

BAS



2012 Cessna Citation XLS+
SN 560XL-6129

Highlights

- › Total Time: 2.450h
- › 2.730 Landings
- › No known Damage History
- › 2 Owners since new
- › Second FMS 3000
- › CVR/FDR
- › TCAS II (7.1)
- › EGPWS Mark V
- › PowerAdvantage+ Engine Program
- › SATCOM and Airshow
- › FADEC
- › E-Charts
- › **Note: Non Airworthy** (page 8)



Price:
US\$ 5,250,000
4.650.000 €
plus VAT if applicable

Interior

- › 8+1 Cabin Seat Configuration
- › 4 Club Seats; 2 single fwd. Seats
- › double seat Couch (divan) and belted Toilet Seat
- › Cabin and Cockpit 115 V AC Power Outlets (115V)
- › Lavatory with Sink and sliding door for privacy
- › 2 additional foldable Pax Tables on seat 7 & 8
- › Satcom (Aircell Access Iridium w. 3 Handsets)
- › WIFI
- › Airshow
- › Hot Coffee Pot
- › RosenView Cabin Display
- › The woodwork is finished in high-gloss Dark Walnut
- › Seats and leather inlays are upholstered in dark olive leather with fixtures in brushed chrome
- › The carpet is low-cut and tan-colored
- › The upper sidewalls and ceiling are covered in bone-colored fabric, while the lower sidewalls feature a patterned fabric in tan and bone tones



Interior



Avionics

Collins Proline 21 with EFIS, EICAS, 2 PFDs, MFDs and E-Charts

- › COM: Dual Collins VHF-4000
- › HF: Provisions for Collins HF-9000 with SELCAL
- › NAV: Dual Collins NAV 4000/4500
- › DME: Dual Collins DME 4000
- › ADF: NAV 4000 w/ADF
- › FMS: Dual Collins FMS 3000 with WAAS / LPV
- › GPS: Dual GPS 4000S w/WAAS/SBAS
- › EGPWS: Honeywell Mark V
- › TCAS: TCAS II Collins 4000 Change 7.1 with pulse light
- › WX: Collins RTA-852 / Turbulence
- › XM Data Receiver with XM Weather Provisions
- › ELT: Artex C-406N
- › CVR: FA 2100 (L3)
- › FDR: FA 2100 (L3)
- › XPDR: Dual Collins diversity TDR 94 D (Mode S)
- › Jeppesen E-Charts IFIS file Server
- ›

Options

- › Second FMS 3000
- › Dual GPS
- › CVR/FDR
- › TCAS II
- › EGPWS Mark V
- › SATCOM (dual Iridium and Inmarsat)
- › Wi-Fi
- › Jeppesen E-Charts (IFIS File Server)
- › Cabin display (Airshow)
- › Belted toilet seat with sink and sliding door
- › Cabin and cockpit power outlets



N600CB

05:22

NAV DATA STATUS 1/2
ACTIVE DATA BASE
SEC DATA BASE
BARBERS 19APRS
DATE 18MAY25
18MAY25
SCID 832-4129-052
18MAY25
POB SNET
MDS NOT AVAILABLE

NAV DATA STATUS 1/2
ACTIVE DATA BASE
SEC DATA BASE
BARBERS 19APRS
DATE 18MAY25
18MAY25
SCID 832-4129-052
18MAY25
POB SNET
MDS NOT AVAILABLE

PERFORMANCE GRD L-Q-STD
LOW BRAKE PRESSURE
271 BRAKING ROOM
WHEELS FALL
CABLE ROOM SEAL
CABLE ROOM SEAL
NO SLIPPERY

FIRE EXTINGUISHER
LOCATED UNDER
SEAT 18A

Engine

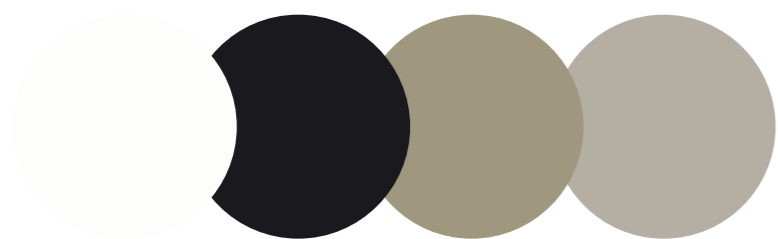
- › Pratt & Whitney PW 545C
- › FADEC Controlled and enrolled on Power Advantage+ Engine Program
- › TBO 5.000 hrs
- › 2 x 4.119 lb thrust
- › HSI completed 190 hours ago at 2,260 hours (February 2023)
- › APU: Honeywell RE100(XL)
- › Enrolled in AUX Advantage APU Program





Exterior

- › Snow white with gloss black split base and grey accent stripes



Performance

- › NBAA IFR range max 1.858 nm / 3.440 km
- › Max. Flight level 45.000 ft / 13.716 m
- › Max. Cruise speed 441 kts / 815 km/h
- › Take Off field length 3.560 ft / 1.085m
- › Max. Fuel 6.740 lb / 3.800 Liter
- › Max Take of Weight 20.200 lb / 9.163 kg

Approvals

- › ADS-B out, WAAS/LPV, B-RNAV/PRNAV, RVSM, NAT, MNPS, Steep Approach

Programs

- › Enrolled in PowerAdvantage+ Engine Program
- › Enrolled in AUX Advantage APU Program
- › Maintenance tracking via CESCO (CAMP)
- › All logs in English

Notes

- › Aircraft was U.S. registered (N600CB) until July 2023
- › Only 190 hours flown since EASA transfer

Maintenance / Airworthiness Status

- › Overdue maintenance
- › Engines require intermediate case replacement (not covered by PowerAdvantage+)
- › Minor corrosion found on fuselage and wing, rudder, and elevator torque tubes
- › APU repair needed (covered by AUX Advantage Program)
- › SATCOM and TCAS antenna issues
- › Gear trailing links require inspection (trunnion OK)
- › Thrust reverser corrosion (rivets)
- › Repainting of affected spots required



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Specification subject to verification upon inspection. Aircraft is subject to prior sale or withdrawal from the market.

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