



BY TEXTRON AVIATION

GRAND CARAVAN EX

SPECIFICATION AND DESCRIPTION



Note: Rendering on cover includes optional equipment.

AUGUST 2021

REVISION B
SERIAL NUMBER 208B5656 TO TBD

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INTRODUCTION

This Specification and Description provides general information about the design, performance, and standard equipment of the Cessna Grand Caravan EX (Model 208B), Serial Number 208B5656 to TBD (hereinafter “Grand Caravan EX” or “Aircraft”). Due to the lapse of time between the date of this publication and Aircraft delivery, Textron Aviation Inc. (hereinafter “Seller”) reserves the right to revise this Specification and Description when occasioned by product improvements, government regulations, or other good cause, as long as the revisions do not result in a material reduction in Aircraft performance. If there is a conflict between this Specification and Description and the Aircraft Purchase Agreement into which it is incorporated, the terms and conditions of the Aircraft Purchase Agreement control.

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THE AIRCRAFT

1. GENERAL DESCRIPTION

The Grand Caravan EX is an unpressurized single-engine high wing turboprop aircraft. The Aircraft has provisions for up to 14 occupants and is single pilot capable. (Operations with more than nine passengers must be approved by the registering country's aviation authority.) The Grand Caravan EX has internal storage locations for personal items, baggage, and cargo.

A single Pratt & Whitney Canada (P&WC) PT6A-140 turboprop engine powers the Grand Caravan EX, and a Garmin G1000 NXi system provides pilots with a digital avionics suite.

1.1 Certification

The Grand Caravan EX is certified in accordance with U.S. FAA 14 CFR Part 23, Normal Category, including day, night, VFR and IFR. The Aircraft is approved for flight-into-known-icing when equipped with the appropriate options.

1.2 Purchaser's Responsibility

International aircraft certification may require modifications to and the incorporation of additional equipment into the Aircraft. The Aircraft purchaser ("Purchaser") is responsible for the costs of any such modifications and incorporation of additional equipment. In addition, the Purchaser is responsible for obtaining approval to operate the Aircraft from the relevant civil aviation authority and for understanding and complying with applicable crew requirements.

