

BARON G58

SPECIFICATION AND DESCRIPTION



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BARON G58

SERIAL NUMBER TH-2538 TO TBD

JUNE 2022

TABLE OF CONTENTS

LIST OF FIGURES	iv
INTRODUCTION	1
THE AIRCRAFT	2
1. GENERAL DESCRIPTION	2
1.1 Certification.....	2
1.2 Purchaser's Responsibility.....	2
1.3 Approximate Dimensions	5
1.4 Design Weights and Capacities	5
2. PERFORMANCE.....	6
3. DESIGN LIMITS.....	6
4. FUSELAGE	7
4.1 Design and Construction	7
4.2 Nose Section.....	7
4.3 Interior Spaces.....	7
4.4 Aft Fuselage	7
5. WING	7
6. EMPENNAGE	7
7. LANDING GEAR.....	8
7.1 Design and Construction.....	8
7.2 Nosewheel Steering.....	8
7.3 Brakes and Tires	8
8. PROPULSION.....	8
8.1 Powerplant.....	8
8.2 Propellers	8
9. SYSTEMS	9
9.1 Flight Controls	9
9.2 Fuel System	9
9.3 Electrical System	10
9.4 Exterior Lighting System.....	10
9.4.1 Primary.....	10
9.5 Environmental System.....	10
9.6 Ice Protection System.....	11

TABLE OF CONTENTS CONT

10. FLIGHT COMPARTMENT	11
10.1 General.....	11
10.2 Instrumentation	12
10.3 Avionics.....	13
10.3.1 Flight Displays.....	13
10.3.1.1 Primary Flight Display (PFD)	13
10.3.1.2 Multi-Function Display (MFD)	13
10.3.2 Garmin's Integrated Avionics Unit (GIA).....	14
10.3.2.1 Global Positioning System (GPS).....	14
10.3.2.2 Very High Frequency Radio (VHF).....	14
10.3.2.3 Navigation Receivers.....	14
10.3.3 Engine Indicating System (EIS).....	14
10.3.4 Crew Alerting System (CAS)	14
10.3.5 Flight Guidance System (FGS)	14
10.3.6 Attitude/Heading Reference System (AHRS)	15
10.3.7 Transponder with ADS-B In/Out Capability	15
10.3.8 Weather Radar.....	15
10.3.9 Emergency Locator Transmitter (ELT)	15
10.3.10 Standby Instrumentation.....	15
11. INTERIOR	16
11.1 Cabin	16
11.2 Entertainment.....	17
11.3 Windows	17
11.3.1 Interior Lighting System	17
11.4 Interior Storage	17
12. EXTERIOR.....	17
12.1 Exterior Storage	18
13. LOOSE EQUIPMENT	18
14. EMERGENCY EQUIPMENT	18
15. DOCUMENTATION AND TECHNICAL PUBLICATIONS	18

TABLE OF CONTENTS CONT

16. LIMITED WARRANTIES.....	20
16.1 Limited Aircraft Warranty	20
16.2 Summary of Garmin Avionics Limited Warranty	23
16.3 Summary of Continental Engine Limited Warranty	24
16.4 Summary of Seller's Limited Propeller Warranty	27
17. FAMILIARIZATION TRAINING AGREEMENT	28

LIST OF FIGURES

Figure 1: Exterior Dimensions 3

Figure 2: Interior Dimensions 4

Figure 3: Instrumentation12

Figure 4: Typical Configuration16

INTRODUCTION

This Specification and Description provides general information about the design, performance, and standard equipment of the Baron G58 (Model G58), Serial Number TH-2538 to TBD (hereinafter Baron G58 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 Baron G58 is a twin-engine low-wing piston aircraft. The Aircraft has provisions for six passengers (six is standard) and is certified for a single pilot. The Baron G58 has one interior and one exterior storage compartment for personal items, baggage, and cargo.

Two Continental IO-550-C engines with two McCauley three blade constant speed propellers power the Baron G58, and a Garmin G1000 NXi system provides pilots with a digital avionics suite.

1.1 Certification

The Baron G58 is certified in accordance with U.S. CAR Part 3, Normal Category, including day, night, VFR, IFR and flight into known icing conditions.

