose equipment)
- Space provisions for an optional galley appliance
- **A circuit breaker panel** located in the upper forward most compartment
- **General storage** compartment in the upper galley.
- Interior finish is matching laminate and paint where appropriate.

The exterior features of the galley include:

- **LED** work surface lighting

- **Drip tray with overboard draining** controlled by a momentary drain switch (located at the master touchscreen panel) and is normally open when the Aircraft is on the ground.
- The galley exterior finish is wood veneer; and the galley countertop is faux finished (painted).

Lavatory Features, Water System and Overboard Toilet Service

The lavatory area is installed aft of the main cabin. The standard lavatory features include:

- **A toilet enclosure** installed on the right hand side aft of the bulkhead. The toilet enclosure incorporates:
 - a four (4) gallon (15.14 liters) waste capacity electric flushing toilet with timer and overboard servicing
 - a removable cover panel
 - a hinged, padded lid with hold-open provisions finished in leather
 - a toilet seat with hold-open provisions
 - an air outlet from the toilet tank with an exhaust tube to vent fumes overboard through the right return air system of the drain mast
 - general storage areas within enclosure
 - toilet tissue drawer
 - trash drawer
 - an upper outboard closeout panel provides LRU access to the Aircraft oxygen bottle
 - fire extinguisher and PBE storage, behind closeout panel.
- **A vanity cabinet**, installed aft of partition on the left hand side, incorporating:
 - Sink (mechanically operated sink drain with strainer in drain and momentary hot/cold grip type water faucets); the basin is plumbed to the factory-installed, heated overboard drain system
 - Adjustable upper round mirror
 - One (1) tissue paper dispenser
- Countertop mounted liquid soap dispenser
- One (1) 115V 60 Hz electrical outlet (located in the backsplash), capable of supporting 1500 W,
- Lighted water system reset switch (located in backsplash),
- General storage
- An ordinance sign located on the backsplash for occupants when in the lavatory compartment.
- One (1) **piece pre-formed headliner panel**, incorporating one (1) oxygen drop box with dual masks.
- **Passenger Service Unit (PSU)** installed on the right side of the lavatory between the headliner and the window panel, incorporating:
 - A manually adjustable air gasper
 - Upwash lights
 - A manually adjustable reading light.

The PSU will be finished in fabric.

A gap from the top of the finished carpeted floor to the bottom of sliding door is maintained to comply with decompression requirements.

- **Lavatory water system:** The lavatory water system is a fresh water system consisting of a two and one half (2 1/2) U.S. gallon (9,46 liters) tank and offers an in-line heater. The tank is

located in the baggage compartment on the left hand side just forward of the external baggage door and is gravity fed to the water system. The tank can be filled either in place via the fill spout at the top of the tank, or removed for filling and cleaning. Removal of the tank is accomplished by a quick disconnect fitting. The tank also has visual means to indicate the water level. The water system is located in the lower section of the vanity cabinet and provides pressurized water to the vanity sink. The following features exist on the vanity cabinet water system:

- The water system is to be filled with filtered or bottled water, therefore an inline filter is not required;

- Drain line is a minimum of 3/8" (0,95 cm) diameter and heated. The wastewater is routed to factory installed heated drain mast;
- There is a visual message indicating heated drain mast on Master touchscreen control panel;
- Include a purge and reset function.
- **Overboard Toilet Service:** The overboard service system is connected to the toilet to enable the unit to be serviced from outside the Aircraft. The external outlet is of the appropriate size to enable utilization of a standard airline service cart. An instruction placard (in liters and gallons) for servicing the lavatory system is installed in the lavatory-servicing compartment.

Communication, Electrical and Entertainment Systems

This section describes the communication, electrical, and entertainment systems installed on the Aircraft. Additional cooling to permit system operation within the vendor-specified environment is also installed. All equipment added has quick disconnect connectors. All switches use the English language.

- **Passenger Address System:** A chime/page-audio/video amplifier provides the announcements and "NO SMOKING/SEAT BELT" chimes in the cabin. Whenever the PA system is in use, the cabin entertainment system audio is muted and the recorded audio and video source(s) enter "PAUSE" for the duration of the PA message. The PA amplifier shall be powered by a separate power source from the entertainment and cabin switching power.
- **Cockpit Switch Panel:** A switch panel located in the cockpit installed at the factory for the following functions:
 - Cabin AC
 - Cabin DC
 - Cabin lights
 - Entry lights.
- **Cabin / Lavatory Call System:** The call system is described as:
 - A call button is located in every cabin seat location and in the lavatory;
 - A chime is heard in the galley area when a call is activated;
 - Visual annunciation is indicated on the Master touchscreen control panel.
- **Airborne Telephone System:** A dual channel SATCOM telephone system including one (1) wireless handset with base located in the cabin (at VIP location, right or left hand forward facing seat) and one (1) spare handset, and one (1) wired handset installed in the cockpit.
- **28 Volt Service Bus:** A 28 volt DC service bus is installed and powered from the DC external plug to light up all cabin, galley and lavatory lights. It also provides power to flush the toilet.
- **Electrical Power:** One (1) 2.0 KVA 115V 60Hz inverter is installed to provide AC power for the Aircraft interior.
- **Electrical Outlets:** All electrical outlets are GFI protected and installed as follows:
 - One (1) 115V 60Hz outlet in the galley
 - One (1) 115V 60Hz single outlet in the vanity backsplash
 - Four (4) 115V 60Hz single outlets, one (1) at each club group, located in the armledge storage box at each forward facing seat.