EXTERIOR DIMENSIONS

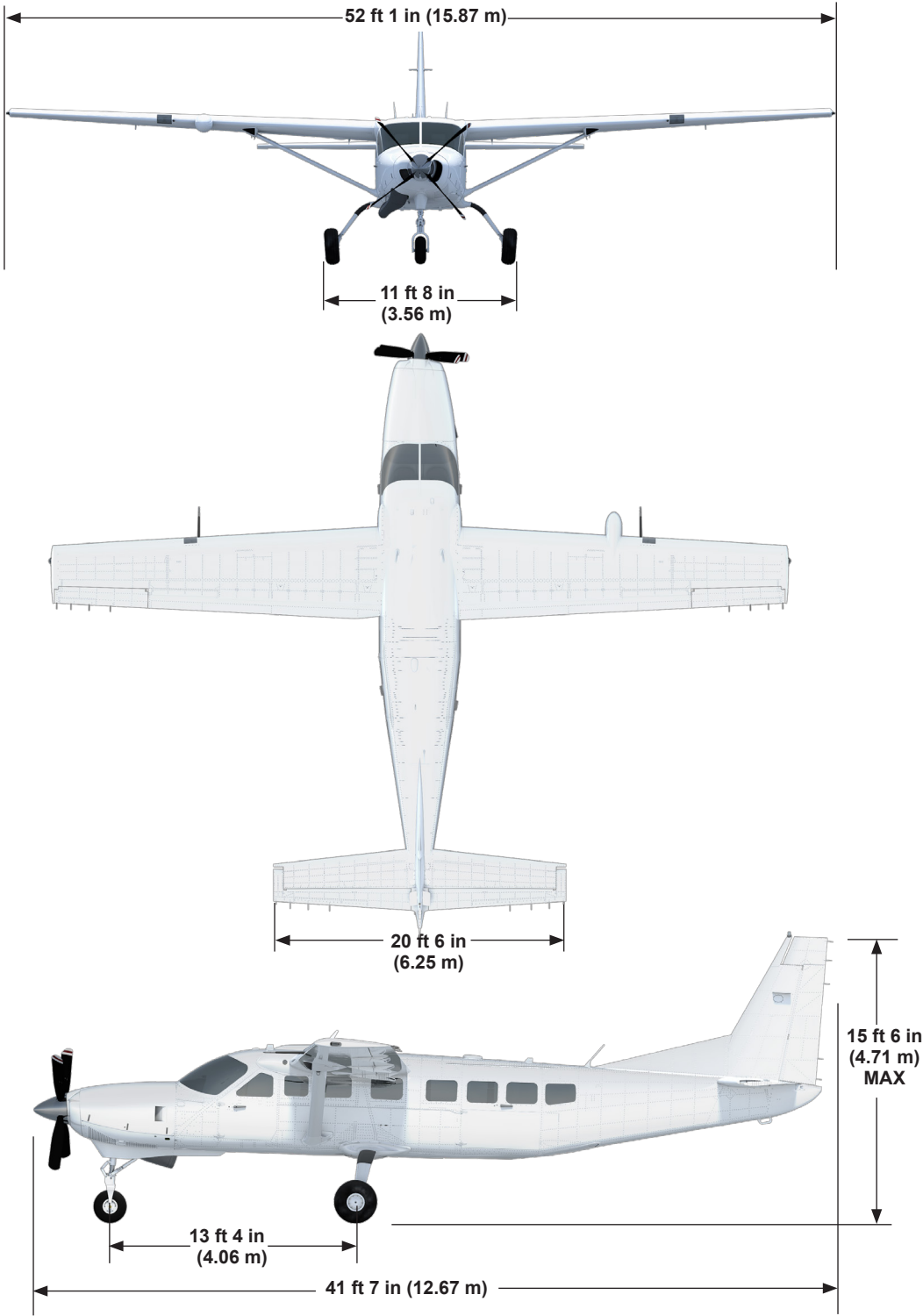


Figure 1: Exterior Dimensions

EXTERIOR DIMENSIONS

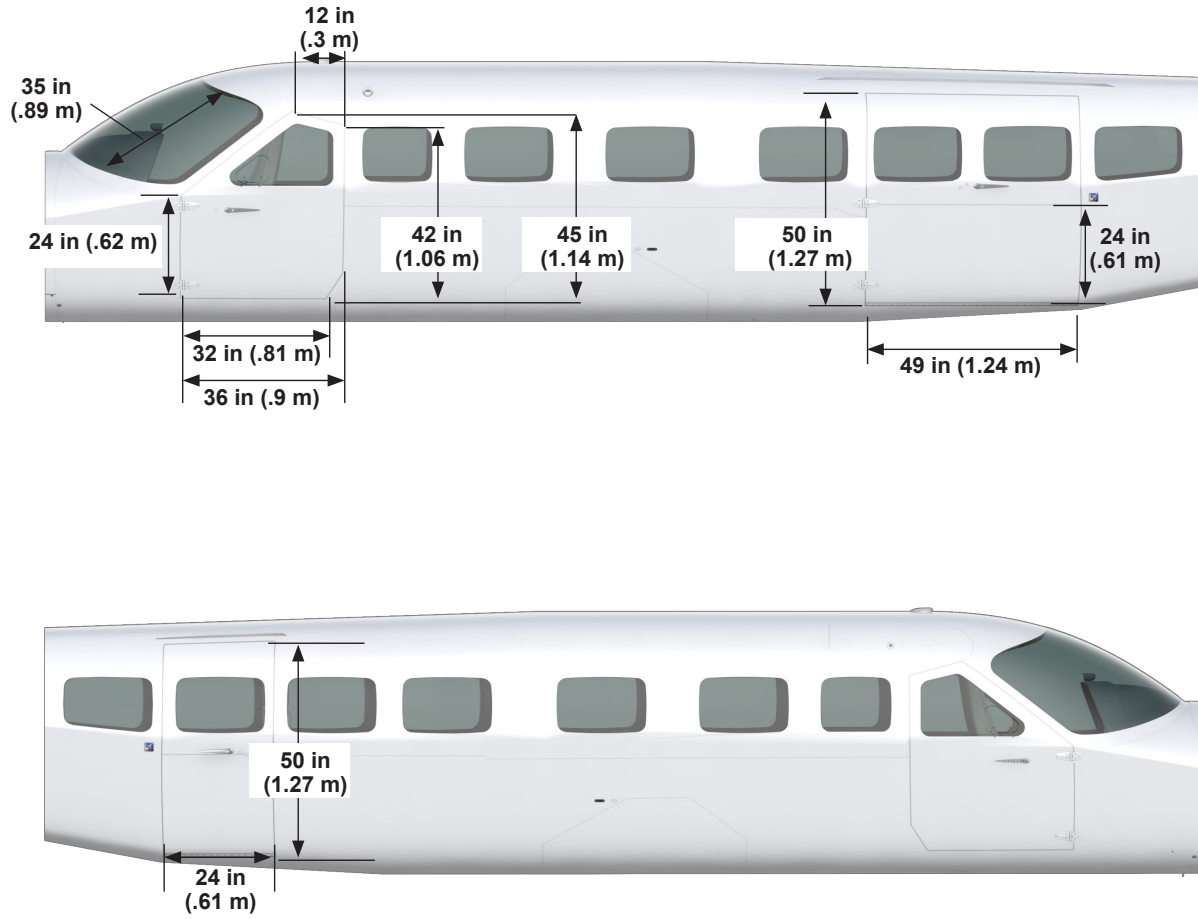


Figure 2: Exterior Dimensions

INTERIOR DIMENSIONS

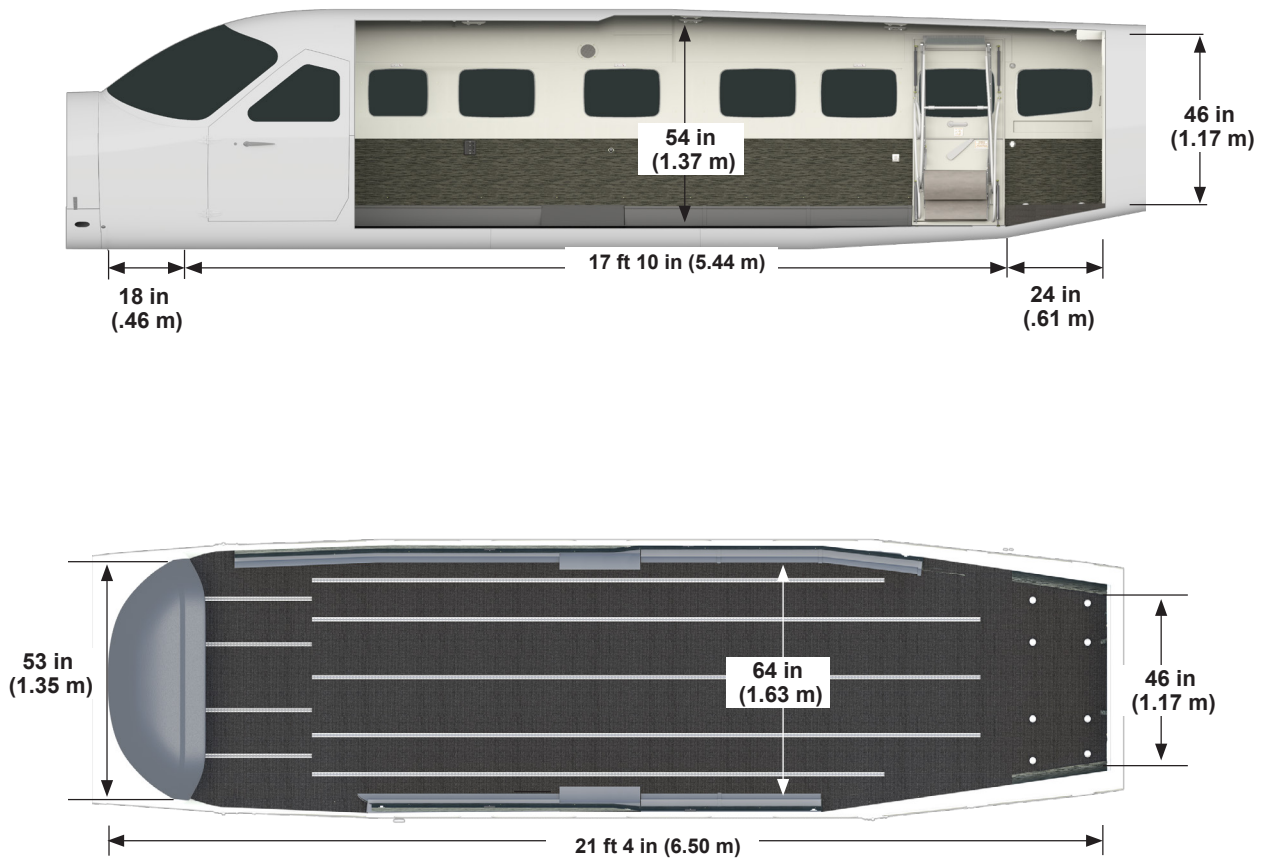


Figure 3: Interior Dimensions

1.3 Approximate Dimensions

OVERALL HEIGHT		15 ft 6 in (4.71 m)	
OVERALL WIDTH		52 ft 1 in (15.87 m)	
OVERALL LENGTH		41 ft 7 in (12.67 m)	
TREAD		11 ft 8 in (3.56 m)	
WING	SPAN (overall) 52 ft 1 in (15.87 m)	AREA 279.4 ft ² (25.96 m ²)	SWEEP 0° Dihedral +3°
HORIZONTAL TAIL	SPAN (overall) 20 ft 6 in (6.25 m)	AREA 70.04 ft ² (6.5 m ²)	SWEEP 0°
VERTICAL TAIL	HEIGHT 8 ft 2 in (2.49 m)	AREA 39.92 ft ² (3.71 m ²)	SWEEP (Rudder hinge line) +9.437°
CABIN INTERIOR	HEIGHT (max) 54 in (1.37 m)	LENGTH* 21 ft 4 in (6.50 m)	WIDTH (max) 64 in (1.63 m)

*Cabin Length: Firewall to Aft Bulkhead (nominal)

1.4 Design Weights and Capacities

MAXIMUM RAMP WEIGHT	8,842 lb (4,010 kg)
MAXIMUM TAKEOFF WEIGHT	8,807 lb (3,995 kg)
MAXIMUM LANDING WEIGHT	8,500 lb (3,855 kg)
BASIC OPERATING WEIGHT (1 Crew, 200 lb each, typically equipped)	5,350 lb (2,427 kg)
FUEL CAPACITY (usable at 6.7 lb/gal)	2,246 lb (1,019 kg)

2. PERFORMANCE

All performance data is based on a standard aircraft configuration, operating in International Standard Atmosphere (ISA) conditions with zero wind. Takeoff and landing lengths are based on a flat, even, hard surface at sea level with dry runway. Actual performance will vary with the individual aircraft and other factors such as environmental conditions, aircraft configuration, and operational/ATC procedures.