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

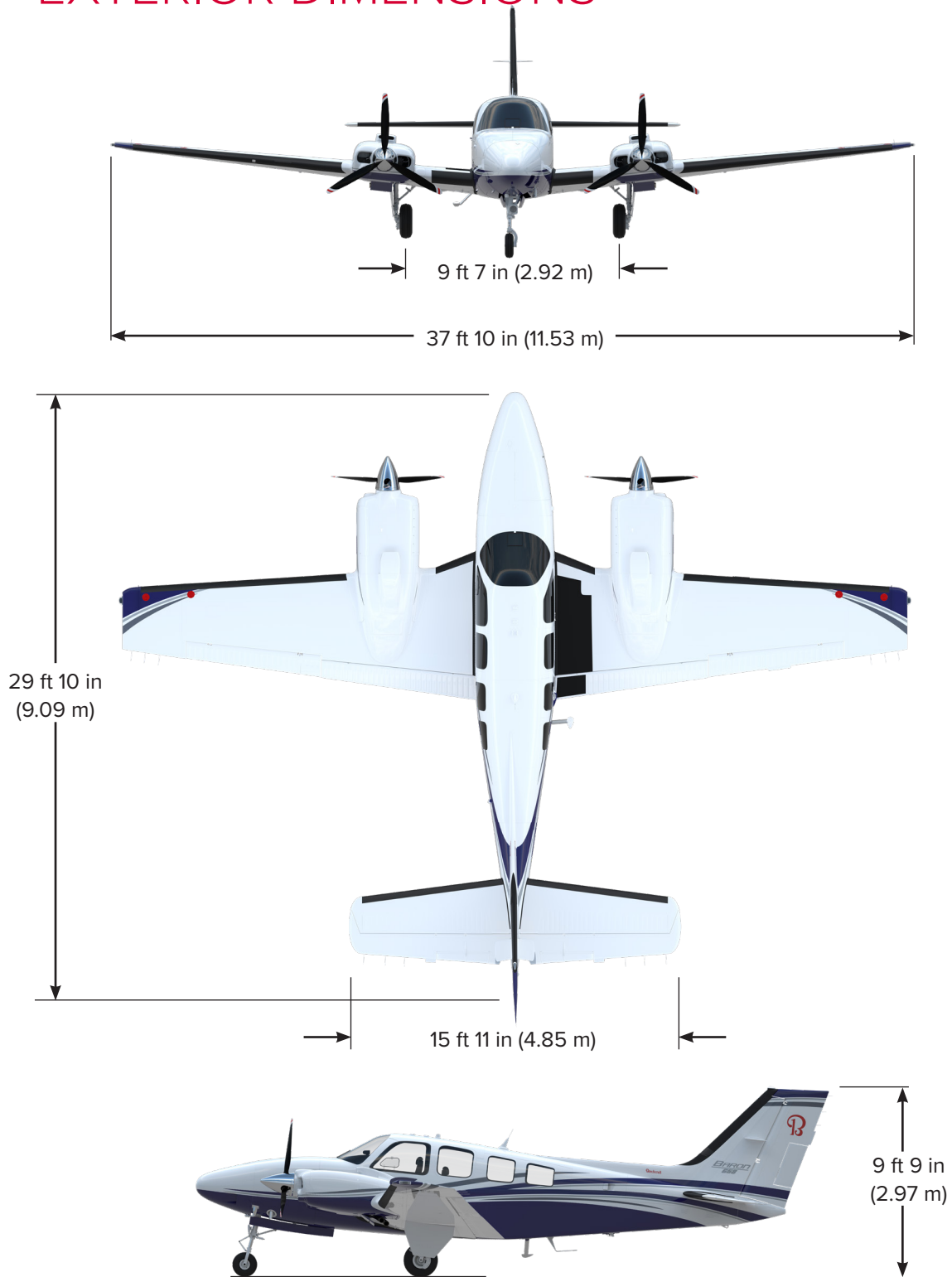


Figure 1: Exterior Dimensions

INTERIOR DIMENSIONS

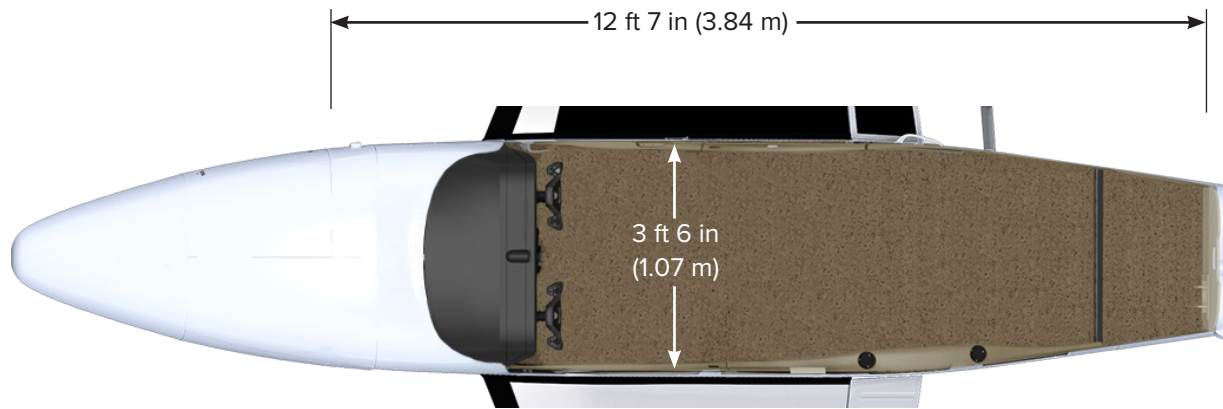


Figure 2: Interior Dimensions

1.3 Approximate Dimensions

OVERALL HEIGHT	9 ft 9 in (2.97 m)
OVERALL WIDTH	37 ft 10 in (11.53 m)
OVERALL LENGTH	29 ft 10 in (9.09 m)
WHEELBASE	9 ft 7 in (2.92 m)

WING	SPAN (overall) 37 ft 10 in (11.53 m)	AREA 199.2 ft ² (18.51 m ²)	SWEEP (at 25% chord) 0°
HORIZONTAL TAIL	SPAN (overall) 15 ft 11 in (4.85 m)	AREA 48.0 ft ² (4.46m ²)	SWEEP (at 25% chord) 0°
VERTICAL TAIL	HEIGHT (overall) 9 ft 9 in (2.97 m)	AREA 28.2 ft ² (2.62 m ²)	

CABIN INTERIOR (with typical interior)	HEIGHT (max) 4 ft 2 in (1.27 m)	LENGTH* 12 ft 7 in (3.84 m)	WIDTH (max) 3 ft 6 in (1.07 m)
		LENGTH** 7 ft 8 in (2.33 m)	

* Cabin Length: Forward bulkhead to aft bulkhead.

** Cabin Length: Cockpit divider to aft bulkhead.

1.4 Design Weights and Capacities

MAXIMUM RAMP WEIGHT	5,524 lb (2,506 kg)
MAXIMUM TAKEOFF WEIGHT	5,500 lb (2,495 kg)
MAXIMUM LANDING WEIGHT	5,400 lb (2,449 kg)
BASIC EMPTY WEIGHT	3,970 lb (1,801 kg)
FUEL CAPACITY (usable at 6.0 lb/gal)	1,164 lb (528 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 (Maximum Takeoff Weight)	2,345 ft (715 m)
TAKEOFF GROUND ROLL (Maximum Takeoff Weight)	1,373 ft (418 m)
SERVICE CEILING	20,688 ft (6,306 m)
MAXIMUM CRUISE SPEED (+/- 3%) (6,000 ft {1,829 m} altitude; maximum cruise power 25 in. Hg (or full throttle) @2,500 rpm)	202 KTAS (374 km/hr)