- **Audio System:** An audio system is installed to present audio through the Flat Trim panel speakers and/or stereo headphones (stereo headphones are part of the loose equipment) from audio/visual media systems. The audio system consists of the following:
 - High-end audio system including a 100 watt per channel amplifier (2 channels)
 - "Flat Trim" panel speakers located throughout the cabin
 - Transducers installed on the interior panels replacing traditional cone speakers
 - i-pod & i-pod docking station with power supply
 - One (1) single channel DVD / CD player.

- **Video System:** A video system is installed to display movies and other pre-recorded information. The LCD monitors can display video media individually. The system includes a basic mapping system with one (1) regional map package. The video system consists of the following:
 - One (1) single channel DVD / CD player (multi regional)
 - Two (2) 20" (16x9 aspect ratio) flush mounted flat screen LCD monitors (multi-standard video inputs). One (1) installed on the aft side of the left hand forward wardrobe cabinet and one (1) on the forward side of the right hand aft cabin partition.

Cabin Management and Switch Systems

A fully digital Ethernet based Cabin Management and Inflight Entertainment System is installed in the standard aircraft. The system consists of the following:

An Ethernet backbone "digital" network that supports Passenger control of cabin systems and the distribution of audio and video entertainment. The digital network allows for customized cabin configurations and large number of entertainment and productivity options. In addition, the video/audio quality of digital media distribution displayed Ethernet compatible LCD monitors is unmatched today, when compared to other systems.

Passenger control is provided through an easy-to-use Graphical User Interface (GUI) and is installed on a number of touchscreen panels, including a 6" Master Wardrobe Control Panel, a 6" VIP Passenger Control Unit (PCU), 7 standard PCUs, and one PCU in the lavatory. The paragraphs below provide detailed descriptions of the aircraft/passenger control panels.

Entry Area Switch Panel: Three (3) entry area switches are located on the forward left hand avionic cabinet. Functions of the switches are: airstair/entry lights and baggage compartment light.

Master Touchscreen Control Panel: This control panel is located on the forward wardrobe. Functions of the touchscreen control panel are: cabin monitor control, cabin audio control, DVD/CD selection, i-pod control, amplifier set-up, lighting control, galley equipment, cabin temperature, in-flight mapping system control, attendant call, fault report and drain mast function.

Personal Touchscreen Panels: Personal touchscreen panels are located at each seat to control equipment at that specific seat. Functions of the panels are: speaker volume, input source selection, table light, reading light and cabin call. All reading and table lights are manually adjustable for direction. The gaspers in the PSU at each seat are manually adjustable.

VIP Touchscreen Panel: The VIP touchscreen panel is located in the armledge next to the VIP. Functions of the panel are: cabin monitor control, cabin audio control, DVD/CD selection, i-pod control, amplifier set-up, lighting control, in-flight mapping system control and cabin temperature.

Vanity Cabinet Panel: The vanity cabinet panel is located in the vanity backsplash. The panel contains an 115V 60 Hz GFI protected electrical outlet and a water reset switch.

Toilet Area Switch Panel: The toilet area switch panel is located on the forward side of the aft right hand lavatory partition. The switch panel controls the

upwash light, mirror light, reading light, call, flush and one mechanical switch for baggage light.

Lighting

Service lights in the interior are on a twenty minutes timer.

Airstair and Entry Lights: The entry light system consists of the airstair light, two (2) forward entry light panels installed in the entry area headliner, two (2) aft light panels in the aft baggage area connected to the existing Aircraft system. These lights are powered by the direct battery bus and controlled by any of the following:

- The existing entry lights switch in the cockpit
- An external switch just forward of the airstair.

Entry Area Lights: The entry area has two (2) forward entry light panels installed in the headliner. One light assembly in the forward entry headliner is connected to the emergency lighting system. Both LED assemblies in the entry headliner are used for Aircraft boarding.

Crew Closet and Forward Wardrobe Lights: The right hand crew closet and left hand forward wardrobe each incorporates a dome light controlled by a door-activated switch.

Galley lighting: The galley lighting consists of the following:

- Galley work lights are installed in the galley to illuminate the countertop. These lights have an "ON-OFF/BRIGHT-DIM" feature;
- Five (5) mini spotlights are installed in the entryway headliner panel directly inboard of the galley for additional galley area lighting.

Cabin Upwash/Downwash Lights: The upwash / downwash lights consist of rows of light which run on both sides of the main cabin PSU. The upwash/downwash lights have a split cabin feature, either the forward or aft cabin upwash/downwash lights can be turned on independently of each other.

Cabin Reading and Table Lights: Manually controlled LED reading and table lights are located in the PSU's as follows:

- One (1) reading light for each single seat
- Two (2) table lights for each bi-fold table.

Lavatory Light: Lavatory lights are installed behind a curved translucent lexan panel behind the vanity mirror and in the headliner above the mirror. One (1) LED reading light is located in the PSU above the toilet.

Lavatory Upwash Lights: One (1) row of lights is installed between the PSU panel and the headliner. There are no "down wash lights".