TAKEOFF DISTANCE OVER 50 FT OBSTACLE (sea level, 8,807 lb)	2,160 ft (658 m)
TAKEOFF GROUND ROLL (sea level, 8,807 lb)	1,399 ft (426 m)
MAXIMUM CERTIFIED ALTITUDE	25,000 ft (7,620 m)
MAXIMUM CRUISE SPEED (+/- 3%) (10,000 feet {3,048 m} altitude; 8,807 pounds {3,995 kg} maximum cruise setting)	195 KTAS (361 km/hr)
MAXIMUM CRUISE SPEED (+/- 3%) (20,000 feet {6,096 m} altitude; 8,807 pounds {3,995 kg} maximum cruise setting)	186 KTAS (344 km/hr)
RANGE (Single pilot, 2,246 lb usable fuel and fuel allowance for engine start, taxi, takeoff, climb, descent and 45-minutes reserve)	
MAXIMUM CRUISE POWER at 10,000 ft (Endurance 4.4 hr)	832 nm (1,540 km)
MAXIMUM CRUISE POWER at 18,000 ft (Endurance 5.7 hr)	1,040 nm (1,926 km)
MAXIMUM RANGE POWER at 10,000 ft (Endurance 6.0 hr)	973 nm (1,802 km)
MAXIMUM RANGE POWER at 18,000 ft (Endurance 6.8 hr)	1,125 nm (2,083 km)
LANDING DISTANCE OVER 50 ft. OBSTACLE (sea level, 8,500 lb, no reverse)	1,871 ft (570 m)
LANDING GROUND ROLL (sea level, 8,500 lb, no reverse)	1,039 ft (317 m)

3. DESIGN LIMITS

DESIGN LOAD LIMITS	
Flaps UP	+3.8 to -1.52G
Flaps LAND (All Settings)	+2.4G
OPERATING LIMIT SPEEDS	
V_{MO}	175 KCAS (324 km/hr)
V_A 8,007 lb	148 KCAS (274 km/hr)
V_A 7,500 lb	137 KCAS (253 km/hr)
V_A 6,250 lb	125 KCAS (231 km/hr)
V_A 5,000 lb	112 KCAS (207 km/hr)
FLAP EXTENSION SPEEDS	
UP to TO/APR	150 KCAS (278 km/hr)
TO/APR to LAND	125 KCAS (231 km/hr)

4. FUSELAGE

4.1 Design and Construction

The Grand Caravan EX incorporates a rectangular fuselage of metallic construction with an unpressurized cabin. A flat floor cabin with integrated floor tracks provides optimized cabin flexibility.

4.2 Nose Section

The nose section houses a single P&WC PT6A-140 turboprop engine. This Aircraft is equipped with a two-piece plexiglass windshield reinforced with a metal center strip; they are defogged via engine bleed air.

4.3 Interior Spaces

The flight compartment and cabin are described in Section 10 and 11, respectively.

4.4 Aft Fuselage

The aft fuselage features an unpressurized baggage and a utility cargo area, detailed in Section 12.1.

5. WING

The Aircraft features a straight high wing design that is externally braced to the fuselage. The wings are constructed of front and rear spars with formed sheet metal ribs, doublers and stringers.

Slot lip spoilers, flaps, and conventional ailerons are incorporated into each wing.

6. EMPENNAGE

The empennage features a vertical and horizontal stabilizer forming a conventional tail design.

7. LANDING GEAR

7.1 Design and Construction

The landing gear is of the non-retracting, tricycle type with a nose wheel and two main wheels. Shock absorption is provided by the tubular spring steel main landing gear strut.

7.2 Nose Wheel Steering

The nose gear assembly is of conventional strut design. Nose wheel steering is mechanically actuated by the rudder pedals.

7.3 Brakes and Tires

Each main gear wheel is equipped with a hydraulically actuated four piston brake.

The Grand Caravan EX is equipped with single wheels and tires (three tires; one nose gear and one each left and right main).

	PLY	SIZE
NOSE GEAR TIRES	6	22 x 8.0 x 8
MAIN TIRES	8	8.5 x 10

8. PROPULSION

8.1 Powerplant

The Aircraft is powered by a single fuselage mounted Pratt and Whitney PT6A-140 turboprop engine.

The propulsion system is operated by the power lever, propeller lever, and fuel condition lever.

An inertial separator system is built into the engine air inlet duct to prevent moisture particles from entering the engine inlet plenum. The inertial separator system is mechanically controlled by a push-pull handle located on the left side of the instrument panel.

TAKEOFF POWER RATING (at sea level)	867 SHP
MAX PROPELLER SPEED	1900 RPM
TBO	4,000 Hours

8.2 Propeller

The engine is equipped with an aluminum McCauley 102-inch diameter four blade, constant speed, full feathering, single acting, reversible pitch propeller.

9. SYSTEMS

9.1 Flight Controls

The Primary Flight Controls (PFC) are mechanically operated with a pushrod and cable system which actuates the rudder, elevator, and ailerons.

Secondary flight controls include mechanical trim for aileron and rudder. Elevator trim is both mechanical and electric. The flap system has an electrically driven jackscrew actuator with a primary and standby motor. The mechanical roll spoiler travel is proportional to aileron up travel.

9.2 Fuel System

There are two separate fuel tanks (one vented integral tank in each wing formed by the front and rear spars), a fuel reservoir, engine fuel system, quantity and flow instrumentation, and the necessary lines, controls, valves and pumps complete the system.

The pilot can mechanically select fuel from either left or right fuel tanks, or both at the same time. Normal operation utilizes both tanks simultaneously.

The Grand Caravan EX is certified for a wide range of fuels. Refueling the tanks is accomplished through filler caps in each wing. PRIST additives are not required. Total usable fuel is 2,246 lb (1,019 kg).

9.3 Electrical System

The electrical system is powered by a 200-amp engine driven starter generator. The Aircraft's main battery is a 24-volt, 38 amp-hour sealed lead acid battery, which is mounted in the nose. Power is supplied to most general electrical and all avionics circuits through two general buses, two avionics buses, and a battery bus.

In the unlikely event of generator loss, the 75-amp capacity belt-driven alternator can also provide backup electrical power.

9.4 Exterior Lighting System

9.4.1 Primary

Standard LED exterior lighting consists of two navigation lights, two landing lights for increased runway visibility, two taxi/recognition lights, two strobe lights and a single flashing beacon.

9.4.2 Secondary

Secondary lighting includes an ice detection light (left hand side only) and a single courtesy light is located under each wing.

9.5 Environmental System

Cabin temperature and volume of airflow to the cabin is regulated by the cabin heating, ventilating and defrosting system. A fan driven ventilation system provides supplemental cabin ventilation through two overhead mounted ventilators. Forward fuselage ram air inlets provide ventilation through two through panel outlets to the flight deck.

10. FLIGHT COMPARTMENT

10.1 General

The Garmin G1000 NXi system is the featured avionics suite on the Grand Caravan EX. Three full-color, 10-inch, high resolution flight displays are included.

Two complete crew stations are furnished with dual panel mounted controls and rudder/brake pedals. The fully adjustable crew seats include five-point restraint harnesses, and some storage is provided in the door next to the two seats.

LED illuminated panels, instrument floodlights, toggle switches and overhead map lights are standard in the flight compartment.