MAXIMUM FERRY RANGE (- 3%) (One pilot, Max Range Cruise, VFR Reserves)	1,480 NM (2,741 km)
LANDING DISTANCE OVER 50 FT OBSTACLE (Maximum Landing Weight)	2,490 ft (759 m)
LANDING GROUND ROLL (Maximum Landing Weight)	1,440 ft (439 m)
CERTIFIED NOISE LEVELS (Complies with 14 CFR 36, Appendix G)	
Takeoff	77.4 dB(A)

3. DESIGN LIMITS

DESIGN LOAD LIMITS	
Flaps Up	+3.8G
OPERATING LIMIT SPEEDS	
V _{NE} (Never exceed speed)	223 KIAS (413 km/hr)
V _{NO} (Max Structural Cruising Speed)	195 KIAS (361 km/hr)
V _A (Maneuvering Speed)	156 KIAS (289 km/hr)
FLAP LIMIT SPEEDS	
V _{FE} (Flaps Approach)	152 KIAS (282 km/hr)
V _{FE} (Flaps Full Down)	122 KIAS (226 km/hr)
LANDING GEAR LIMIT SPEEDS	
V _{LO}	152 KIAS (282 km/hr)
V _{LE} (emergency operating)	152 KIAS (282 km/hr)

4. FUSELAGE

4.1 Design and Construction

The Baron G58 incorporates a semi-monocoque fuselage of metallic construction with an internal cabin.

4.2 Nose Section

The nose section has a contoured radome. This Aircraft is equipped with a one-piece plexiglass windshield which incorporates a windshield defog and defroster.

4.3 Interior Spaces

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

4.4 Aft Fuselage

The aft fuselage contains an emergency locator transmitter.

5. WING

This Aircraft features a straight wing design with semi-monocoque construction incorporating dual spar structures from wing tip to wing tip.