Baggage Compartment Lighting: Two (2) flush mounted light panels are installed in the headliner to illuminate the baggage compartment. These lights are powered by the direct battery bus and are on a twenty minutes timer. There is a control switch located on the forward left hand avionics cabinet and another on the right hand partition in the lavatory.

Emergency Lighting: Emergency exit lighting and signs are supplied and installed. Passenger seats on the right hand side of the Aircraft have a single light in each pedestal shroud and also on the toe kick portion of the right hand forward galley and lavatory toilet enclosure cabinet.

Ordinance Lights: Four (4) international symbol type "NO SMOKING", "FASTEN SEAT BELT" lighted signs are installed, one each on the window panel located at each club grouping above the cabin windows. An additional sign in the lavatory has one permanently lighted "NO SMOKING" sign and one "RETURN TO SEAT" sign. The existing cockpit switch activates the lights and a warning chime.

Service Lights: Service lights in the interior are on a twenty minutes timer.

Plating

All exposed metallic hardware, including hinges, latches, visible during taxi, takeoff and landing are plated with baseline plating. Baseline plating

consists of: Chrome, Nickel, Brass, Gold or Copper (all can be either Satin or Polished).

Hinges on cabinet doors with a minimal exposed surface are not plated.

Shell

- Headliner: selected fabric
- Sidewall: selected fabric
- Cabin partition: wood veneer
- Passenger seats: leather
- Cabin armledge: wood veneer
- Passenger Service Units exteriors: selected fabric
- Retractable executive tables: wood veneer
- Dado panels: selected fabric
- Carpet: selected cut (80 oz. / sq.yd)
- Vanity cabinet exterior: wood veneer
- Vanity cabinet interior: wood veneer and paint
- Vanity countertop: faux finished (painted)
- Toilet cabinet exterior: wood veneer
- Toilet cabinet interior: painted
- Toilet closeout panel exterior: wood veneer
- Toilet closeout panel interior: painted
- Bulkheads, installed with shock mounts or on vibration isolating, and baggage door: wood veneer.

Cabinetry

Unless otherwise noted, all cabinets and exposed surfaces have wood veneer.

Custom moldings, murals and artwork are not included in the baseline aircraft.

The interior of drawers and compartments are covered, lined and/or painted as described in the Design Specification.

The lavatory vanity cabinet is finished with wood veneer and countertop is faux finished (painted).

Seating

Eight single cabin seats are furnished and installed. They are upholstered and incorporate:

- TSO C127A approval and 16G Certification
- Integrated breadboard headrest
- Life vest located under seat cushion
- 8" (20,32 cm) fore / aft in-base tracking
- 5" (12.7 cm) lateral (inboard/outboard) tracking
- 180 degree swivel and 78 degree recline (seats just forward and aft of the emergency exit have swivel and tracking limitations to comply with emergency exit egress requirements)
- Venting in the pedestal shroud for cabin temperature stratification
- Fixed inboard and outboard armrests
- Single lever control in the forward face of the inboard armrest for track/swivel and a separate

- recline button on the outboard side of the inboard armrest
- Three (3) point push button restraint system with color coordinated seat belt and shoulder harness webbing
- On the right hand side of the aircraft, each passenger seat has a floor emergency escape path light installed in the seat base

- Each base shroud is finished with carpet
- Each seat is finished in leather
- Headphone jack on the forward face of outboard armrest

Note: A gap from the top of the finished carpet to the bottom of the seat pedestal shroud is maintained for cabin temperature stratification.

Baggage

The aircraft is equipped with one (1) baggage compartment, located aft of the lavatory area, accessible by both an interior and an exterior door. The interior baggage bulkhead door is hinged on the left hand side and opens into the lavatory. This door provides unlimited access in flight. A grill in the header is provided to comply with decompression requirements. This door is acoustically sealed along the edges to reduce sound transmission. A positive latch is installed to hold the door open. The forward side of the bulkhead and door is finished in wood veneer, and the aft side is fabric covered. An exposed threshold will be installed between the baggage compartment and the lavatory compartment beneath the baggage bulkhead door.

The baggage bay incorporates:

- A storage cabinet with two (2) storage compartments installed on the aft side of the right hand baggage bulkhead panel. The lower compartment is used to stow the emergency

exit "plug-in" table. The upper compartment is available for general storage;

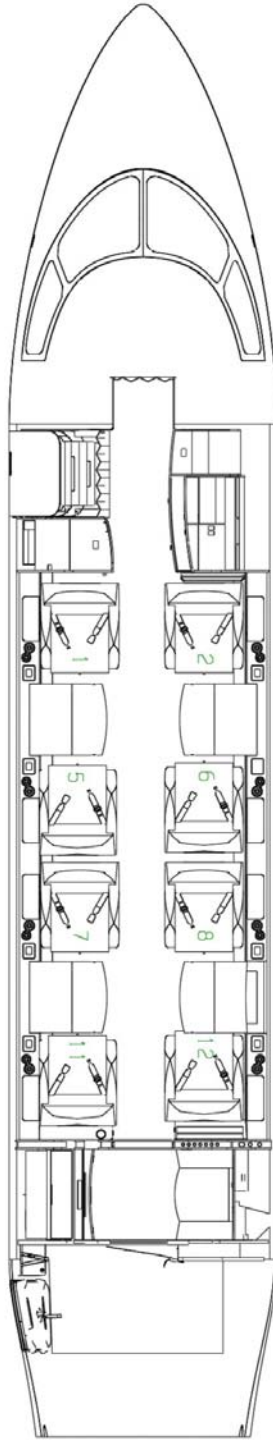
- Flush mounted lights installed in the headliner
- One (1) hang-up bar installed on the left-hand side
- Baggage net with quick disconnects utilizing footman loop tie-downs
- An assist strap to installed to assist in closing the exterior baggage door
- A smoke detector installed in the headliner.