10.2 Instrumentation



Figure 4: Instrumentation

1. Primary Flight Display (PFD)	7. Inertial Separator
2. Multi-Function Display (MFD)	8. ELT Remote Switch
3. Standby Instruments	9. Cabin Heat
4. Automatic Flight Control System	10. Cockpit Lighting Controls
5. Powerplant Controls	11. Exterior Lighting Controls
6. Flap Control	12. Dual Audio Panel

10.3 Avionics

The Garmin G1000 NXi integrated avionics system includes the Garmin Integrated Flight Deck, flight crew radio communications, navigation receivers, Engine Indicating System, Crew Alerting System, Automatic Flight Control System, and Attitude/Heading Reference System.

During the normal course of aircraft manufacturing, maintenance, and operation, technicians install or update certain software and data onto standard and optional avionics and other equipment. During the course of such installation, it may be necessary to digitally “accept” or otherwise consent to certain supplier required end-user license agreements (“EULA”) and other terms and conditions in order to proceed with the software or data installation process. These are commonly referred to as “click-wrap” or “click-through” digital agreements. Purchaser hereby authorizes and consents to technicians clicking “accept” on such agreements and agrees to be bound by the terms of such agreements. Purchaser acknowledges and agrees to independently review such “click-wrap” agreements.

10.3.1 Flight Displays

The Garmin Integrated Flight Deck includes three 10 inch, high- resolution Liquid Crystal Displays (LCD) in widescreen, landscape orientation. The two outer displays are the Primary Flight Displays. The Multi-Function Display is centrally located.

10.3.1.1 Primary Flight Displays (PFDs)

The two PFDs are located on the pilot’s and copilot’s instrument panels. The PFDs display flight information, moving map imagery, and color-coded Crew Alerting System messages.

10.3.1.2 Multi-Function Display (MFD)

The MFD, which is located in the center panel, displays a detailed moving map, terrain, traffic, and weather information as well as a dedicated engine and systems information window. Display of electronic charts and taxi diagrams is included.

Multiple reversionary modes provide for control redundancy.

Applicable subscription services are the Purchaser’s responsibility.

10.3.2 Garmin’s Integrated Avionics Unit (GIA)

Dual Integrated Avionics Units include the Global Positioning System with Wide Area Augmentation System (WAAS) receivers, Very High Frequency (VHF) communication radios, VHF navigation radios, and glideslope receivers in addition to supporting input-output processing, aural alert generation, and Flight Director functions.

10.3.2.1 Global Positioning System (GPS)

The G1000 NXi system includes dual GPS with WAAS receivers as part of the GIA.

10.3.2.2 Very High Frequency Radio (VHF)

The G1000 NXi system includes two standard VHF voice radios that are part of the GIA. The VHF voice radios are controlled by the flight crew via the dual audio panel controls.

10.3.2.3 Navigation Receivers

The G1000 NXi system includes two standard VHF navigation radios as part of the GIA.

10.3.3 Engine Indicating System (EIS)

The Engine Indicating System (EIS) displays electrical, fuel and engine information on the left side of the MFD.

10.3.4 Crew Alerting System (CAS)

The Crew Alerting System (CAS) displays Master Warning Messages (red), Master Caution (yellow), and Advisories (white) on both PFDs. The annunciation window is to the right of the altimeter and vertical speed indicator.

10.3.5 Flight Guidance System (FGS)

The GFC-700 Automatic Flight Control System (AFCS) is part of the Garmin G1000 NXi. The AFCS can be divided into the following functions:

- Flight Director—The Flight Director provides vertical/lateral mode selection and processing, command bars showing pitch/roll guidance, and pitch/roll commands to the autopilot.
- Autopilot—The autopilot provides automatic flight control in response to Flight Director steering commands and attitude and rate information.
- Yaw Damper—The yaw damp actuator provides Dutch roll damping and turn coordination in response to yaw rate, roll angle, lateral acceleration, and airspeed.
- Automatic Pitch Trim—The pitch trim system provides automatic pitch trim when the autopilot is engaged.

10.3.6 Attitude/Heading Reference System (AHRS)

The Attitude/Heading Reference System (AHRS) includes two units that provide attitude and heading reference information.

10.3.7 Transponder with ADS-B Out Capability

The G1000 NXi system includes a standard Garmin GTX 335 transponder. ADS-B Out capability is standard.

10.3.8 Garmin Flight Stream 510

The Garmin Flight Stream 510 adds these wireless avionics capabilities: (i) stream traffic, weather, GPS information and attitude information from the avionics to select portable and mobile devices; (ii) transmit flight plans through compatible application and avionics, (iii) enables Database Concierge wireless avionics database subscriptions, and (iv) provides entertainment control to Aircraft occupants with Bluetooth interfacing devices.

Note: The Garmin Flight Stream 510 will only be installed on Aircraft that deliver on registries where the governing certification authority approves the installation.

10.3.9 Emergency Locator Transmitter (ELT)

An ARTEX ELT 1000 2-frequency (121.5 and 406 MHz) Emergency Locator Transmitter (ELT) with a panel-mounted remote switch that includes a red monitor light is standard. The ELT 1000 is capable of transmitting aircraft information, ELT serial number and position coordinates.

Note: The ELT 1000 requires customer registration with the appropriate operating country authorities and must provide the 24-bit address code (if applicable) prior to delivery to program the ELT.

10.3.10 Standby Instrumentation

A standby mechanical attitude gyro is located under the MFD and is powered via a vacuum system.

A standby mechanical airspeed indicator is located under the MFD and is connected to the pitot and static system.

A standby mechanical altimeter is located under the MFD and is connected to the static system.

A wet type standby engine torque gauge is also located under the MFD.

The standby instruments remain operational in the event of a complete electrical failure.

10.3.11 Maintenance Diagnostics

Textron Aviation has chosen the FAST system as standard equipment on the Grand Caravan EX to allow operators to easily monitor and maintain the aircraft engine.

The FAST system records engine parameters, indicated airspeed, pressure altitude, outside air temperature, flight hour meter, battery voltage, and the positions of the particle separator, emergency power lever and bleed air cabin heat switch.

Data is uploaded to P&WC data analysis servers automatically by GSM cell phone signal upon engine shutdown if a SIM card is installed and the GSM subscription service is activated through P&WC. Otherwise data can be uploaded to P&WC data analysis servers via a supplied USB cable connected to a laptop. The P&WC WebECT™ website formats the data into customized reports for use as analysis tools.

Purchaser agrees that Seller has a perpetual license to use all information contained in the Aircraft recording and/or diagnostic system for any reason, including maintenance and accident investigation. Purchaser expressly provides Seller with licensed permission to download use, and/or read such information at any time. Purchaser further agrees this perpetual license runs with and is automatically transferred with the title to the Aircraft and is binding on any and all subsequent purchasers of the Aircraft.

11. INTERIOR

11.1 Cabin

Entry to, and exit from the airplane is accomplished through an entry door on each side of the cabin at the pilot and front passenger seat location and through a two-piece air stair type door on the right side of the airplane just aft of the wing. A large cargo door is also provided on the left side of the airplane directly across from the air stair door.

The cabin is sized to offer passenger comfort and flexibility for a variety of interior arrangements. The large cabin area provides comfortable space for a pilot and up to thirteen passengers. (Operations with more than nine passengers are limited to countries that issue approval.) Two crew seats are included with the standard aircraft. Passenger seat options are available in the Optional Equipment Guide.