Electrically driven flaps are attached to the trailing edges of each wing.

6. EMPENNAGE

The empennage features a conventional vertical and horizontal stabilizer configuration.

7. LANDING GEAR

7.1 Design and Construction

The landing gear is of the retractable, tricycle type with a nose wheel and two main wheels. For back-up operation, the landing gear can be manually extended using a crank handle.

7.2 Nosewheel Steering

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

7.3 Brakes and Tires

Each main gear wheel is equipped with a hydraulically operated brake.

The Baron G58 is equipped with single wheels and tires (one nose gear and one each left and right main).

	PLY	SIZE
NOSE GEAR TIRE	6	6.50-8
MAIN TIRES	8	5.00-5

8. PROPULSION

8.1 Powerplant

The Aircraft is powered by two Continental Motors IO-550-C piston engines installed on the wings.

The propulsion system is operated by the throttle, propeller and mixture levers.

TAKEOFF POWER RATING (at sea level)	300 SHP EACH
TIME BEFORE OVERHAUL	1,900 HR

8.2 Propellers

Each engine is equipped with a McCauley constant speed, variable pitch three blade, aluminum propeller.

9. SYSTEMS

9.1 Flight Controls

The manually operated dual Primary Flight Controls (PFCs) are mechanically operated through a push rod and cable system. The PFCs consist of one aileron on each wing, one elevator on the horizontal tail and one rudder on the vertical tail.

The secondary control system provides manual and electric trim for the pitch system, roll trim from the manually operated roll trim surfaces and yaw trim from the manually operated rudder trim surfaces.

9.2 Fuel System

The Baron G58 features a conventional fuel system that provides an independent fuel supply for each engine.

There are two separate systems connected by a crossfeed line. Each engine uses its own fuel pumps to draw fuel from its respective wing fuel system.

The Baron G58 is certified for grade 100LL (blue) and grade 100 (green) aviation gasoline.

Total useable fuel is 194 gal (734 L).

9.3 Electrical System

The Aircraft's 28-volt direct control electrical system is powered by two 100-amp gear driven alternators, located on each engine and two main batteries. The two main batteries are 24-volt, 13 amp-hour, sealed lead acid batteries, which are located under the floor of the nose baggage compartment. Power is supplied to the left and right buses and associated smaller buses through independent left and right alternators and batteries.

In the event of inoperative alternators or a closed bus tie relay each battery is capable of supplying power to the entire electrical system. In addition, if power is lost to the right bus (or to the L CB PANEL BUS powered by the right bus) a sealed lead acid battery will power the standby attitude indicator for minimum of one hour if the battery is fully charged.

9.4 Exterior Lighting System

9.4.1 Primary

Standard exterior LED lighting consists of two-in-one position/anti-collision lights enclosed in each wingtip and on the stinger, a red flashing beacon located on top of the vertical stabilizer, a steerable taxi light mounted to the nose landing gear and a landing light mounted in the nose cowling behind the propeller. Additionally, LED recognition lights are installed in each wingtip and operate with the landing light.

9.5 Environmental System

The environmental system consists of air conditioning, heating and ventilation systems. Cabin temperature control is provided by a fully automatic climate control system and is controlled by a fully automatic electronic control unit.

9.6 Ice Protection System

Surface deice is accomplished through deice boots bonded to the leading edges of the wings, horizontal tail surfaces and vertical tail surface. These are operated by engine driven pneumatic pump pressure. Propeller ice removal is accomplished through electrically heated de-ice boots bonded to each propeller blade. These are operated by electrical power used to heat inboard portions of the propeller. Electric heat is used to remove ice from the windshield, pitot mast, fuel vent, propellers and stall warning vane.

10. FLIGHT COMPARTMENT

10.1 General

The Garmin G1000 NXi system is the featured avionics suite on Baron G58. This avionics suite features two full-color, 10-inch high resolution flight displays.

Dual flight controls are provided including conventional dual control columns, adjustable rudder pedal and brakes. Pilot and co-pilot seats feature an adjustable headrest, adjustable lumbar support, shared armrest and inertia reel shoulder harness. The power quadrant features pull out dual cup holder, pen holder and shallow storage. A pilot sidewall storage pocket is included in the flight compartment.

Illuminated panels, instrument floodlights, control wheel map lights and ambient lighting are standard in the flight compartment.