The headliner and side panels are finished with fabric and are installed with color matched hardware.

A carpet (standard tredford) is fitted to the baggage compartment floor.

The baseline baggage compartment has a volume of 106 cubic feet (3 cubic metres) and accommodates a maximum of 750 pounds (340 kg).

Cabin Configuration



14.0 EXTERIOR

The exterior baseline paint is painted with an approximate average thickness of 0.005 (0.127 mm) has a single white color, non-metallic polyurethane base paint and has two fuselage stripes of any length and width. The engine nacelle (the interior remains factory finished), tail and winglets are painted to match the base color in accordance with the established baseline paint schemes.

The Aircraft is painted in accordance with Bombardier's exterior paint standards.

- A. The inside of the wheel well doors remain factory finish. The under carriage remains factory finished. The inside surface of the wheel well and the interior of the wheel well compartment is factory finished at source. The edges and frames of the main entry door, the emergency exit and the baggage door are painted the same as the adjacent fuselage.
- B. Stripes to continue approximately 0.25" onto surrounding surface, where applicable. The exterior of the emergency exit and main entrance door are identified with a 2" painted stripe per CFR requirements.
- C. The latches on any access panel, i.e. engine, hydraulic pump access covers, are polished. Radome and avionic nose compartment latches are polished except for finger touch and plated areas, which are to remain factory finish. Handles and latches on baggage bay door, battery compartment door and system service door are to remain factory finish.
- D. The original bright work on the aircraft is polished including the vertical stabilizer leading edges, wing leading edges, engine and horizontal leading edges. The APU exhaust surround, baggage door kick plate and wing inspection/anti-ice light bezels are to be polished.
- E. A 1" band on the skin around the passenger windows and kidneys access panels is polished and a 0.25" edge seal is applied over polish to paint edge.
- F. All externally visible (from outside with door closed) access door hinges are polished except engine cowling hinges, which are to be painted same as adjacent surface.
- G. The inside of all service doors, compartments and fairing are factory finished at source.
- H. The inside of the refuel/defuel service door and compartment are painted white.
- I. The inside of the air stair is painted to match fuselage.
- J. A clear plastic erosion protective cap is installed over the center of the radome after paint and will not affect the performance of the radar.
- K. A clear plastic erosion protective tape is installed on wingtip navigation light, on winglet leading edge, engine pylon leading edges, horizontal stabilizer tips. Blade antenna leading edges, drain mast leading edges, flap hinge leading edges.
- L. All exterior placards, with the exception of the stall vane decals and engine nacelle decals are silk-screened as per engineering drawing to meet DOT requirement.

15.0 SPECIAL EQUIPMENT

The following is a sample of the standard special equipment, provided as loose equipment (see attachment B for complete list of loose equipment):

- Jacking pads set
- Nose landing gear ground lock drag brace pin
- Main landing gear ground lock pin
- Left and right engine intake/exhaust cover
- APU intake cover
- APU exhaust cover
- ECS exhaust cover
- ECS inlet cover
- Left pitot /standby pitot cover
- Right pitot/TAT probe cover
- AOA vane cover
- Static pressure sensor cover
- Ice detector probe protector
- Emergency door pin and streamer assembly kit

- Light bulbs for crew and wardrobe cabinet (2 each)
- Interior paint tool kit
- Customer kit (toilet paper, sick sacks, Appearance group kit, tissues)
- Umbrellas (four, black)
- Coat hangers (eight)
- Compass deviation card
- Headsets (two)
- Cabin headphones (eight)
- Headphone pouch (eight)
- Spare wireless telephone handset (one)

16.0 EMERGENCY EQUIPMENT

Emergency equipment is provided for crew and passenger safety. The Aircraft is delivered with the following standard emergency equipment:

- One (1) fire extinguisher of 3.5 lb. (1.59 kg) Halon (Type 1A, 5-B, C), located in the right hand forward crew closet;
- One (1) fire extinguishers of 9lb. (4.08 kg) Halon (Type 1A, 10-B, C), located in the right hand aft enclosure, outboard of the toilet;

- Crewmember Personal Breathing Equipment (PBE);
- Emergency exit signs;
- One (1) PBE in the lavatory;
- Emergency lighting;
- Smoke detectors;
- Aircraft First Aid Kit

17.0 WEIGHT AND BALANCE / CENTER OF GRAVITY

The Aircraft will be weighed upon final completion. A weight and balance report including loading charts and an equipment listing will be provided as required by regulations.

Full Fuel Loading will consist of all operating items as specified in the estimated weight and balance report, allowable forward-seated passengers, a baggage allowance of 30 lb (13.61 kg) per passenger, and full fuel to maximum ramp weight.

Full Passenger Loading will consist of all operating items as specified in the estimated weight and balance report, full passengers, a baggage allowance of 30 lb (13.61 kg) per passenger, and allowable fuel to maximum ramp weight.

See Attachment A for more details regarding standard aircraft empty weight.

