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News Release

Cessna Citation Service Centers Introduce Mobile Service Units

Wichita, Kan., March 17, 2008 – Cessna Aircraft Company, a Textron Inc. (NYSE: TXT) company, has begun serving Citation customers with a new Mobile Service Unit designed to save owners and operators time and money on their aircraft maintenance.

Operated by the Cessna Citation Service Centers, the Mobile Service Unit performs nearly all small and medium scheduled and unscheduled maintenance, including engine replacements. The first Mobile Service Unit truck is in service, based at the San Antonio Cessna Citation Service Center.

“Based on enthusiastic customer response to the first Mobile Service Unit, Cessna has three more in production and a number of additional units planned for the future,” said Stan Younger, Cessna’s vice president of Service Facilities. “We will base the next three units on the east and west coasts, where many Citations are located.”

The first Citation service truck has operated in Texas and Louisiana since June 2007, and already executed more than 100 service orders from routine avionics to Citation X engine exchanges. All of the Mobile Service Units will be staffed by qualified airframe and powerplant mechanics (A&P) who specialize in Citation aircraft.

The concept is designed to provide swift, reliable service at times when flying the Citation to one of the local Service Centers may be problematic. The trucks have laptop computers for access to Cessna’s illustrated parts manuals, maintenance manuals and the Citation Expert Troubleshooting System, and printout capability for FAA documentation.

The Cessna Mobile Service Unit is equipped with a 28-foot boom capable of hoisting Citation X Rolls-Royce AE3007s engines. Each unit has a ground power unit, an air compressor, jacks for all Citation models, a rear-mounted lift and a hydraulic mule. Limitations of the Mobile Service Units include full sheet metal repair and full paint and interior capability.

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Based on unit sales, Cessna Aircraft Company is the world's largest manufacturer of general aviation airplanes. In 2007, Cessna delivered 1,272 aircraft, including 387 Citation business jets, and reported revenues of about \$5 billion. Cessna has

a current backlog of \$12.6 billion. Since the company was originally established in 1927, some 190,000 Cessna airplanes have been delivered to nearly every country in the world. The global fleet of more than 5,100 Citations is the largest fleet of business jets in the world. More information about Cessna Aircraft Company is available at <http://www.cessna.com>.

Textron Inc. is a \$13.2 billion multi-industry company operating in 34 countries with approximately 44,000 employees. The company leverages its global network of aircraft, industrial and finance businesses to provide customers with innovative solutions and services. Textron is known around the world for its powerful brands such as Bell Helicopter, Cessna Aircraft Company, Jacobsen, Kautex, Lycoming, E-Z-GO, Greenlee, Fluid & Power, Textron Systems and Textron Financial Corporation. More information is available at www.textron.com.

Forward-looking Information: Certain statements in this release are forward-looking statements and speak only as of the date on which they are made, and we undertake no obligation to update or revise any forward-looking statements. These forward-looking statements are subject to risks and uncertainties that may cause actual results to differ materially from those contained in the statements, including but not limited to the following: [a] changes in worldwide economic and political conditions that impact demand for our products, interest rates and foreign exchange rates; [b] the interruption of production at our facilities or at our suppliers' facilities; [c] the timing of new product launches and certifications of new aircraft products; [d] the occurrence of slowdowns or downturns in customer markets in which our products are sold or supplied; [e] changes in aircraft delivery schedules or cancellation of orders; [f] the launching of significant new products or programs which could result in unanticipated expenses; [g] changes in national or international government policies on the export and import of commercial products; and [h] bankruptcy or other financial problems at major suppliers that could cause disruptions in our supply chain.