11.2 Windows

Sixteen side windows of the fixed type are installed in the cabin sides including one each in the two crew entry doors, two windows in the upper section of the cargo door and one window in the upper section of the passenger entry door.

11.3 Interior Lighting System

Interior lighting includes LED backlit instrument panel lighting, pilot and co-pilot map lights, four overhead courtesy lights (forward and mid cabin, aft cargo area and passenger door), three overhead flood lights and fourteen passenger ready lights.

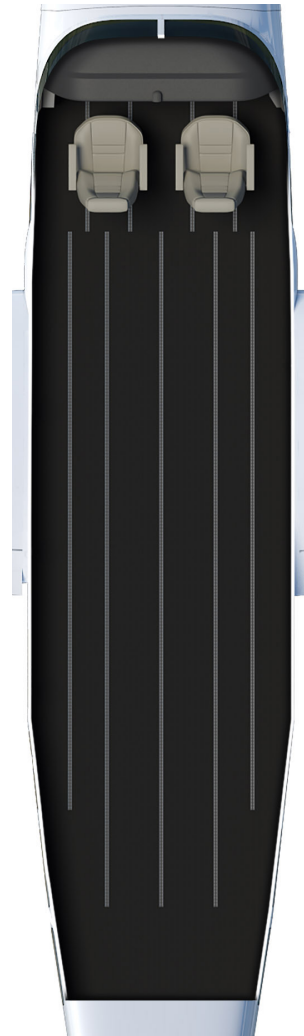


Figure 5: Cabin Standard Configuration

11.4 Storage

The area aft of the pilot seat locations is capable of holding cargo. The total volume aft of the pilot seat locations is approximately 340 cubic feet. This space includes a flat floor with the exception of two feet in the aft cabin which is five inches above the main floor. Seat/cargo rails are included as standard equipment.

12. EXTERIOR

Distinctive exterior styling featuring polyurethane paint in a variety of colors is provided.

The available registration number of Purchaser's choice will be painted on the Aircraft at no additional cost to Purchaser. It may be necessary to use a temporary registration number until the number selected by Purchaser is assigned to the Aircraft by the appropriate aviation authority.

13. LOOSE EQUIPMENT

- Baggage Net (1)
- Baggage Tie-Downs (4)
- Control Lock (1)
- Engine Download Cable (1)
- Engine Inlet Plugs (2)
- Exhaust Cover (1)
- Fuel Sump Sample Cup (1)
- Inertial Separator Exhaust Plug (1)
- Noise-Canceling Headsets (2)
- Passenger Briefing Card Set (1)
- Pitot Cover Set (1)
- Prop Anchor (1)
- Tail stand (1)
- Tow Bar (1)
- Winterization Plates (1)

14. EMERGENCY EQUIPMENT

Fire Extinguisher (1)

15. DOCUMENTATION AND TECHNICAL PUBLICATIONS

The following will be provided to Purchaser.

Print material:

Weight and Balance/Equipment List

Garmin Cockpit Reference Guide

Log Books (Aircraft, Engines and Propeller) Passenger Briefing Cards

Pilot's Checklist

Pilot's Operating Handbook

U.S. Standard Airworthiness Certificate, FAA8100-2; Export Certification of Airworthiness, FAA8130-4 or Special Airworthiness Certificate FAA8130-7 as appropriate

Available at ww2.txtav.com with a current subscription:

CesNav Weight and Balance (CLCalc) Illustrated Parts Catalog - Airframe

Service Bulletins and Service Letters - Airframe Maintenance Manual - Airframe

Structural Repair Manual

Nondestructive Testing Manual

Wiring Diagram Manual

Documents providing instructions for continued airworthiness are provided via ww2.txtav.com.

Available post-delivery:

Illustrated Parts Catalog -

Engine Maintenance Manual - Engine

Service Bulletins and Service Letters - Engine

Some post-delivery documents are fee-based and are the Purchaser's responsibility.

Seller will provide online access to (i) Pilot's Checklist, (ii) Pilot's Operating Handbook, and (iii) the Maintenance Library for one (1) year beginning on the start date of the airframe warranty. Continued online access is available through a paid subscription which is the Purchaser's responsibility.

Purchaser will receive Pilot's Operating Handbook revisions at no cost to the FAA registered address for as long as Purchaser owns the Aircraft. For more information on this free service, contact TMDC@txtav.com.

Seller's Documentation and Technical Publications include proprietary data which is to be used solely for direct maintenance and operation of the Aircraft. Any other use of Seller's proprietary data requires a data license agreement to be separately negotiated. Using Seller's proprietary data to modify the Aircraft is one example of when a separate data license agreement is required.

16. MAINTENANCE TRACKING PROGRAM

The Aircraft will deliver with an online computerized maintenance record service for one year from the date the Grand Caravan is delivered to the Purchaser. This service provides management and operations personnel with the reports necessary for the efficient control of maintenance activities. The service provides an accurate and simple method for staying abreast of aircraft components inspections, service bulletins, and airworthiness directives while providing aircraft records of maintenance performed. On-demand reports show the current status, upcoming scheduled maintenance activity, and the historical aircraft maintenance. Semi-annual reports concerning projected annual maintenance requirements, component removal history, and fleetwide component reliability are provided as part of the service. Services are provided through a secure Internet site and require a computer with Internet connectivity. A local printer is required to print paper versions of the online reports and documentation.

17. LIMITED WARRANTIES

The Seller's Grand Caravan EX Limited Aircraft Warranty ("Limited Aircraft Warranty") covers Aircraft components manufactured by Textron Aviation Inc. (this excludes the propeller which is warranted by Seller under a separate limited propeller warranty), incorporated Garmin Avionics, various Aircraft components listed below in 17.1 (c), Customer Requests ("CRQs"), Interior Components, Interior Furnishings and Paint. The Aircraft engine is warranted by Pratt and Whitney Canada Inc. ("P&WC"). The Limited Aircraft Warranty and summaries of the limited propeller warranty and the P&WC engine warranty are set out below.

17.1 Limited Aircraft Warranty

Periods

The Seller warrants each new Grand Caravan EX Aircraft to be free from defects in material and workmanship for the following periods after delivery of the Aircraft to Purchaser.

- (a) One year unlimited hours OR two years/1,000 operating hours, whichever occurs first, for Aircraft components manufactured by Textron Aviation Inc.;
- (b) Five years or 5,000 operating hours, whichever occurs first, for Garmin Standard Avionics hardware;
- (c) One year for actuators, brakes, GCUs, starter generators, valves, windshields, and small vendor Items including engine accessories supplied by Seller unless otherwise stated in the Optional Equipment Selection Guide;
- (d) One year for Customer Requests (CRQs), Interior Components, Interior Furnishings, and Paint.

Any remaining term of this Limited Aircraft Warranty automatically transfers to subsequent purchasers of the Aircraft.

Definitions

Support Facility means Textron Aviation Parts Distribution, Textron Aviation-owned service facilities, and service facilities authorized by Textron Aviation to perform warranty service on the Aircraft.

Service Facility means Textron Aviation-owned service facilities and service facilities authorized by Textron Aviation to perform warranty service on the Aircraft.

Warranty Holder means Aircraft owner.

Seller's Obligation

Parts

Seller's obligation under this Limited Aircraft Warranty is limited to repairing the defective part or replacing the defective part with an exchange part, in Seller's sole discretion, when:

- (a) the failure occurs within the applicable warranty period;
- (b) all of the following occur within 30 days of failure for a U.S. Warranty Holder and 45 days of failure for an international Warranty Holder:
 - (i) a claim is made and a Textron Aviation Return Authorization is issued;
 - (ii) the part is returned at the Warranty's Holders expense to the Support Facility from where the replacement part is procured; and
 - (iii) the return part is accompanied by the Textron Aviation issued Return Authorization; and
- (c) the Support Facility identifies the part and determines the part is defective.

