



Beautiful two owner since new corporate owned and operated Cessna Citation CJ1! Like new paint and interior completed in 2015. Fully covered engines on TAP Elite and Cessna "Pro-parts" programs. Ready for immediate service. Call today to learn more about this great low-time Citation CJ1.

Aircraft Overview

Price: Make Offer!
Sale Type: For Sale, Trade,

Year: 2001
Manufacturer: Cessna
Model: Citation CJ1
S/N: 525-0475
Registration: N88LS

TAF: 2,454.7
Total Landings: 2,201

Engine Details #1

Type: Williams Rolls Royce
S/N: FJ44-1AP
Cycles SNEW: 2,201
TTSN: 2,454.7
SMOH: N/A (TAP ELITE)

Engine Details #2

Type: Williams Rolls Royce
S/N: FJ44-1AP
Cycles SNEW: 2,201
TTSN: 2,454.7
SMOH: (TAP ELITE)

Avionics

- Collins Proline 21, Two Tube EFIS
- Copilot's and Stry Honeywell HSI
- Copilot's Honeywell AM-250 Altimeter
- Standard Stry Altimeter/Speed Meter Indicator
- Dual King KY 196 A Coms
- Collins Autopilot
- Dual King KN 53 Nav
- Universal UNS 1K FMS
- L3 Landmark 8000 Class B TAWS
- TCAS Skywatch HP TRC
- Dual King KT70 Transponder
- Collins Rod Alt 55B
- King KN63 DME

- Dual Collins ADC 3000
- King KR 87 ADF
- Collins WXR 800 Radar
- Artex 406 ELT
- Dual Audio panel

Equipment

- RVSM Complaint
- Safeflight N1 Computer
- Eros Oxygen Mask, Smoke Goggles
- Voice Annunciator
- Aft Coat Rod

Interior

Rating: 9
All New - August 2015
Matterhorn White with Black Metallic, Red Metallic and Platinum Metallic Striping.

Exterior

Rating: 9
Overall white with contemporary striping in blue, gold and red.

Inspection Details

- Type: DOC 2,4 and 8
- Date: 07-17-2017
- March 2015 Completed by Cessna, Wichita:
- Document 10 and 8 Inspections
- Engine Check 1 and 2
- Pre-Purchase Inspection Technical Survey
- Import C of A
- New paint and interior August 2015.
- TAP Elite \$246.86 per flight hour.
- Pro-Parts \$222.86 per flight hour.

** Please request a CESC/M/CAMPS 10 and 20 report for a complete maintenance status on the airplane **

General Characteristics

The CJ1 is the second generation of the extremely successful Citation Jet series. It

comes with all of the advantages that the original Citation Jet offered, but with improvements in economy and performance. Its status as the second generation Citation gives the advantage of using a private jet design that has been tested and modified to exceed the success of the first model – the Citation Jet.

The design goals of the Citation Jet can be summed up in three words: simplicity, economy, and performance. This proved to be a challenge, especially in creating an aerodynamic structure that is financially prudent to produce and handles well. Previous Citations had used a straight wing, which slows the aircraft considerably but dramatically reduces production and design costs. The Citation Jet upgraded to a natural laminar flow wing, which took four years to design in a joint venture between Cessna and NASA. This wing delays the onset of airflow separation longer, improving the lift-to-drag characteristics ten to fifteen percent when compared to earlier straight-wing designs.

The CJ1 is extremely fuel-efficient, burning an average of 134 gallons per hour. The economy of its fuel burn can be largely attributed to Cessna's choice of engines. It uses two Williams/Rolls-Royce FJ44-1A turboprops, each of which delivers 1,900 pounds of thrust on takeoff.

Another of the CJ1's strong points contributes to its low operating cost as well: the simplicity (but reliability) of its flight systems. It uses the Pro Line 21 avionics package, complete with PFD (Primary Flight Display) and MFD (Multi Function Display) flat-panel screens. The CJ1 is the first business jet to be equipped with these screens (with the exception of the gigantic Boeing Business Jet).

The CJ1 is extremely easy to fly and can be single-pilot operated. The Citation line was designed for forward-thinking businessmen that would fly their own private jets to and from business meetings, resulting in several automated systems and a simple avionics system. For those that don't plan to fly their own jet, its ability to be flown by a single pilot offers greater flexibility in flight operations and reduced direct operating costs.

Despite the CJ1's economy in flight, it allows for a surprisingly high payload. Its three baggage compartments can carry up to a total of 832 pounds of luggage. The CJ1 was specifically designed to be able to operate on short runways. At sea level the CJ1 can take off in 3,080 feet; on runways at an altitude of 5,000 feet, its takeoff distance increases to a mere 5,710 feet.

The CJ1 has a payload capacity of 1,400 pounds; its maximum takeoff weight (MTOW) of 10,600 pounds is 100 pounds heavier than the MTOW of its predecessor the Citation Jet. The maximum fuel weight also increased 300 pounds to a total of 3,220 pounds. These alterations resulted in better range/payload flexibility, offering owners more options in flight planning. The most surprising result of the significant increase in payload is that the CJ1 is actually faster than the Citation Jet.

Most owners, knowing the economical features of the CJ1, are surprised at how comfortable it is. Seats are available for five passengers, and the full-length dropped aisle gives the cabin a roomier feel. The double-sealed door uses a fastening system similar to that of a vault, which reduces cabin noise.

The CJ1 is ideal for small companies and individuals looking for an economical private jet for short-range missions, usually a little over one hour. For example, nonstop flights with five passengers include Los Angeles to Aspen and Washington, D.C. to Miami.

Damage History

No known damage history.

Disclaimer

The offer for sale of this aircraft is subject to contract and the aircraft may at any time be withdrawn from the market without prior notice. Specification is subject to verification by the purchaser and is not guaranteed for accuracy and Buyer should rely on their inspection as all aircraft are sold "as is, where is".

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