

# 1998 Cessna Citation Bravo For Sale

POA €

## QUICK SPEC

Manufacturer	Cessna
Model	Citation Bravo
Year	1998
Capacity	2 - 8 Passengers
Range	3,230 km (1,744 Nm) - 2,007 Mi
Max Cruise Speed	639 km/h (345 Kts) - 397 Mph
Max.Take-Off Weight	6,713 Kg (14,800 lbs)
Total Time	5,781 Hours
Service Ceiling	13,716 M - 45,000 Ft

## TECHNICAL SPECIFICATIONS

### GENERAL CHARACTERISTICS

Type of Aircraft - Light Jets  
Propulsion - 2 Turbofan Engines  
Length - 14,40 m - 47,24 feet  
Wing Span - 15,75 m - 51,67 feet  
Wing Area - TBA m<sup>2</sup> - TBA ft<sup>2</sup>  
Height - 4,57 m - 14,99 feet  
Max.Certified Takeoff Weight - 6,713 kg - 14,800 lbs  
Max.Certified Landing Weight - 6,123 kg - 13,499 lbs

### INTERIOR CHARACTERISTICS

- Number Of Passengers - (8) Eight Passengers
- Galley Location - Fwd Cabin
- Lavatory Location(S) - Aft Cabin, Belted Lav
- Last Refurbished Date - Original / Partial Refurbished In 2014 Side Panels, Armrest.
- Galley Equipment: - Portable Coffee Deposit
- Display/Tv Monitor(S) - One (1) On Board Display Unit

### EXTERIOR CHARACTERISTICS

Base Paint Color - Overall Matterhorn White  
Stripe Color - Dark Blue Stripes  
Program Coverage - Plane Parts  
Maintenance Tracking - CESCO  
Certification - DGAC XA-LVV

## POWERPLANT

Engine Model - Pratt and Whitney PW530A  
Engine Power (Each) - TBA kN - TBA lbf  
Serial Number Left Engine - DA0119  
Serial Number Right Engine - DA0121  
Total Hours Left Engine - 5,648 Hours  
Total Hours Right Engine - 5,501 Hours  
Total Cycles Left Engine - 5,141 Cycles  
Total Cycles Right Engine - 5,041 Cycles  
Program Coverage - None

## AIRFRAME

Total Time airframe - 5,781 Hours  
Total landings - 5,157 Landings  
Entry Into Service Date - 1998  
Current Location - Mexico

## APU

Description - TBA  
Serial Number - TBA  
APU Total Time - 0,000 Hours  
APU Total Cycles - 0,000

## AVIONICS

- EFIS (Electronic Flight Instrument System) - Honeywell Primus 1000
- FMS (Flight Management System) - Honeywell GNS-XLS
- GPS (Global Positioning System) - Honeywell GNS-XLS
- CDU (Control Display Unit) - Honeywell GNS-XLS
- ADC (Air Data Computer) - Honeywell AZ-850
- NAV (Navigation Radio) - Bendix King KN-53
- DME (Distance Measuring Equipment) - Bendix King KDI572
- ADF (Automatic Direction Finder) - Bendix King KR-87
- A/P (Autopilot) - Honeywell PC-400
- VHF COM (Very High Freq. Communication) - Bendix King KY-196A
- RADAR - Primus Color W P-880
- RADAR ALT (Radar Altimeter) - Collins AIT55B
- XPNDR (Transponder) - Bendix King KT-70
- GPWS (Ground Proximity Warning System) - Honeywell MK-VII
- TCAS (Traffic Collision Avoidance System) - Honeywell CAS66A
- CVR (Cockpit Voice Recorder) - Fairchild A2005
- ELT (Emergency Locator Transmitter) - Artex C-406

## OTHER NOTABLE FEATURES

- Always Hangered
- Privately Operated
- Complete Logbooks
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When Cessna decided to update its best-selling private jet, the Citation II, the result was the fuel-efficient Citation Bravo. It has a long range compared to other light-sized private jets and excellent short runway capabilities, allowing its owner to choose from a large selection of small airports. One of the features that sets the Citation Bravo apart from the competition is its comfort. The engineers designed the cabin to be very quiet, fitted with bagged insulation and an isolated interior shell to eliminate the low-frequency engine fan noise common in small private jets.

Additionally, a secondary seal on the cabin door was added to cut wind noise.

The Bravo has several baggage compartments with a combined capacity of seventy-three cubic feet, or about seven suitcases, four golf bags, and a few sets of skis. There is a convenient compartment beside the cabin lavatory for coats and carry-on items, and all of the seats have storage drawers beneath them.

The Bravo strikes the perfect balance between performance and cost. It costs the same as its predecessor, the Citation II, but outperforms it by far in climb, cruise, and altitude performance. The Bravo lost 150 pounds of fuel carrying capacity, increased the maximum takeoff weight by 500 pounds, and still manages to burn fewer pounds of fuel per hour.

The increased performance of the Citation Bravo is largely due to the new Pratt & Whitney turbofan engines. At the time of its design, no other light-sized private jets were using the PW530A engines. They burn thirteen percent less fuel than the other engines in the series. Cessna's engineers saw their potential and used them in the Citation Bravo.

Other updates on the Bravo were designed to aid the crew: easier preflight, servicing and maintenance tasks, and so on. The Bravo is a very easy jet to fly, and pilots can become certified to fly it solo. The majority of the improvements on the Bravo, however, will be hard for passengers to miss. A landing gear new to the Citation series was added to the Bravo. The gear is the trailing link type, which connects the wheel axle on the landing gear to a gas strut that then links up to the wing. This allows the strut to absorb the loads of landing and taxiing over uneven pavement. In other words, the new main landing gear will make taxiing over uneven pavement and landings extremely smooth.

Cessna put an end to cabin pressurization problems in the Bravo by increasing the pressurization to 9.1 psi and installing a digital pressurization controller. It also equipped the cockpit with systems providing traffic avoidance information, weather radar and digital maps.

If the Citation Bravo's technical capabilities and passenger offerings aren't enough, consider its price. Its overall operating cost rivals that of even the best-selling turboprops. When compared to the average cost of other light business jets, it was second only to the Citation Jet.