The Seller may refuse a warranty claim not submitted within the above time frame.

Replacement parts are only warranted for the remainder of the applicable, original Limited Aircraft Warranty period. In other words, a new warranty period is not established for replacement parts.

No Aircraft part or equipment will be regarded as breaching this Limited Aircraft Warranty merely because, subsequent to its delivery, some modification or alternation becomes necessary for product improvements or in order to meet a change in the requirements of applicable Federal Aviation Regulations.

Service

Service under this Limited Aircraft Warranty must be performed at a Service Facility. The Warranty Holder will not be charged for parts or labor covered by this Limited Aircraft Warranty. The location of Service Facilities is available on the Seller's website.

Warranty Holder's Responsibility

All freight, transportation expenses, import duties, customs brokerage fees, sales taxes and use taxes, if any, on warranty repairs or replacement parts are the Warranty Holder's sole responsibility. The Warranty Holder is responsible for the cost of getting the Aircraft to and from a Service Facility.

Application

This Limited Aircraft Warranty applies to Aircraft operated under normal, conventional, non-military use. It applies only to the repair or replacement of defective parts that have been used, maintained, and operated in accordance with the Federal Aviation regulations and the applicable manuals, bulletins, communications, or other written instructions of the Aircraft or component manufacturers.

Limitations

This Limited Aircraft Warranty does not apply to:

- (a) normal maintenance services (such as engine adjustments, cleaning, control rigging, brake and other mechanical adjustments, and maintenance inspections);
- (b) the replacement of service items (such as brakes, lights/bulbs, filters, de-ice boots, hoses, belts, tires, batteries, rubber-like items, fuel or lubricants);
- (c) normal deterioration of appurtenances (such as paint, cabinetry, and upholstery);
- (d) damage due to wear, exposure, environmental elements, and neglect;
- (e) parts, components or systems that have been modified or altered after delivery other than by the Aircraft manufacturer or in accordance with an alternation scheme approved in writing by Textron Aviation;
- (f) items that have been subjected to misuse, abuse, negligence, accident, foreign object damage (FOD);
- (g) items that have been installed, repaired, or altered by repair facilities not authorized by Textron Aviation;
- (h) items that, in Textron Aviation's sole discretion, have been installed, repaired, or altered by other than Textron Aviation-owned service facilities contrary to applicable manuals, bulletins, and other written instructions provided by Textron Aviation so that the performance, stability, or reliability of such items are adversely affected;

(i) any part or system that has been modified or altered by a third party at the Warranty Holder or its predecessor's request and any part or system of the Aircraft affected by such modified or altered part or system;

(j) vendor subscription services (including for items covered by the Limited Aircraft Warranty), software and databases (collectively "Services"), and patches, replacements, revisions, updates or upgrades thereto (collectively "Updates") and any impairment to the Aircraft or its components caused by Services or Updates; and

(k) Warranty Holder or predecessor's furnished equipment.

The warranty provided for life-limited parts is pro-rated. For Aircraft components, parts, or systems with life limitations Seller's liability under this Limited Aircraft Warranty is limited to the remaining pro-rated life of the defective part, calculated as of the date the defect is discovered and reported to Seller and per additional terms administered by Textron Aviation's Warranty Department. Nothing about this provision will be construed to extend the total warranty period beyond the applicable Periods set out above. All warranty Periods expires as noted above, regardless of any remaining life limits on parts.

WITH THE EXCEPTION OF THE WARRANTY OF TITLE AND TO THE EXTENT ALLOWED BY APPLICABLE LAW, THIS LIMITED AIRCRAFT WARRANTY IS EXPRESSLY IN LIEU OF ANY OTHER WARRANTIES, EXPRESSED OR IMPLIED, IN FACT OR BY LAW, APPLICABLE TO THE AIRCRAFT. THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE HEREOF. SELLER SPECIFICALLY DISCLAIMS AND EXCLUDES ALL OTHER WARRANTIES, INCLUDING, BUT NOT LIMITED TO, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. THE REMEDIES OF REPAIR OR REPLACEMENT OF THE DEFECTIVE PART(S) AS SET OUT HEREIN ARE THE ONLY REMEDIES UNDER THIS LIMITED AIRCRAFT WARRANTY. SELLER EXPRESSLY AND SPECIFICALLY DISCLAIMS ALL OTHER REMEDIES, OBLIGATIONS, AND LIABILITIES, INCLUDING, BUT NOT LIMITED TO, LOSS OF AIRCRAFT USE, LOSS OF TIME, INCONVENIENCE, COMMERCIAL LOSS, LOSS OF PROFITS, LOSS OF GOODWILL, DIMUNITION OF MARKET VALUE, AND ANY AND ALL OTHER CONSEQUENTIAL, INDIRECT, INCIDENTAL, SPECIAL, MULTIPLE OR PUNITIVE DAMAGES, OR ANY DAMAGES TO THE AIRCRAFT CLAIMED BY PURCHASER OR ANY OTHER PERSON OR ENTITY UPON THE THEORIES OF NEGLIGENCE OR STRICT LIABILITY IN TORT. SELLER NEITHER ASSUMES NOR AUTHORIZES ANYONE ELSE TO ASSUME ON ITS BEHALF ANY FURTHER OBLIGATIONS OR LIABILITY PERTAINING TO THE AIRCRAFT NOT CONTAINED IN THIS LIMITED AIRCRAFT WARRANTY.

THIS LIMITED AIRCRAFT WARRANTY WILL BE CONSTRUED UNDER THE LAWS OF THE STATE OF KANSAS AND ANY DISPUTES AND/OR CLAIMS ARISING THEREFROM WILL BE EXCLUSIVELY RESOLVED IN THE STATE AND/OR FEDERAL COURTS LOCATED IN WICHITA, KANSAS. THE PARTIES CONSENT TO PERSONAL JURISDICTION IN THE FORUM CHOSEN AND WAIVE THEIR RIGHT TO JURY TRIAL. ANY ACTION BY PURCHASER FOR BREACH OF THIS WARRANTY MUST BE COMMENCED WITHIN ONE (1) YEAR AFTER THE CAUSE OF ACTION ACCRUES. THE CAUSE OF ACTION ACCRUES WHEN THE PURCHASER FIRST LEARNS THAT THE WARRANTY HAS BEEN BREACHED.

17.2 Summary of Seller's Limited Propeller Warranty

The following is a summary of Seller's Limited Propeller Warranty. Please refer to full warranty documentation for complete terms and conditions. If there is inconsistency between the summary provided herein and complete warranty documentation, the latter controls.

Seller expressly warrants new propeller and propeller parts produced and sold by McCauley Propeller Systems ("McCauley"), a division of Textron Aviation, Inc., to be free from defects in material and workmanship under normal use and service for a period of thirty-six (36) months after delivery to the original retail purchaser or until the expiration of the maximum hours of use or calendar limits for overhaul published by McCauley for the subject product, whichever occurs first.

Seller's obligation under this limited warranty is limited to repairing or replacing, at its sole option, any propeller or propeller parts determined by McCauley to have been defective. The repair or replacement of defective parts will be made without charge to the owner for parts or labor for removal and installation, except export/import duties and/or sales or use taxes, if any, which are solely the owner's responsibility. Seller will warrant a part replaced pursuant to this limited warranty under the same terms as the original part for the remainder of the applicable warranty period of the original part. This limited warranty is not intended to and does not cover the costs of normal maintenance or overhaul.