18.0 CUSTOMER SUPPORT SERVICES

Inspection and Acceptance Procedures

Seller will advise Buyer when the Aircraft will be available for Buyer's inspection and acceptance in accordance with the Agreement. Buyer will be entitled to have as many representatives as it deems

required to participate in such inspection and acceptance flight-test. However, only two (2) representatives of Buyer may participate in flight tests due to safety, insurance and regulatory requirements.

Flight Operations Support

Upon request by Buyer, Seller will provide, at no additional cost, the services of its pilots for the following activities:

- i) One pilot to assist Buyer during acceptance of the Completion Work from the interior completion center.
- ii) One pilot, for a period not exceeding 14 days from Delivery Time, to familiarize Buyer's flight crews with day-to-day Aircraft operations. Should Buyer requires the services of a Bombardier pilot during said period, then Buyer shall execute a Bombardier Standard

Pilot Services Agreement prior to Delivery Time.

In addition, Seller will provide, at no additional cost, the services of one dedicated, on-site, field service representative (FSR) to assist with the start-up of flight operations of the Aircraft for an initial period of 14 days. Buyer will be responsible to reimburse the reasonable travel and living expenses of Seller's pilots and FSR.

Buyer shall execute a Bombardier Standard Pilot Service Agreement prior to Delivery Time should a Bombardier pilot be required to fly the Buyer's aircraft as pilot-in-command or a copilot during said period.

Training

As part of the Purchase Price, Seller shall make available at its designated facilities:

- A type-rating course for two (2) qualified pilots, and;
- A ground maintenance-training program for two (2) mechanics.

Buyer shall be responsible for all travel and living expenses of Buyer's pilots and mechanics. Seller recommends that all training be completed before placing the Aircraft into service, but, in any event, all training shall be completed no later than 1 year from Delivery Time or Buyer's rights to training at no additional cost shall expire.

Technical Data and Services

The following documentation and technical publications, that are included in the Purchase Price of the Aircraft, are provided to Buyer by Seller on or about Delivery Time, but no later than sixty (60) days after Delivery Time

Manual Description	Quantity (# of set)		
Service Bulletins	1		
Ground Handling & Service Information	1		
Airplane Flight Manual	2		
Flight Crew Operating Manual (Volumes 1 & 2)	2		
Approved Aircraft Flight Manual Supplements and Flight Crew Supplemental Instructions issued for the equipment and systems installed by Seller	2	Honeywell Engine Maintenance Manual	1
Quick Reference Handbook	2	Honeywell Operating Instructions	1
Maintenance Manual	1	Honeywell Standard Practices Manual	1
Maintenance Facilities Manual	1	Honeywell Illustrated Parts Catalog	1
Supplemental Maintenance Manual (SMM)	2	Honeywell Service Bulletins	1
Maintenance Planning Document	1	FAA STC and return to service 337 forms covering new installations in the Aircraft.	2
Time Limits/Maintenance Checks	1	Accessories List of Completion Work Items installed by Seller	2
Component Maintenance Manual	1	Cabin handbook	2
Aircraft Recovery Manual	1	Serialized list of Completion Work items installed by Seller (by ATA chapters)	2
Illustrated Parts Catalog	2	Miscellaneous Vendor Manuals or component manuals for main components installed	2
Completion Instructions for continued Airworthiness	2	The Completion Work related engineering data, as follows:	2
Time Limits/Maintenance Checks	1	1. A complete set of avionics and electrical wiring diagrams for Seller's completion installed systems.	
Operating Manual	2	2. A complete set of Seller's Ground Test Procedures (GTP's), where applicable, as listed in the Modification List	
Structural Repair Manual	1	3. Electrical Load Analysis Supplement	
Weight & Balance Manual (including completed Aircraft weight and balance report with sample loading charts)	2		
Non-Destructive Test Manual	1		
Illustrated Tool & Equipment Manuals	1		

Note: This list is subject to change. A definitive list will be provided to Buyer prior to Delivery Time.

All maintenance manuals and their revisions are provided on CD-ROMs. Completion manuals and related support data, for which no revision services are provided, are provided in a combination of CD-ROMs and hardcopies.

In addition, commencing at Delivery Time, Seller shall make available, from time to time, to Buyer at its last address provided by Buyer in writing to Seller, service bulletins and general information applicable to the Aircraft, as well as any amendments to the documentation and technical publications referred to above applicable to Buyer's Aircraft, for a period of 10 years after delivery of the last BD100-1A10 aircraft manufactured by Seller. Seller shall provide this service at no additional cost to Buyer for a period of 3 years from Delivery Time.

Technical Support – SmartFix Troubleshooting Tool

As part of the Purchase Price, Seller will provide a one-year free subscription of web access to

SmartFix, a computer based troubleshooting tool. Subsequent subscription is subject to terms and

conditions between Seller and Buyer. However, a Smart Parts Plus subscriber (see section below) is entitled to a SmartFix stand-alone application as well as a web access free of charge.