10.2 Instrumentation



1. Pilot's Primary Flight Display (PFD)	7. Flap Control
2. Multi-Function Display (MFD)	8. Environmental Control Panel
3. Audio Panel	9. Exterior Lighting Control
4. Electronic Standby Instrument	10. Powerplant Controls
5. Landing Gear Handle	11. Automatic Flight Control System
6. Throttle Levers	

Figure 3: Instrumentation

10.3 Avionics

The Garmin G1000 NXi integrated avionics system includes the Garmin Integrated Flight Deck (GIFD), 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 GIFD includes two 10 inch, high- resolution Liquid Crystal Displays (LCDs) in widescreen, landscape orientation. The left display is the Primary Flight Display. The Multi-Function Display is the right display.

10.3.1.1 Primary Flight Display (PFD)

The PFD is located on the pilot’s instrument panel. The PFD displays flight information, moving map imagery, and color-coded Crew Alerting System messages.

10.3.1.2 Multi-Function Display (MFD)

The MFD, located in the co-pilot’s instrument panel, displays a detailed moving map, terrain, traffic and weather information, and 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. Applicable options must be purchased to display terrain, traffic, and weather.

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 communication radios that are part of the GIA. The VHF communication radios are controlled by the flight crew via the 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 Warning Messages (red), Caution (yellow), Advisories (white) on the PFD. 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.

Applicable subscription services are the Purchaser's responsibility.

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 In/Out Capability

The Garmin GTX 345R remote-mount transponder has 1090 MHz ADS-B “Out” and dual-link ADS-B “In”.

10.3.8 Weather Radar

The Garmin Airborne Weather Radar (GWX 75) provides weather radar information for display on the MFD. Data received from the GWX 75 is routed through the XM Weather/Audio Data Link System (GDL 69A) to the MFD via High Speed Data Bus (Ethernet). The GWX 75 is mounted in the nose of the airplane and receives power from the avionics bus. The weather radar is protected by a 5-amp circuit breaker located on the avionics circuit breaker panel.

10.3.9 Emergency Locator Transmitter (ELT)

The Artex 1000 2-frequency (GPS navigational interfaced) Emergency Locator Transmitter (ELT) consists of the ELT transmitter located in the aft fuselage area, an antenna mounted on the aft fuselage and a remote switch with a red transmit light located on the instrument panel.

10.3.10 Standby Instrumentation

An electronic standby indicator is mounted on the left side of the instrument panel. It is a self-contained air data and attitude/heading reference system and is connected to the airplane's pitot and static systems. The electronic standby indicator remains operational in the event of a complete electrical failure using a backup battery with a minimum of 60 minutes of run time.

A standby magnetic compass is a self-contained, non-stabilized compass that will provide magnetic heading should the electric heading reference fail.

11. INTERIOR

11.1 Cabin

Entry to, and exit from the airplane is accomplished through an entry door located on the forward right side of the fuselage and aft dual cabin doors located on the right rear side of the fuselage, allowing for ease of loading and unloading of passengers and baggage. The cabin extends from the cockpit to the rear baggage area and provides a cabin height of 50 in (1.27 m). Emergency egress is provided through two openable center windows.

The cabin design is spacious, comfortable and versatile to accommodate a variety of missions via flexible seating configurations. The standard configuration consists of club seating with third and fourth seats facing aft and fifth and sixth seats facing forward. Optional seating arrangements include all forward facing seats, removal of fifth and sixth seats or removal of third, fourth, fifth and sixth seats without the need of special tools or mechanics making it easier to accommodate a variety of cargo requirements.

The following are included in the typical arrangement:

- Four pedestal-mounted passenger seats with adjustable headrests and lumbar support;
- Adjustable air vent at each seat position;
- Two power ports in the cockpit and a power port at every passenger seat location; and
- Two cup holders molded into the LH cabin sidewall which incorporates discreet LED lighting.



Figure 4: Typical Configuration

11.2 Entertainment

The passengers have access to a personal Multimedia Jack Panel, which can be used for listening to music on personal devices as well as plugging in headphones. Each passenger seat location has a headseat and microphone jack which can be used to communicate with others onboard the Aircraft.

11.3 Windows

Eight gray tinted and UV protected windows are installed in the cabin. The pilot's side window incorporates a spring latched weather window. The forward passenger windows may be opened for ground ventilation and emergency egress.

11.3.1 Interior Lighting System

Interior lighting includes a LED backlit instrument panel, a cabin reading light located above each seat and a map light on each yoke. A light is located above the entry step on the right-hand side of the Aircraft. Aircraft flood lights and a baggage light illuminate upon opening any external door.

11.4 Interior Storage

An interior baggage compartment located behind the rear seats allows for in flight access to the storage compartment. The compartment is also accessible through the utility doors on the right side of the fuselage.

	WEIGHT	VOLUME
MAIN BAGGAGE AREA		
Max: 20 in (0.51 m) L x 32 in (0.81 m) W x 28 in (0.71 m) H	120 lb (54 kg)	10.0 ft ³ (0.28 m ³)

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.