In addition, McCauley will repair or replace, at its option, any propeller or propeller parts requiring replacement due to manufacturing defect if found at or before the first recommended overhaul interval as described in McCauley published service information. This first overhaul coverage does not include labor, standard overhaul replacement parts, parts repairable via published service information (re-plating, painting, etc.), other costs associated with the propeller overhaul, or export/import duties and/or sales or use taxes, nor does it apply to defects found after McCauley published overhaul hour or calendar limits. The provisions of this limited warranty do not apply to: any McCauley parts which have been subject

to misuse, negligence or accident or which have been repaired or altered in any way that, in the sole judgment of McCauley, adversely affects their performance, stability or reliability; to normal maintenance services (such as cleaning, mechanical adjustments and maintenance inspections); to the replacement of service items made in connection with normal maintenance; to normal deterioration of soft trim and appearance items (such as paint and rubber-like items) due to wear and exposure; to propellers or propeller parts found defective beyond the McCauley recommended overhaul period; or to parts which have been improperly installed by entities other than McCauley and/or service facilities authorized by Seller to perform maintenance on McCauley propellers.

The propeller limited warranty is void on any new or remanufactured product installed, without McCauley's prior written approval, on a nontype certificated engine, or on any engine which has received an overhaul or modification which is not approved by the engine manufacturer and that results in a change to the vibratory environment of the engine such as, but not limited to, an alteration of horsepower, operating RPM, crankshaft damper configuration, compression ratio, magneto timing, camshaft design, or any other overhaul or modification not expressly approved by the original engine manufacturer. This propeller limited warranty is also void on any McCauley product shipped new from the factory or distributor in dis-assembled state, then later re-assembled by an unauthorized party. Parties authorized to re-assemble factory-new product must have specific written permission from McCauley to do so, otherwise all limited warranty on the affected unit is void. No Seller warranty coverage is offered for leakage on product assembled outside McCauley, regardless of the assembling party.

To the extent allowed by applicable law, THIS WARRANTY IS EXPRESSLY IN LIEU OF ANY OTHER WARRANTIES, EXPRESSED OR IMPLIED IN FACT OR BY LAW, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. THE REMEDIES OF REPAIR OR REPLACEMENT SET FORTH HEREIN ARE THE ONLY REMEDIES UNDER THIS WARRANTY. SELLER DISCLAIMS ANY OBLIGATION OR LIABILITY, WHETHER IN CONTRACT OR IN TORT, INCLUDING LOSS OF USE OF THE PRODUCT WARRANTED, LOSS OF TIME, INCONVENIENCE, LOSS OF PROFITS, COMMERCIAL LOSS OR ANY OTHER DIRECT, CONSEQUENTIAL, SPECIAL OR INCIDENTAL DAMAGES. THIS WARRANTY IS IN LIEU OF ANY OBLIGATION OR LIABILITY ON THE PART OF SELLER TO ANYONE OF ANY NATURE WHATSOEVER BY REASON OF THE MANUFACTURE, SALE, LEASE OR USE OF THE WARRANTED PRODUCTS AND SELLER NEITHER ASSUMES NOR AUTHORIZES ANYONE TO ASSUME FOR IT ANY OTHER OBLIGATION OR LIABILITY IN CONNECTION WITH SUCH WARRANTED PRODUCTS.

17.3 Summary of P&WC's New Engine Warranty

The Aircraft engine is warranted by P&WC.

The following is a summary of the P&WC warranty for new PT6A-140 engines. Please refer to P&WC warranty documentation for complete terms and conditions. If there is an inconsistency between the summary provided herein and complete P&WC warranty documentation, the latter controls.

P&WC warrants that the new Engine will be free from defects in material and/or manufacturing workmanship, and is covered for 1000 engine operating hours from the date of shipment of the Engine from P&WC's facilities during which time P&WC will:

at its option, repair or replace any Engine parts found to be defective including resultant damage to the Engine. Replacement parts may be new or serviceable. When P&WC supplies a replacement part, or issues credit towards the acquisition of a new part, the removed part becomes the property of P&WC.

pay reasonable removal and reinstallation labour for the Engine and reasonable transportation charges (excluding insurance, duties, brokerage fees, and taxes) to and from the facility designated by P&WC Warranty Administration.

Following the expiration of the Basic Coverage Period (Note: Owner/Operator may be able to purchase extended Basic Coverage), P&WC offers the Primary Parts Service Policy ("PPSP") and the Extended Engine Service Policy ("EESP"), which it may cancel or change at any time. P&WC may also provide other commercial support, all in accordance with P&WC terms and further set out in P&WC documentation.

What is not covered

Costs of normal scheduled maintenance services

routine line maintenance and adjustment costs;

Hot Section Inspection (HSI) and refurbishment costs;

Engine overhaul or major refurbishment costs; and

any other costs related to Engine maintenance not specifically covered under the Policy.

Normal deterioration

normal wear and tear and deterioration (note: a worn part capable of continued operation which, because it has been accessed, must be restored using repair schemes fully described in the applicable P&WC Engine Overhaul and/or Maintenance Manuals, is considered normal); and

no warranty coverage is provided for the overhaul life of assemblies, service life limits of parts, and/or operating time limits.

Unsupported parts

P&WC reserves the right to exclude Policy coverage (i) for the following parts, and (ii) for subsequent Engine repairs or damages directly attributable to the use of the following parts which:

are not originally supplied by P&WC or its authorized distributors and accompanied by the P&WC Manufacturer's Release Certificate or Canadian Department of Transport Certificate of Airworthiness, as applicable; or

are not identified in the applicable P&WC Illustrated Parts Catalogue ("IPC") and accompanied by the Supplier's Release Certificate; or

are not repaired in accordance with P&WC approved repair processes; or

are not traceable, e.g. insufficient supporting documentation; or

have been involved in an accident and for other part or Engine failure attributable to that part.

Factors beyond P&WC's control

improper storage, usage, maintenance or operation of an Engine, part or accessory (e.g. non-compliance with P&WC's written instructions, including without limitation, the applicable P&WC Engine Maintenance and Overhaul Manuals, P&WC Service Bulletins, or with the Aircraft Flight Manuals, and airworthiness regulations);

any work performed on Engines without due cause, such as pre-purchase inspections, or scheduled maintenance performed at other than P&WC recommended intervals;

accidents, collisions, propeller strikes, fire, flood, lightning strike, theft, explosion, riot, war, rebellion, seizure or any other belligerent acts, foreign

object damage (FOD), erosion, corrosion, sulphidation or any other damage due to the operating environment;

alteration to, modification of, or tampering with any Engine, part or accessory after delivery by P&WC, other than strictly in accordance with the applicable P&WC manuals and this Policy;

use of stolen parts, or use of a part or Engine from which P&WC's name, part number, identification mark or serial number has been removed or defaced;

workmanship performed by a facility other than P&WC-owned manufacturing facilities;

repair or overhaul of a defective part or Engine at a facility other than a facility designated by P&WC Warranty Administration;

unused cycles (stub life) of an LCF part removed at the operator's request prior to reaching the service limit;

insurance, duties, brokerage fees, and taxes; and

any other factor beyond P&WC's control which is not specifically listed herein.

In addition, as all of the above are considered to be factors beyond P&WC's) control, no pro-rata credit per the PPSP will be awarded on Primary Parts, replaced, repaired, or exchanged following access to the Engine due to any of the above.

