



Beautiful corporate owned and maintained Cessna Citation CJ1+ fully equipped with recent heavy inspections. Enrolled on Williams "TAP BLUE" engine programs, Proline 21 equipped with "chart view", Collins FMS-3000, Garmin 500 with GPS and Terrain, Class B TAWS, Sky Watch Traffic (TCAS) ADS B OUT, certified for precision approaches LPV/WAAS, VNAV, Encore style steps, executive six (6) passenger interior with belted lavatory, new interior by Textron (MKE) in 2021 and new paint by Duncan (Battle Creek) in 2022. This is a classic example of a impeccably cared for Citation CJ1+ representing the top in its class. Contact us today for more information and learn how you can make this your next aircraft.

Aircraft Overview

Sale Type: For Sale, Trade,
Year: 2007
Manufacturer: Cessna
Model: CJ1+
Make: Citation
S/N: 525-0661
Registration: N901CK
TTAF: 3000

Engine #1 Details

Type: Williams International FJ44-1AP 100%
 TAP BLUE FADEC (FADEC) TAP BLUE
S/N: 180077
Cycles SNEW: 3100
TTSN: 3000

Engine #2 Details

Type: Williams International FJ44-1AP 100%
 TAP BLUE FADEC (FADEC) TAP BLUE
S/N: 180112
Cycles SNEW: 3100
TTSN: 3000

Avionics

- Collins Pro Line 21
- Communication Radios:
- Dual Collins VHF-4000
- CVR: Yes
- DME: Collins DME-4000
- EFIS: Collins 3-tube
- FMS: Collins FMS-3000
- GPS: Garmin GPS-4000S; Garmin GPS-500
- Navigation Radios: Collins NAV-4000; Collins NAV-4500
- Radar Altimeter: Collins ALT-4000
- TAWS: L3 TAWS-8000 Class B
- TCAS: BFGoodrich Skywatch HP TCAS-I
- Transponder: Dual Collins TDR-94D
- Weather Radar: Collins WXR-850 (color)
- ADF: Collins NAV-4500

Equipment

- Cockpit Voice Recorder
- ADS-B Equipped
- Engine Maintenance Program - TAP BLUE 100% coverage
- Emergency Locator Transmitter
- Terrain Awareness & Warning System
- Traffic Collision Avoidance System
- Weather Radar
- Flight Management System - FMS-3000
- RVSM
- Traxall Computerized Maintenance Tracking Program
- INTERIOR BY TEXTRON AVIATION 2021
- PAINT BY DUNCAN AVIATION 2022
- Executive/6 passengers
- Air Conditioning:
- Cockpit: ADS-B Out,
- WAAS/LPV,
- Artex C406-N ELT, IFIS w/5.0 software
- Crew Accessories:
- Jeppesen electronic charts
- Locking fuel caps,
- Bravo/Encore-style entry steps,
- Concorde 42-amp/hour lead acid battery

Exterior

Exterior rating: 9

EXTERIOR BY DUNCAN AVIATION ON 2022 completed in cloud white w/black radiance metallic, medium silver metallic & gamma gray details and stainless steel hardware.

Interior

Interior rating: 9

INTERIOR BY TEXTRON AVIATION 2021 Executive/6 passenger seats w/forward side-facing seat and belted lavatory. Freon Air Conditioning, Soft goods refurbished in 2021 by Textron Aviation including leather, carpeting, bulkheads & sidewalls completed with Beige leather seating, Gray accent carpeting, Gloss wood veneer cabinetry with brushed nickel hardware and complimentary accents.

Inspection Details

Last Inspection Type: Document 10
 Inspection Date: 10 October 2023

Complete pre-purchase inspection September 2023 to include structures, engines, fuel tanks, avionics, records audit, systems, window inspections.
 Document 10 (3 years or 1200 hours) September 2023
 Document 3 (24 months) September 2023
 Passenger O2 Masks - replace September 2023
 Inspection Document MP - 250 hours / 12 months - September 2023
 Document 2 - 12 months - Portable Fire Ext Weigh - September 2023
 Document 2 - 12-21-33-36 completed September 2023

New Pilot's windshield September 2023
 New left and right landing gear trunnions and drag-links 2021 by Textron MKE.

Engines on TAP BLUE 100% coverage

** Please request a complete maintenance status **

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".

Remarks

At the risk of stating the obvious, the CJ1+ is the enhanced version of the CJ1. Most private jets that are recreated in a "bigger and better"

design are nearly identical to the original jets. The CJ1+ is no exception to this rule, but it does have some valuable upgrades. The already-low operating cost of the CJ1 was slashed to become the lowest operating cost of any comparable turboprop, and small upgrades on the engines and the increase of usable payload make a big difference.

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. They took four years to design in a joint venture between Cessna and NASA, but were well worth the delay. 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... (continued)

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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.

The cabin of the CJ1+ is almost identical to that of the CJ1. It holds five seats in a club arrangement, with one side-facing seat. Like its predecessor, it has a fully-enclosed lavatory, small galley, and fold-out work tables. Increased soundproofing techniques make flights quieter. Entertainment systems can be added as desired.

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. Possible nonstop flights with maximum passengers include Los Angeles to Aspen and Washington, D.C. to Miami.

Additional details/specs not covered above:

RAMP 10800,
MTOW 10700,
LANDING 9900,
ZFW 8400,
MAX FUEL 3220,
EMPTY 6865,
USEFUL LOAD 3835,
PAYLOAD w/FULL FUEL 715.,

WEIGHTS (kgs.): RAMP 4898, MTOW 4853, LANDING 4490, ZFW 3810, MAX FUEL 1461, EMPTY 3114, USEFUL LOAD 1740, PAYLOAD w/FULL FUEL 324.