12.1 Exterior Storage

An exterior baggage compartment located in the nose is accessible through a large door on the right side of the nose. The nose baggage door is hinged at the top and swings upward, clear of the loading area.

	WEIGHT	VOLUME
NOSE BAGGAGE AREA Max: 46 in (1.16 m) L x 36 in (0.91 m) W x 19 in (0.48 m) H	300 lb (136 kg)	18.3 ft ³ (0.51 m ³)

13. LOOSE EQUIPMENT

Cargo Web

Control Lock

Electronic Check List

Flight Bag

Fuel Tester and Drain Tool

Intake Air Scoop Covers

Keys

Pitot Tube Cover

Tow Bar

14. EMERGENCY EQUIPMENT

Fire Extinguisher

15. DOCUMENTATION AND TECHNICAL PUBLICATIONS

The following will be provided to Purchaser.

Print material:

Aircraft Technical Log, Section 3, Engine (2)

Aircraft Technical Log, Section 3, Propeller (2)

Avionics Pilots Guides

Flight Log

Pilot's Checklist

Pilot's Operating Manual/Aircraft Flight Manual

Maintenance Information Sheet

Maintenance/Inspection Log

Supplementary Log

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

Component Maintenance Manual

Maintenance Manual

Parts Manual

Wiring Diagram Manual

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

Available post-delivery:

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

Purchaser will receive Safety of Flight Information on paper at no cost to Purchaser 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. LIMITED WARRANTIES

The Seller's Baron G58 Limited Aircraft Warranty (Limited Aircraft Warranty) covers the Aircraft Structure, other Aircraft parts (except avionics, engines, and the propellers), Interior Furnishings and Paint. The avionics are warranted by Garmin International, Inc. (Garmin). The Aircraft engine is warranted by Continental Aerospace Technologies (Continental). The propeller is warranted by Seller under its Limited Propeller Warranty. The Limited Aircraft Warranty and summaries of Garmin's avionics, Continental's engine and Seller's propeller limited warranties are set out below.

16.1 Limited Aircraft Warranty

PERIODS

The Seller warrants each new Beechcraft Baron G58 to be free from defects in material and workmanship for the following periods after delivery of the Aircraft to Purchaser:

- (a) Five years on Aircraft Structure (fuselage, empennage, wing and control surfaces), and;
- (b) Two years or 800 operating hours, whichever occurs first, for each part of the Aircraft not mentioned in (a) above, except avionics, the engines and the propellers, and;
- (c) Two years or 400 operating hours, whichever occurs first, for 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 Holder's 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 (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, DIMINUTION 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.

16.2 Summary of Garmin Avionics Limited Warranty

The avionics are warranted by Garmin.

2-Year Limited Warranty Policy

This GARMIN Product is warranted to be free from defects in materials or workmanship for two (2) years from the date of purchase. Within this period, GARMIN International, Inc. will at its sole option, repair or replace any components that fail in normal use. Such repairs or replacement will be made at no charge to

the customer for parts or labor, provided that the customer shall be responsible for any transportation cost. This warranty does not cover failures due to abuse, misuse, accident or unauthorized alteration or repairs.

THE WARRANTIES AND REMEDIES CONTAINED HEREIN ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES EXPRESS OR IMPLIED OR STATUTORY, INCLUDING ANY LIABILITY ARISING UNDER ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, STATUTORY OR OTHERWISE. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, WHICH MAY VARY FROM STATE TO STATE.

IN NO EVENT SHALL GARMIN BE LIABLE FOR ANY INCIDENTAL, SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES, WHETHER RESULTING FROM THE USE, MISUSE OR INABILITY TO USE THIS PRODUCT OR FROM DEFECTS IN THE PRODUCT. Some states do not allow the exclusion of incidental or consequential damages, so the above limitations may not apply to you.

GARMIN retains the exclusive right to repair or replace the the unit or software or offer a full refund of the purchase price at its sole discretion. SUCH REMEDY SHALL BE YOUR SOLE AND EXCLUSIVE REMEDY FOR ANY BREACH OF WARRANTY.

Note: Other (non-Garmin) avionics equipment is warranted by their respective manufacturers for varying periods of time. Details of these programs are available upon request.

Note: If there is any discrepancy between the information contained herein and applicable Garmin warranty documents the latter controls.

16.3 Summary of Continental Engine Limited Warranty

The engines are warranted by Continental.