Any computer software ("Software") delivered by Seller to Buyer in connection with SmartFix or the Aircraft, excluding any Software covered by separate license agreements (whether shrink-wrap or otherwise), is being licensed to Buyer and not sold. Seller hereby grants to Buyer (who for this purpose is a mere licensee) a personal, non-exclusive, and non-transferable (except in connection with a transfer of the Aircraft) license to use the Software solely for its intended purpose and solely in connection with the intended operation of the Aircraft. The Software, all copies thereof, and all

derivative works based thereon, in whole or in part, and all copyright, patent, trade secret, and other intellectual and proprietary rights therein (whether arising under the laws of Canada, the United States, or under other foreign laws or international treaties), are and shall remain the property of Seller. All copyright, patent, trademark, and other similar notices shall be displayed as designed. Buyer shall not duplicate or permit the duplication of the Software. Buyer shall not modify, translate, reverse assemble, reverse engineer, or decompile the Software, in whole or in part. The license shall terminate when the Software is no longer being used as intended in connection with SmartFix or the Aircraft.

Smart Parts Plus Program

Buyer will have the option of enrolling the Aircraft in Seller's Smart Parts Plus program applicable to the Aircraft. This program provides aircraft system component replacement coverage and SmartFix, computer software for aircraft troubleshooting, in

return for monthly flight hour payments. In the event Buyer exercises this option, a separate Smart Parts Plus Agreement will be executed between the Buyer and Seller.

Computer Maintenance Management System (CMMS)

In order to facilitate the performance of maintenance of the Aircraft at required intervals, Seller shall cause to be provided to Buyer the Computer Maintenance Management Services (CMMS) from the then current Seller recommended supplier of such services, free of charge for one (1) year.

CMMS enables operators of aircraft to monitor the routine maintenance and replacement of serialized components, to schedule services, and to record accomplishment of scheduled and unscheduled

maintenance, Services Bulletins, and Airworthiness Directives.

Buyer acknowledges that CMMS will be provided by an independent third party. Buyer further acknowledges that Seller shall not be a party to the CMMS agreement between Buyer and the CMMS provider and that Seller makes no representation on warranty under such agreement, whether express or implied.

MedAire Medical Safety Package

MedAire, Inc. provides the following services free of charge for one year and, upon subscription, renewable annually thereafter with MedAire:

- MedLink® Worldwide: 24-hour pilot to physician hotline for immediate medical consultation while in flight or on the ground.

- Training: Two (2) day course for three (3) people on management of in-flight illness and injury training designed to help flight crews.
- Aircraft First Aid Kit: Comprehensive first aid kit designed specifically for handling in-flight medical incidents.

Leading Edge Program

Upon execution of this Agreement, Buyer, at no additional cost, may participate in the Leading Edge Program. Leading Edge is delivered by prominent educators, pilots and researchers and supported by a comprehensive safety-system resource package. The key components include:

- Unusual attitude/upset training for two pilots at the National Test Pilot School's facilities in Mojave, California;
- One copy of AV Alert materials to be supplied to Buyer. AV Alert is a world-class training program on fatigue and countermeasures to combat fatigue and its effects; and
- One copy of the Safety Management System (SMS) Resource Kit to be supplied to Buyer. The SMS Resource Kit provides the foundation for implementing an effective safety management system within a corporate flight department.

Buyer acknowledges that the training and supporting materials provided as part of the Leading Edge Program shall be provided directly by third parties to Buyer. The training and supporting materials shall be the sole responsibility of the respective third party

provider and shall be subject to the terms and conditions set by each third party provider. The rights of Buyer with respect to the programs offered as part of Leading Edge shall be a matter between Buyer and the respective third party provider. Buyer understands that Seller makes no representations or warranties, whether express or implied, regarding the programs offered as part of the Leading Edge Program.

Buyer shall be responsible for all travel and living expenses of Buyer's personnel.

Buyer agrees to hold Seller harmless from and against all claims, losses, damage or judgments arising out of or related to the services provided as part of the Leading Edge Program.

Buyer and Seller agree to work together with the third parties providing the services under the Leading Edge Program to schedule training times for Buyer's pilots and to arrange for Buyer's receipt of the supporting materials provided as part of the Leading Edge Program.

19.0 WARRANTY

19.1

Subject to the terms set forth in this Article 19, Seller warrants to Buyer that at Delivery Time and for the Warranty periods set forth below, the Aircraft shall be free from: i) defects in material, ii) defects in manufacture and iii) defects in design, having regard to the state-of-the-art as of the time of design of the Aircraft ("Warranty"). In case of any such defect during the Warranty periods set forth below, Seller's sole obligation and liability under this Warranty shall be a) expressly limited to correction by repair, replacement or rework of such defect by Seller at Seller's facilities, or at such other facility as may be designated by Seller, it being understood that Seller shall be responsible for the costs of the parts, material and labor related to such repair, replacement or rework and b) subject to Buyer giving written notice to Seller's warranty department of a claim under this Warranty (the "Claim") as soon as practicable but in no event later than expiration of the Warranty periods set forth below.

Cost of transportation or shipping of the Aircraft or any item(s) covered under the Warranty for the purpose of a repair, replacement or rework pursuant to the Warranty shall be at Buyer's expense. For the full Warranty to apply, Seller must receive defective components within the period specified in the Parts Logistic Price Catalog.

19.2

The Warranty for the Aircraft shall be for 5,000 flight hours or 60 months from Delivery Time, whichever first occurs.

19.3

Notwithstanding Article 19.2, the Warranty for the Completion Work shall be for 2,000 flight hours or 24 months from Delivery Time, whichever first occurs. For metallic exterior paint, the Warranty shall be limited to 90 days from Delivery Time.

