2006 Cessna Citation CJ1+ For Sale

2,650,000 €

QUICK SPEC

Manufacturer	Cessna
Model	Citation CJ1+
Year	2006
Capacity	2 - 5 Passengers
Range	2,408 km (1,300 Nm) - 1,496 Mi
Max Cruise Speed	720 km/h (389 Kts) - 447 Mph
Max.Take-Off Weight	4,853 Kg (10,699 lbs)
Total Time	700 Hours
Service Ceiling	12,497 M - 41,000 Ft

TECHNICAL SPECIFICATIONS

GENERAL CHARACTERISTICS

Type of Aircraft - Very Light Jets
Propulsion - 2 Turbofan Engines
Rate of Climb - 1,003 M/min - 3,290 Ft/min
Length - 12,98 m - 42,7 feet
Wing Span -14,30 m - 46,9 feet
Wing Area - TBA m² - TBA ft²
Height - 4,19 m - 13,75 feet
Max.Certified Takeoff Weight - 4,853 kg - 10,699 lbs
Max.Certified Landing Weight - 4,491kg - 9,901 lbs

INTERIOR CHARACTERISTICS

- Standard CJ1+ seating configuration with a four place forward club, Pacific style tailoring, Townsend Natural Linen leather passenger seats with 2 stowable executive tables.
- There is a side facing belted seat across from the main entry door and the aft toilet is also belted. The left and right side ledges are high gloss wood veneer.
- All club seats have optional seat back pockets.
- The sidewalls are Designtex Pheasant.
- The cabin lighting includes indirect lighting and dropped aisle accent lighting.
- The carpet is Kalogridis, Soft Point, Natural Fawn Heather. The cabinetry is high gloss laminate in chestnut color. Hardware finish is 18K Gold.
- The refreshment center includes a hot liquid dispenser, ice storage, trash drawer and storage for canned drinks, sundries and supplies.

EXTERIOR CHARACTERISTICS

Base Paint Color -
Stripe Color -
Program Coverage - Plane Parts
Maintenance Tracking - CMP
Certification - POA -Registry

POWERPLANT

Engine Model - Williams / Rolls Royce FJ44-1AP
Engine Power (Each) - 8,75 kN - 1,965 lbf
Serial Number Left Engine - 180023
Serial Number Right Engine - 180022
Total Hours Left Engine - 700 Hours
Total Hours Right Engine - 700 Hours
Total Cycles Left Engine - 671 Cycles
Total Cycles Right Engine - 671 Cycles
Program Coverage - Enrolled in Williams TAP Elite

AIRFRAME

Total Time airframe - 700 Hours
Total landings - 678 Landings
Entry Into Service Date - 2013
Current Location - USA

APU

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

AVIONICS

- (Collins Pro Line 21 Avionics System)
- AIR DATA COMPUTER: (2) Collins
- ADC-3000 Air Data Computers
- ALTITUDE HEADING REFERENCE SYSTEM: (2) Collins AHC-3000 AHRS
- AUTO DIRECTION FINDER: (1) Collins Pro Line 21 with ADF
- AUTO PILOT: Collins Pro Line 21 Integrated Avionics System
- BATTERY: Concord 24 Amp Hour Lead Acid Battery
- COMMUNICATIONS: (2) Collins Pro Line 21 CNS Radios, with dual COM and dual Radio Tuning Units
- DISTANCE MEASURING EQUIPMENT: (1) Collins Pro Line 21 with DME
- EFIS: Collins Pro Line 21 with 3-Tube EFIS
- ELECTRONIC CHARTS: Collins Chartlink for Jeppesen Electronic Charts (subscription required)
- EMERGENCY LOCATOR TRANSMITTER: ARTEX C406N 3-Frequency ELT interfaced to
- FMS FLIGHT DIRECTOR: Collins Pro Line 21 Integrated Avionics System with Flight Director
- FLIGHT MANAGEMENT SYSTEMS / GPS: (1) Collins FMS-3000 and (1) Garmin 500
- FMS LIGHTNING DETECTION: WX-1000E Lightning Detection
- RADAR: Collins WXR-800 Weather Radar
- RADIO ALTIMETER: (1) Collins ALT-4000 Radar Altimeter
- TCAS: L3 Skywatch HP (TCAS I)
- TAWS: Landmark L3 TAWS 8000 (Class B)
- TRANSPONDER: (2) TDR-94 Mode S Transponders with Enhanced Surveillance capability
- VHF NAVIGATION: (2) Collins Pro Line 21
- CNS Radios including dual NAV
- VOICE ANNUNCIATOR: Yes
- WEATHER: XM Weather Satellite Wx Data receiver display on MFD

OTHER NOTABLE FEATURES

- Bravo Style Entry Stairs
- Pulselite 2400 Precise Flight System
- (2) 110 Volt AC Outlets in Passenger Cabin
- Tailcone Baggage Carpet

CATALOGUE ESSAY

The CJ1+ is an extremely fuel-efficient private jet, burning an average of 132 gallons per hour, fuel consumption slightly lower than the CJ1, even though the CJ1+ has a slightly higher payload than the original CJ1.The economy of the fuel burn can be largely attributed to Cessna's choice of engines: two Williams FJ44-1AP engines. These deliver a little more thrust on takeoff than their predecessors, the FJ44-1As. Natural laminar flow wings are still used in the CJ1+ due to their success in the previous Citation line. The natural laminar flow wing delays the onset of flow separation longer, which improves the lift-to-drag characteristics ten to fifteen percent when compared to previous straight-wing designs.

Another of the CJ1+'s strong points also contributes to its low operating cost: the simplicity (but reliability) of its flight systems. Its cockpit has been significantly improved from the CJ1 to offer the latest technology for situational awareness and FADEC (Full Authority Digital Engine Controls). It uses the Pro Line 21 avionics package, complete with PFD (Primary Flight Display) and MFD (Multi Function Display) flat-panel screens. The CJ1 was the first private business jet to be equipped with these screens.The CJ1+ is designed to be as easy to fly as possible. Many of its systems are automatic, from deicing to cabin pressurization. Engine bleed air is used for anti-ice protection on the wing edge and engine, as well as rain removal on the windshield, cabin pressurization, and heating. An automatic cycling system controls pneumatic de-ice boots for protection of the horizontal tail. The benefit of having such simple operational requirements is that it this private jet can generally be operated by a single pilot, which provides excellent flexibility in flight operations.Despite the CJ1+'s economy in flight, it allows for a surprisingly high payload. Its three baggage compartments can carry a total of 832 pounds of luggage. The CJ1+ was specifically designed to be able to easily operate from a 4,000 foot runway under the most difficult conditions – high temperature and elevation, and maximum loading capacity. The engineers used a new tail assembly to reduce the overall weight and size of the airplane without reducing cabin size. The CJ1+ has a significantly increased payload capacity in comparison to the original CJ. Its maximum take-off weight is 300 pounds heavier than the original Citation Jet. Its maximum fuel weight has also been increased by 300 pounds. These alterations resulted in better maximum range/payload flexibility, offering owners more options in flight planning. Despite the increase in overall weight, the CJ1+ is faster than the Citation Jet. One of its biggest performance improvements is its climb rate: it took 59 minutes for the CJ1 to climb to 41,000 feet; the CJ1+ can climb to the same altitude in only 32 minutes.