Continental warrants each new gasoline engine as follows:

1. For a period of thirty six (36) months, or until expiration of the engine's recommended Time Between Overhaul (TBO), whichever occurs first, Continental warrants that any engine, component or part to be free from defects in material or workmanship. The determination whether an engine, component or part is defective in material or workmanship shall be made by Continental, in its sole judgment. This warranty is a limited repair or replacement warranty on an exchange basis, subject to the limitations set forth below.
2. For a period of twenty-four (24) months, Continental warrants that any accessory (i.e. parts which have been purchased by Continental from a manufacturer as a complete and finished unit and included in the assembly of an engine without altering the unit, including, but not limited to, carburetors, starters,

alternators, turbochargers and fuel controls), to be free from defects in material or workmanship. After the expiration of the initial twenty-four (24) month period, accessories will be subject to such warranty coverage as may be provided by their manufacturer.

3. The warranty activation date is the date the airplane is placed into service by the first aircraft Purchaser, or the 180th day after the Continental invoice date, whichever occurs first. If the Aircraft is used as a demonstrator, the warranty date shall be the date the aircraft manufacturer places the Aircraft into service, or the 180th day after the Continental invoice date, whichever occurs first.

4. For warranty questions or to submit a warranty claim, contact Textron Aviation Warranty Department at 316.517.2458, or e-mail warranty@txtav.com. As part of its warranty claim review, Textron Aviation may require that the engine, part, component or accessory be returned to Textron Aviation for inspection and analysis. All warranty claims must be submitted to Textron Aviation during the warranty period, and within thirty (30) days of any suspected defect in material and workmanship.

5. Continental will pay for labor costs associated with repairs or replacements in accordance with the latest revision of the warranty labor allowance schedule published on Continental's website. Reasonable troubleshooting costs will be allowed, but in no event will the troubleshooting costs exceed fifteen percent (15%) of the labor costs associated with repairs or replacements. Troubleshooting costs will not be allowed when the need for repair or replacement is identified in the course of an overhaul, routine maintenance, or on the basis of an obvious defect.

6. Continental will pay transportation costs in connection with the repair or replacement of any engine, component or part. The engine, component, or part must be shipped prepaid to the repair facility designated by Continental. Transportation cost reimbursement for engines will be the actual surface freight charge, or five hundred dollars (\$500.00), whichever is less. Transportation cost reimbursement for components or parts will be the actual surface freight charge for shipment of the component or part, or the currently published UPS surface rate schedule, whichever is less.

7. Continental reserves the right at its option to replace any defective engine, component, or part with either a new or rebuilt engine, component, or part.

8. Repair or replacement of any engine, component, or part under this warranty will not extend the period of warranty coverage set forth above.

9. This warranty applies only to engines, components and parts manufactured by Continental, and nothing contained herein should be construed as a warranty by Continental for any engine, component, or part not manufactured or supplied by

Continental.

10. This warranty applies only to engines which have been installed, inspected and maintained in accordance with the instructions for continued airworthiness, including compliance with all applicable service bulletins, including those issued by the aircraft manufacturer or any accessory or component manufacturer. Performance of recommended inspections and maintenance must be documented by appropriate logbook entries and the logbook must accompany any engine being returned for warranty consideration.

11. This warranty does not apply to any engine, component, or part manufactured or supplied by Continental which (1) has been subject to misuse, neglect, or accident; (2) has been installed, repaired, maintained or altered in any way that in the sole judgment of Continental has adversely affected the condition of the engine; (3) has been operated inconsistent with applicable engine and aircraft manufacturer recommendations and limitations, such as, but not limited to engine RPM, temperature, manifold pressure, fuel flow and proper system adjustment; or (4) has been changed from its original certificated configuration.

12. This warranty does not apply to any engine, component, or part damaged or worn as a result of corrosion, pre-ignition/detonation, operation with non-calibrated engine gauges, improper fuel system adjustment, non-approved fuel and oil grades or additives, or installation of components, parts, or accessories that alter the engine's original type design.

13. This warranty does not apply to normal maintenance service (such as engine tune-ups, adjustments, or inspections), engine or component overhaul in accordance with the published TBO, or to the replacement of normal service items (such as spark plugs, filters, hoses, and belts etc.).