19.4

Notwithstanding Articles 19.2 and 19.3, the Warranty for the Avionics, as described in Article 12, shall be for 60 months from Delivery Time.

19.5

Notwithstanding Articles 19.2, 19.3 and 19.4, the Warranty for airframe primary metal structures defined in Sections 53 (Fuselage), 55 (Stabilizers) and 57 (Wings) of the Aircraft Structural Repair Manual in effect as of the date of this Agreement

shall be for 10,000 flight hours or for 120 months from Delivery Time, whichever first occurs; provided, however, that such extended Warranty period does not apply to doors, fairings, covers, non metallic structures and systems/equipment support structure, for which specific items the Warranty period shall be as stated in Article 19.2.

19.6

Any Seller issued Service Bulletin incorporated by Seller prior to Delivery Time shall be covered by the applicable Warranty set forth in Articles 19.2, 19.3, 19.4 and/or 19.5 except for any material furnished by Buyer.

19.7

Buyer shall be entitled to Warranty coverage provided the Claim is not the result of one of the followings:

- i. the Aircraft has been operated or maintained in material violation of the provisions of Seller's Approved Flight Manual, Maintenance Manual or Service Bulletins, as each may be amended from time to time by Seller;
- ii. an installation, repair, alteration or modification to or of the Aircraft made by Buyer or a third party is the cause or a contributing cause of the defect;
- iii. the Aircraft has been subjected to misuse, abuse or accident or has been improperly stored or protected against the elements when not in use.

19.8

Notwithstanding any other provisions herein, the warranty shall not apply to the engines installed on the Aircraft. The warranty for the engines shall be provided directly by the engine manufacturer to Buyer, shall be the sole responsibility of the engine manufacturer, and the rights of Buyer with respect to the engines shall be a matter as between the engine manufacturer and Buyer. Buyer agrees that Seller shall have no obligation or liability for any Warranty on the engines including, without limitation, any lack of performance, reliability or maintainability of the Aircraft as a result of the engines.

For information purposes, subject to the terms and conditions of each manufacturer's warranty or any amendment thereof, for which Seller bears no liability whatsoever, the manufacturer's warranty period for the APU is 3,000 APU hours or five (5)

years from Delivery Time, whichever first occurs and the manufacturer's warranty period for the Rockwell Collins basic avionics is five (5) years from Delivery Time. Seller shall provide its Warranty on the APU and Rockwell Collins basic avionics during the time period provided at Article 19.2.

19.9

The Warranty shall not apply to any accessory, equipment or part incorporated in the Aircraft, which is not furnished pursuant to this Agreement. In addition, the Warranty excludes scheduled maintenance inspections and overtime. The Warranty shall not apply to normal wear such as brake wear and tire wear, accrued life usage, consumables such as fuel, oil, liquid deicing systems and filters, or any servicing or replenishment of such consumables.

19.10

Any repair, replacement or rework under the Warranty shall be covered to the extent of the unexpired portion of the Warranty periods set forth in this Article 16 remaining at the time of such repair, replacement or rework.

19.11

All costs resulting from the removal of non-defective items, other than by Seller or Seller's representatives, shall be paid by Buyer.

19.12

Buyer shall maintain reasonably complete records of operations and maintenance of the Aircraft and shall make such records available to Seller as Seller may reasonably require. If Buyer fails to maintain those records Seller shall be relieved of its Warranty obligations.

19.13

The Warranty is for the benefit of Buyer, its successors and all persons to whom title to the Aircraft may be transferred during the Warranty periods set forth herein, provided that any successor or owner shall remain subject to the applicable provisions of this Agreement to the same extent as Buyer.

20.0 PATENT AND TRADEMARK PROTECTION

Subject to the provisions set out below, Seller agrees to indemnify and defend Buyer and save Buyer harmless against any claim brought against Buyer that Buyer's use of the Aircraft constitutes an infringement of any U.S. or Canadian patent, or trademark provided that:

- i) Buyer notifies Seller in writing of the claim within ten (10) days after Buyer's receipt of the claim;
- ii) Upon Seller's written request, Buyer immediately gives to Seller control over the defense and/or settlement of the claim;
- iii) Buyer fully cooperates with Seller in such defense and/or settlement; and
- iv) Buyer does not prejudice Seller's conduct of such defense and or settlement.

In no event shall Seller have any obligation with respect to any liability, loss, damage or expense in respect of, arising out of or resulting from any lack or loss of use of the Aircraft.

The foregoing shall only create an indemnity obligation upon Seller for claims, which are solely and directly based upon the use, sale or offer for sale of

the Aircraft. No indemnifying obligation shall arise or exist with respect to claims that are based upon the engines, avionics equipment, or any accessory, equipment or part thereof, or any other accessory, equipment or part which was not manufactured by Seller or which was not manufactured exclusively pursuant to Seller's detailed design, or which was included in the Aircraft either by Buyer, on behalf of Buyer or at Buyer's request, or which was supplied by Buyer or procured or manufactured by Seller in accordance with Buyer's specifications, nor shall any obligation arise or exist if the alleged infringement is based upon the use of the Aircraft in a manner prohibited by relevant directives or regulations issued by appropriate government agencies or instrumentalities.