Owner/operator responsibilities

The coverage provided herein is subject to the following conditions:

Maintenance

The Engine must be operated and maintained in accordance with P&WC's written instructions (including, without limitation, the applicable P&WC Engine Maintenance and Overhaul Manuals, and P&WC Service Bulletins), as well as the Aircraft Flight Manual and airworthiness regulations.

Maintenance records

Adequate records of Engine operation and maintenance must be kept. Upon request, P&WC is entitled to have access to the records.

For Warranty service

P&WC must be notified of any Defect within thirty (30) days of discovery, and any claim must be submitted within one hundred and eighty (180) days after such discovery.

Any claim, which may include the return of defective parts, must be made through the P&WC source of supply (identified in the applicable P&WC IPC), or the P&WC designated facility or distributor which will furnish or has furnished the replacement parts.

For any warranty work (including, without limitation, disassembly), the Engine must be sent to a facility designated by P&WC Warranty Administration, in accordance with P&WC's written instructions. Any work performed at a facility other than a facility designated by P&WC Warranty Administration, without prior written authorization from P&WC Warranty Administration, will be at the claimant's expense.

LIMITATION OF P&W LIABILITY

THIS IS THE ONLY WARRANTY APPLICABLE TO PT6A-140 TURBINE ENGINES AND IS GIVEN AND ACCEPTED IN PLACE OF ALL OTHER EXPRESS, IMPLIED OR STATUTORY TERMS, REPRESENTATIONS, WARRANTIES OR CONDITIONS, IN CONTRACT OR IN TORT, INCLUDING WITHOUT LIMITATION, ANY WARRANTY OR CONDITION OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE AND ALL SUCH OTHER TERMS, REPRESENTATIONS, WARRANTIES OR CONDITIONS ARE HEREBY EXPRESSLY DISCLAIMED. THE ONLY REMEDY FOR BREACH OF THIS WARRANTY IS AS SET OUT HEREIN. FOR GREATER CERTAINTY, IN NO EVENT SHALL P&WC BE RESPONSIBLE FOR ANY SPECIAL, INCIDENTAL OR CONSEQUENTIAL DAMAGES ARISING OUT OF OR IN CONNECTION WITH EITHER A BREACH OF THIS WARRANTY OR ANY TORTIOUS OR NEGLIGENT ACT OR OMISSION BY P&WC. SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES INCLUDE, WITHOUT LIMITATION, ECONOMIC LOSS, LOSS OR DAMAGE TO ANY PROPERTY OR PERSON OR ANY OTHER EXEMPLARY, PUNITIVE OR SIMILAR DAMAGES, AS WELL AS EXPENSES INCURRED EXTERNAL TO THE ENGINE AS A RESULT OF AN ENGINE OR PART DEFECT. NO VARIATION OR EXTENSION OF THIS WARRANTY OR REMEDIES SHALL BE BINDING UNLESS IN WRITING AND SIGNED BY A DULY AUTHORIZED REPRESENTATIVE OF P&WC.

YOUR ACCEPTANCE OF THIS TURBINE ENGINE WARRANTY AND SERVICE POLICIES OR THE MAKING OF ANY CLAIM OR RECEIPT OF ANY BENEFIT HEREUNDER, CONSTITUTES YOUR ACCEPTANCE OF ALL THE FOREGOING TERMS, CONDITIONS AND LIMITATIONS.

THIS WARRANTY IS GOVERNED BY THE LAWS OF THE PROVINCE OF ONTARIO, CANADA

This Policy follows the Engine to subsequent owners, if applicable please notify P&WC.

If you have any questions or require assistance regarding this Policy, please call or write to:

Manager, Warranty Administration
Pratt & Whitney Canada Corp.
1000 Marie-Victorin
Longueuil, Quebec
Canada, J4G 1A1
Telephone: 1 450 647-8180
Fax: 1 450 647-2831
Email: warranty@pwc.ca

18. TRAINING AGREEMENT

The first retail Aircraft Purchaser will be provided training for one Grand Caravan EX subject to the following:

1. A crew consists of up to two (2) current private or commercial licensed pilots with instrument and one (1) mechanic with A&P licenses or equivalent experience (each hereinafter referred to as a “Trainee” or collectively as “Trainees”).
2. Training will be conducted by FlightSafety Textron Aviation Training LLC, Seller’s preferred training provider (or by Seller or another designated training organization, in Seller’s discretion), at the location designated by Seller. The organization providing training will be referred to as the “Trainer.”
3. Training will consist of the following:
 - a. Ground school training for each pilot Trainee and theoretical classroom instruction for each mechanic Trainee in accordance with the Trainer’s standards.
 - b. Except as set out below, pilot Trainees will be provided flight simulation training to simulator proficiency in accordance with the Trainer’s standards but not to exceed one (1) additional simulator session for pilot training.
 - i. For pilot training, a certified simulator will be used to provide training for the Grand Caravan 208B model and in lieu of a model specific simulator,

training may be provided in the most appropriate type simulator available that is capable of accomplishing course completion with differences training provided. In Seller's sole discretion and in accordance with Seller's terms (including Purchaser's cost), alternate pilot training may be provided if warranted by extraordinary circumstances

4. Purchaser will be responsible for:
 - a. The cost of any additional training; any additional training will be under terms and conditions established by the Trainer or Seller;
 - b. Transportation of the Trainees to and from the training site and for all living expenses associated with the training;
 - c. Providing an interpreter during the course of training for any of the Trainees not conversant in the English language;
 - d. Extra charges, if any, for scheduling pilot Trainees in separate training classes;
 - e. Reimbursing Seller at the retail rate for training provided if the Aircraft to be purchased by Purchaser does not deliver to Purchaser; and
 - f. Ensuring compliance with TSA regulations including requirements that all current United States citizens present a current United States passport before training can start.
5. All training furnished under this Training Agreement will be scheduled to commence no earlier than three (3) months prior to Aircraft delivery and must be completed within twenty-four (24) months after the earlier of (a) Aircraft delivery or (b) commencement of the first training event for the Aircraft.
6. Seller or Trainer will schedule all training, furnish Purchaser training schedules and endeavor to schedule training at a time convenient for Purchaser. A rescheduling fee of five percent (5%) of the retail price of training a Trainee was scheduled to attend will be paid to Seller by Purchaser within thirty (30) days of the date of Seller's invoice if a Trainee fails to appear for scheduled training, except for reasons beyond the Trainee's control, unless Purchaser gives Seller written notice of cancellation received at least twenty-one (21) days prior to the scheduled training. For avoidance of doubt, this rescheduling fee applies to each Trainee who fails to attend training as scheduled and the exceptions to the rescheduling fee do not apply.
7. Neither Seller nor Trainer will be responsible for any delay in providing training.

8. Neither Seller nor Trainer will be responsible for the competency of any Trainee during and after training. Trainer will make the same efforts to qualify each Trainee as it makes in training other trainees; however, neither Seller nor Trainer can guarantee that any Trainee will qualify for any license, certificate or rating.

9. This Training Agreement is part of the Specification and Description and thus part of the Aircraft Purchase Agreement. Purchaser's execution of the Aircraft Purchase Agreement constitutes Purchaser's acceptance of the foregoing terms and conditions of the Training Agreement and Purchaser's agreement that Seller can provide Purchaser's name, address, the name and address of each Trainee and other relevant information to the Trainer for purposes of scheduling training.



BY TEXTRON AVIATION

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