

2002 Cessna Citation Excel For Sale

POA €

QUICK SPEC

Manufacturer	Cessna
Model	Citation Excel
Year	2002
Capacity	2 - 9 Passengers
Range	2,684 km (1,741 Nm) - 1,667 Mi
Max Cruise Speed	802 km/h (433 Kts) - 498 Mph
Max.Take-Off Weight	9,162 Kg (20,199 lbs)
Total Time	13,229 Hours
Service Ceiling	13,716 M - 45,000 Ft

TECHNICAL SPECIFICATIONS

GENERAL CHARACTERISTICS

- Type of Aircraft - Super Light Jets
- Propulsion - 2 Turbofan Engines
- Rate of Climb - 1,064 m/m - 3,491 ft/m
- Length - 15,79 m - 51,80 feet
- Wing Span - 17,16 m - 56,30 feet
- Wing Area - TBA m² - TBA ft²
- Height - 5,24 m - 17,20 feet
- Max.Certified Takeoff Weight - 9,162 kg - 20,199 lbs
- Max.Certified Landing Weight - 8,482 kg - 18,700 lbs

INTERIOR CHARACTERISTICS

- Number of Passengers - Seven (7)
- Galley Location - Forward
- Forward Cabin Configuration - One (1) Right Hand Side Facing Seat
- Mid Cabin Configuration - Four (4) Place Club
- Aft Cabin Configuration Two (2) Forward Facing Seats
- Lavatory - Aft
- Other Notable Features - 110V Cabin Power Forward RH Storage with Entertainment Controls Location(s)

ENTERTAINMENT & CONNECTIVITY

- Display/ TV Monitors - Six (6) Side Ledge Monitor Receptacles with Four (4) Monitors
- Airshow System - Airshow 400
- DVD/ CD/ VHS Players - Dual DVD
- In Flight Phone/ Wi-Fi - Aircell ATG-5000 with Talk and Text

GALLEY EQUIPMENT

- Ice Drawer
- Two (2) Heated Liquid Containers

EXTERIOR CHARACTERISTICS

Base Paint Color - Overall Matterhorn White
Stripe Color - Slate Gray, Charcoal & Raspberry
Program Coverage - Plane Parts
Maintenance Tracking - CAMP
Certification - POA -Registry

POWERPLANT

Engine Model - Pratt and Whitney PW545
Engine Power (Each) - 16,92 kN - 3,804 lbf
Serial Number Left Engine - PCE-DB0398
Serial Number Right Engine - PCE-DB0616
Total Hours Left Engine - 13,003 Hours
Total Hours Right Engine - 12,441 Hours
Total Cycles Left Engine - 10,483 Cycles
Total Cycles Right Engine - 10,085 Cycles
Program Coverage - ESP Silver Lite

AIRFRAME

Total Time airframe - 13,229 Hours
Total landings - 10,503 Landings
Entry Into Service Date - 2002
Current Location - USA

APU

Description - Honeywell RE100XL
Serial Number - P-350
APU Total Time -13,229 Hours
APU Total Cycles - 10,483

AVIONICS

- Honeywell Primus 1000 Dual Flight Director/ Single Autopilot System Honeywell Primus 1000 3-tube EFIS System
- Single Honeywell NZ2000 Flight Management System (5.3 Software) Honeywell CD-810 FMS Controller
- Dual Honeywell Air Data Computer
- Dual Primus II Radio System
- Dual RCZ-833E Integrated Comm (8.33 kHz)
- Dual RCZ-850 Integrated Nav Receiver
- ADF/VOR/MKR BCN/ILS Dual DME Indicator
- Dual RM-850 Radio Management Units
- Dual Honeywell AV850A Audio Panel
- Single Honeywell KHF-950 High Frequency Radio System
- Honeywell VHF AFIS
- Honeywell Primus WU-880 Weather Radar
- Honeywell MKV Enhanced Ground Proximity Warning System with Windshear Meggitt Secondary Flight Display with Air Data Unit
- Fairchild A200S Cockpit Voice Recorder
- Collins AL TSSB Radio Altimeter System
- ACSS TCAS 2000 TCAS II with Change 7.0 Software

OTHER NOTABLE FEATURES

- P & W Engine Overhauls
- Seven Passenger Executive Config
- Currently Operated Part 135
- APU on Honeywell MSP
- Paint Touch Up Nov 2017
- Interior Refresh Nov 2017

CATALOGUE ESSAY

The Citation Excel is technically a mid-sized jet, yet it still fits in the super light jet class– its cabin length is 18.7 feet and it can fly up to 1,961 miles (1,704 nautical miles) – but it can take off in 3,590 feet and climb to cruise altitude in just 18 minutes, performance statistics reminiscent of light private jets. At any rate, the Excel boasts excellent handling capabilities, reliable systems and consistent delivery of smooth, quick flights. The Citation Excel’s cabin holds eight passengers in a cabin that’s quiet and draft-free due to the triple-sealed entry door and triple-pane windows. It is 5.7 feet high and 5.5 feet wide, which is about average for a midsized private jet. Details like fold-out tables and sliding headrests make the interior comfortable. There are several different seating arrangements to choose from, including one option with a three-person divan. An external compartment provides 80 cubic feet of storage space, along with some additional space in an internal closet. This private jet can climb to its cruise level in just eighteen minutes and can cruise at 423 kts. The Excel has a range of 1,907 miles (1,657 nautical miles) with four passengers. It can take off on runways as short as 3,590 feet – the shortest takeoff distance of any midsized jet. The Excel outperforms competing private jets due in large part to its two Pratt & Whitney PW545 engines. They are designed with a high-pressure core to increase thrust to 3,804 pounds apiece. Increased air flow through the engine’s core allows the engines to operate at higher temperatures. A Teflon seal was added to prevent oil leaks, and the single-channel electronic control engine allows the pilot to configure fuel flow at the beginning of flight and leave the system to do the rest during flight. Manual fuel control remains available for emergencies. The Citation Excel comes standard with two air conditioning systems to keep the cabin comfortable, even in the most extreme outside temperatures. A long-travel trailing link landing gear ensures smooth landings and taxiing. High-capacity carbon brakes give this jet powerful braking capabilities that other private jets of its size do not have. The brake wear is minimal and, like all other systems in the Excel, is extremely reliable. Subtle design details exhibit Cessna’s custom of creating simple, high-performance jets. The frame is made from riveted, hot-bonded aluminum alloy, which reduces assembly cost but slightly increases drag. Any lessened aerodynamic capabilities are made up for by the unusually low position of the wing, which greatly reduces drag. The Citation Excel was designed with the needs of the pilot in mind. The preflight check is easy to carry out and many flight systems only have to be set once after takeoff, then automatically adjust in flight. The avionics system is probably the most pilot-friendly feature of the Excel. The engineers of the Honeywell Primus 1000 avionics suite realizes the importance of details like consolidating multiple displays into a few, easy-to-interpret ones and placing screens close to the controls to which they apply. All of the information needed is displayed on three sleek screens. The relevant controls are located directly on the screens’ faceplates to improve pilot hand-eye coordination and flight performance.