Subject to the foregoing provisions of this Patent and Trademark Protection, Seller shall pay court costs and its reasonable attorney's fees for defending such claim, as well as the amount of any settlement deemed advisable by Seller or any damages that may be awarded against Buyer in respect of such claim. At its own expense, Seller may at any time, at its option:

- i) procure for Buyer the right to continue to use the Aircraft; or
- ii) modify the Aircraft, including modifying or replacing any part thereof to render the Aircraft non-infringing.

n the event the use of the Aircraft by Buyer has been enjoined, Buyer shall have the right to require Seller

to take action in accordance with the foregoing, provided that it shall be Seller's sole option as to which alternative action it takes. Except as expressly provided above, Seller does not provide any other representation, warranty or protection concerning patents or trademarks with respect to the Aircraft.

21.0 CONSULTANTS

Should Buyer retain the services of a consultant or other third party representative (the "Consultant") in connection with this Agreement then, before any contact be initiated between Consultant and Seller, Buyer shall (i) provide Seller with a written notice confirming the appointment of such Consultant and describing the responsibilities of such Consultant and

the different matters (ex: technical and/or financial matters) with respect to which Consultant has been granted authority to act on behalf of Buyer and bind Buyer and (ii) cause Consultant to sign Seller's standard non-disclosure agreement. Seller is entitled to conclusively rely on the content of such notice in its dealings with Consultant.

ATTACHMENT A: ESTIMATED WEIGHT AND BALANCE

BOMBARDIER
AEROSPACE

REPORT : Baseline FP1
REVISION A
PAGE : 1
DATE : 10-May-06

Item Description	Weight lbs	Weight Kg	C.G. inch	C.G. m	% MAC
Baseline Aircraft - Weight Empty	22640	10269	610.6	15.51	48.1
Delivered Weight Empty	22750	10319	609.7	15.49	47.2
Operating Provisions:					
Pilot	180	81.6	305.2	7.75	
Copilot	180	81.6	305.2	7.75	
Crew Baggage	40	18.1	383.1	9.73	
Flight Manuals	30	13.6	320.0	8.13	
Galley Supplies/Consumables	110	49.9	367.1	9.32	
Fly-Away Kit	23	10.4	240.0	6.10	
Aft Equip. Bay Ladder	12	5.4	740.0	18.80	
Aft Potable Water	20	9.1	610.0	15.49	
Lav/Toilet Chemicals	20	9.1	610.0	15.49	
Lav Supplies	5	2.3	610.0	15.49	
Unusable Fuel	100	45.4	585.0	14.86	
Engine Oil	30	13.6	742.0	18.85	
Subto	750	340.2	397.0	10.09	
Operating Weight Empty	23500	10659	602.9	15.31	41.2

All changes to the options list shown in Schedule "A-2" of the purchase agree must be shown in the above Buyer Options Section prior to final approval. Final Delivery Weight Empty will be within 2% of Estimate shown above.

ATTACHMENT B: LOOSE EQUIPMENT

The following Seller-supplied loose equipment, not included in the Estimated Weight and Balance (Attachment A), is not FAA certified, and the use of and/or the carriage of such loose equipment aboard the Aircraft is Buyer's responsibility.

Loose Equipment

One (1) (kit)	Interior Paint, Tool Kit		
• Ten (10)	#1 Artist Brushes	• Five (5)	#1 Ship Brushes
• Five (5)	#1 Acid Brushes	• Ten (10)	Tack Rags
One (1) (kit)	Customer Kit		
• Four (4)	Toilet paper rolls	• One (1)	Appearance group
• Ten (10)	Sick Sacks	• One (1)	Tissue Box
One (1)	Microwave (28 VDC)		
Four (4)	Umbrellas (Black) – Totes		
Twelve (12)	Coat Hangers, Wood		
One (1)	Compass Deviation Card		
Two (2)	Headsets, Airman 750		
Eight (8)	Cabin Headphones		
Eight (8)	Headphone Pouches		
One (1)	Paper roller		
One (1)	Set of throw rug per club-seat		
One (1)	Throw rug for the entry way		
Four (4)	Pillows		
One (1)	EGPWS cable		

Ground Support Equipment

Three (3)	Jacking Pads		
One (1)	NLG Ground Lock Drag Brace Pin		
Two (2)	MLG Ground Lock Pin		
One (1) (set)	L & R Engine Intake/Exhaust Cover		
One (1)	APU Intake Cover		
One (1)	APU Exhaust Cover		
One (1)	ECS Inlet Cover		
One (1)	ECS Exhaust Cover		
One (1)	Left Pitot / Standby Pitot Cover		
One (1)	Right Pitot / TAT Probe Cover		
Two (2)	AOA Vane Covers		
Two (2)	Static Sensor Pressure Covers		
Two (2)	Ice Detector Probe Protectors		
Two (2)	Fuel Vent Blanking Plugs		
One (1) (kit)	Emergency Door Pin and Streamer Assembly Kit		
	• One (1)	Emergency Door Pin	
	• One (1)	Streamer Assembly	
One (1)	GSE Storage Bag		
One (1)	Tailcone Vent Plug Assembly		
One (1)	Suction Cup Filter		
Two (2)	Engine Generator Cooling Duct Plug Assemblies		
Four (4)	Thrust Reversers Lock-out Bolts		
Four (4)	Thrust Reversers Lock-out Pin Seats		
One (1)	PMAT Kit		

Completions Spares

Two (2)	Light Bulbs (for crew and wardrobe cabinet)
One (1)	Remote Control
One (1)	Wireless Telephone Handset