14. THIS WARRANTY IS A WARRANTY TO REPAIR OR REPLACE AND IS NOT A WARRANTY OF THE CONDITION OR FUTURE PERFORMANCE OF THE PRODUCTS WHICH IT COVERS. THERE ARE NO OTHER WARRANTIES, EXPRESS OR IMPLIED. SPECIFICALLY, BUT WITHOUT LIMITATION, THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. IN NO EVENT WILL CONTINENTAL BE RESPONSIBLE FOR ANY SPECIAL, INCIDENTAL, OR CONSEQUENTIAL DAMAGES, INCLUDING BUT WITHOUT LIMITATION, DAMAGE TO OTHER PROPERTY INCLUDING THE AIRCRAFT, LOSS OF TRANSPORTATION OR USE OF AIRCRAFT, PERSONAL OR COMMERCIAL LOSSES, LOSS OF REVENUE, LOST PROFITS, LOSS OF TIME, COST OF RENTAL AIRCRAFT, FUEL, TELEPHONE, TRAVEL, MEALS OR LODGING, OR DAMAGE RELATED TO GROUNDING OF AIRCRAFT.

15. This warranty, exclusions, limitations and disclaimers are all governed by the law of the State of Alabama, excluding its conflicts of laws rules.

Note: If there is any discrepancy between the information contained herein and applicable Continental warranty documents the latter controls.

16.4 Summary of Seller's Limited Propeller Warranty

Seller expressly warrants new products produced and sold by McCauley Propeller Systems (McCauley), a Division of Textron Aviation Inc., Wichita, Kansas, U.S., 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, propeller parts, governor or governor 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, propeller parts, governor, or governor 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 or governor 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, governors or parts found defective beyond the McCauley recommended overhaul period; or to parts which have been improperly installed by entities other than Seller 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 non-type 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 limited propeller warranty is also void on any McCauley product shipped new from the factory or distributor in disassembled state, then later re-assembled by an unauthorized party. Parties authorized to install factory-new product must have specific written permission from McCauley to do so, otherwise the propeller limited warranty on the affected unit is void.

No Seller warranty coverage is offered for leakage on product installed 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.

Details of this warranty are available from Seller.

17. FAMILIARIZATION TRAINING AGREEMENT

Seller will provide to Purchaser, as part of the Total Purchase Price for the Aircraft, a training package consisting of a familiarization training program for one (1) pilot subject to the following terms:

1. The familiarization training will be conducted by Textron Aviation Pilot Training ("TAPT") located in Wichita, Kansas or at another TAPT training location determined by Seller.
2. TAPT will employ its standard established familiarization training curriculum which is reasonably calculated to result in a Factory Training Course Certificate and Record of Training. The curriculum consists of four (4) days of ground school and flight familiarization. Flights will be conducted in Purchaser's Aircraft or equivalent Aircraft provided by Seller. If additional ground and/or flight familiarization is requested beyond the established course syllabus, the schedule, number of

flight hours, and other details will be mutually agreed upon between Purchaser and TAPT at that time. All associated expenses for additional ground and/or flight familiarization will be Purchaser's responsibility.

3. Seller and TAPT cannot guarantee or otherwise assure successful completion of familiarization training, or ultimate qualification for any license, certificate, or rating. Neither Seller nor TAPT will be responsible for the competency of Purchaser's pilot(s) during and/or following familiarization training. Neither Seller nor TAPT assumes any responsibility or liability for training delay or incompleteness due to factors beyond their control. To complete the in-aircraft portion of the familiarization training the trainee must be proficient in English.

4. All training must be completed within, and no later than, twelve (12) months following the delivery date of the Aircraft. No credit or any other financial adjustment will be allowed for any training not completed within the twelve (12) month period. TAPT will schedule all training, provide Purchaser specific details regarding the familiarization training course, course requirements, and completion options, and endeavor to schedule training at a time convenient for Purchaser.

5. Purchaser will be responsible for all expenses incurred by the individual taking training, including, but not limited to: food, lodging, transportation, car rental, and all costs of operating, maintaining, and insuring its Aircraft if used for training. Purchaser will also be responsible for all costs involved in acquiring an interpreter (for the ground school portion of the familiarization training) if the individual taking training is not proficient in English.

6. Purchaser and trainee hereby release and will indemnify and save harmless Seller and TAPT, their respective officers, employees, agents, subcontractors, and insurers (collectively "Indemnified Parties") against any and from all liability, claims, actions, and causes of action whatsoever, including any claims for damage to the Aircraft, regardless of the cause thereof (excluding however, any liability or claim relating to the manufacture of the Aircraft and the negligence or willful misconduct of the Indemnified Parties) and all expenses in connection therewith (including reasonable attorney's fees) arising directly or indirectly out of or in connection with use of the Aircraft for the familiarization training described above.

Purchaser's execution of Aircraft Purchase Agreement constitutes Purchaser's acceptance of the foregoing terms and conditions.

Additional training to satisfy certification and/or operational requirements of Purchaser's cognizant Civil Aviation Authority ("CAA") is outside the scope of the familiarization training provided by TAPT described above.



BY TEXTRON AVIATION

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JUNE 2022
SD-PIST-G58-0622