



Flight Solutions is offering a limited number of ownership shares in this beautiful low-time Cessna Citation Encore complete with turn-key aircraft management! Available for shared ownership in the greater Cincinnati, OH, Northern Kentucky area! Highlights include ESP Engine Program and only 3700 total hours since new. New paint and interior in 2022 including woodwork and plating. Honeywell Primus 1000 avionics suite with Universal FMS that is LPV/WAAS certified for precision GPS approaches and TCAS II. Call us today to learn more about the ownership opportunity in this one of kind Encore!

Aircraft Overview

Sale Type: Shared Ownership
Year: 2000

Manufacturer: Cessna

Model: Citation

Make: Encore

S/N: 560-0539

Registration: N303CP

TTAF: 3,717

Aircraft Total Landings: 3,230

Engine #1 Details

Type: Pratt and Whitney PW535A -

ESP Silver Lite

S/N: PCE DC-002

Cycles SNEW: 3230

TTSN: 3717

Engine #2 Details

Type: Pratt and Whitney PW535A -

ESP Silver Lite

S/N: PCE DC-001

Cycles SNEW: 3230

TTSN: 3717

Avionics

- Honeywell Primus 1000 3-Tube EFIS
- Honeywell Primus II 1000 IFCS w/Autopilot
- Honeywell Primus 1000 IFCS Flight Director
- Dual Honeywell 1000 Comms w/8.33 Spacing
- Dual Honeywell Primus Navs w/FM Immunity
- Dual DMEs
- Dual Audio Control Systems
- Universal UNS-1C FMS w/GPS
- King KHf-950 HF w/SELCAL
- Iridium SATCOM
- Honeywell Mark VII EGPWS
- TCAS II
- Primus 660 Weather Radar
- Cockpit Voice Recorder
- BF Goodrich 950 Stormscope
- Flight Hour Recorder
- ELT w/Remote Cockpit Switch

Equipment List

- Angle of Attack
- NT Computer
- Heads up Technologies CMS-400 Checklist
- Locking Fuel Caps
- Marathon 44-Amp Battery
- Tracking Cockpit Sun visors
- Dual Forward Nav Chart Cases
- Tail Logo Lights

Exterior

Exterior rating: 9

Brand new in 2022 in overhaul Matterhorn white with two-tone charcoal metallic base with gold and black accent stripes.

Interior

Interior rating: 9

Brand new in 2022 completed by Rosewood Completions. Seven (7) passenger configuration featuring a forward refreshment center opposite a single (1) Side facing chair. Main cabin offers a four (4) place center club configuration followed by two (2) forward facing chairs. Additional Amenities include three (3) under seat storage drawers, 12V DC Outlets (Seats 5 & 10), belted flushing potty.

Inspection Details

Last Inspection Type: Phase 1-4
Inspection Date: 07 January 2024
Phase 1-4 inspections JAN 2024
Pitot Static and Transponder Checks JAN 2024
Phase B - JAN 2024
Phase 5 is due March 2025

** Please request a maintenance status report for a complete status **

Damage History:

Horizontal Stab Damage in 2010 by de-icing boom truck. Aircraft ferried to Textron for repairs. All new parts Textron sign-off.

Remarks

Performance:

Max Ramp 16,830

Max Takeoff 16,630

Max Landing 15,200

Zero Fuel 12,600

BOW 10,520

Max Payload 2,080

Useful Load 6,310

Executive Payload 1,400

Max Fuel 5,400

Avail Payload/Max Fuel 910

Avail Fuel Max Payload 4,230

Avail Fuel Exec Payload 4,910

Limits: Citation Encore, CE-560

MMO 0.760

Transition Altitude FL/VMO FL289/292

Cabin Pressurization (PSI) 8.9

Airport Performance:

Citation Encore, CE-560

TO (Sea Level, ISA Temp) 3,490

TO (5000', @25C) 5,750

Hot/High WAT 16,630

NBAA IFR Ranges

V2 @ SL ISA, MTOW 1,667 115

VREF 99

Landing Distance with 4 Passengers 2,439

Climb: Citation Encore, CE-560

Time to Climb/Alt 13 minutes/FL370

Engine Out Rate fpm 873

FAR 25 Engine-Out Grad (ft/nm) 456

Ceilings (ft) Citation Encore, CE-560:

Certificated 45,000

All Eng Srv 45,000

Eng Out Service 27,500

Sea Level Cabin 23,586

Long Range Cruise Citation Encore, CE-560

KTAS 376

Fuel Flow 804

Altitude FL 450

Specific Range 0.468

High Speed Cruise Citation Encore, CE-560

KTAS 426

Fuel Flow 1,335

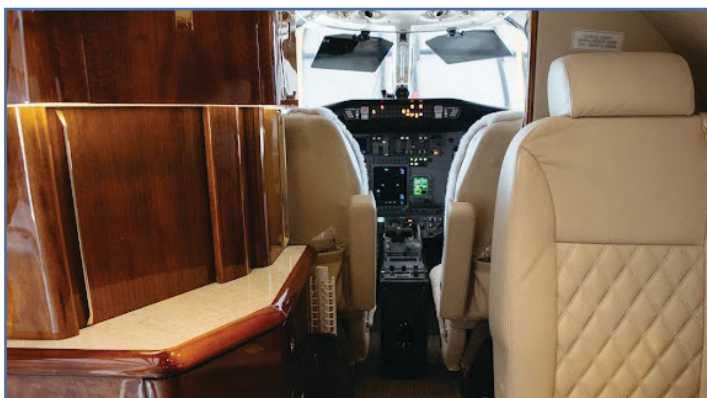
Altitude FL 370

Specific Range 0.319

Additional details/specs not covered above:

2024 ESP hourly rates are \$260 per engine per flight hour. Current programs are transferable to new owner. There are 1643 hours of deferred ESP due at overhauls.

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".



General Characteristics

The Citation Encore is another of Cessna's great private jets, the "Encore" to its successful Citation Ultra. The Encore is versatile, able to fly long distances and take off and land on short runways, and carry a large load. Passengers love its cabin comfort, smooth flight performance, and its low operating costs.

The cabin, which can hold eight passengers in fully reclinable seats, stretches to seventeen feet, five inches – the longest cabin of any light private jet. The strategic use of seamless wall panels, indirect lights, and mirrors make the cabin seem larger than its actual volume of 307 cubic feet. Passengers will enjoy the cabin's amenities, which include individual flat panel entertainment systems and audio jacks, power outlets, and the MagnaStar 200 radio phone. A newly-designed airstair entryway makes boarding a lot less challenging, especially for passengers in high heels. The Encore has storage space for 43 cubic feet of exterior baggage plus 28 cubic feet in the interior, or more than 1,400 pounds.

The Cessna Citation Encore can takeoff from a sea level runway in 3,490 feet. The required runway distance increases to 5,750 feet at an altitude of 5,000 feet and a temperature of 77°F. Not only is the Encore quick on takeoff, it is pretty fast at 45,000 feet as well. In thirteen minutes, it climbs to 37,000 feet, where it can reach its maximum cruise speed of .74 Mach. For a long range cruise, it flies at 376 knots at its maximum certified flight level of 45,000 feet.

The Encore's speed can be attributed largely to its wing design. Keeping with the Citation line's tradition of simplicity in design and operation, it uses the straight wing design that was such a success on Cessna's other private jets. Two aerodynamicists, one from Cessna and one from NASA, collaborated to redesign the Citation line's standard straight wing. The result was a wing with a large leading-edge radius and a level upper surface, which better distributed air flow, cut drag, and ultimately increased the Encore's cruise speed. The wings allow the Encore to land on runways as short as 2,439 feet and take off in 3,490 feet when loaded to its maximum takeoff weight of 16,630 pounds.

It would be entirely unfair to solely give credit for the Encore's speed to the wing design; the Pratt & Whitney Canada PW535A turbofan engines play a part, too. Each engine provides the Encore with 3,400 pounds of thrust (almost 400 pounds more than the Ultra), while achieving a 16% more efficient specific fuel consumption than the P&W JT15D-5D engines used on the Ultra.

When it comes to avionics systems, simplicity of operation is best. The engineers of the Honeywell Primus 1000 suite realized 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. One of the predecessors of the Encore had a confusing array of five screens and over eight analog controls. The Encore consolidates the mess into four sleek screens. The relevant controls are located directly on the screens' faceplates to improve pilot hand-eye coordination and flight performance. The engines produce enough bleed air to support the Encore's systems – anti-icing, cabin pressurization, and air conditioning. The Encore's temperature control system has been updated to use both bleed air and an electrical vapor-cycle machine. The electrical system serves as a backup air conditioning system on really hot days and can be started on the runway to cool the cabin before the engines start. The temperature control system is conveniently designed to allow the cabin and cockpit to set and maintain different temperatures.

As can be expected with a private jet from Cessna, great attention to detail makes the Encore great. It uses a trailing link landing gear for smooth taxiing and soft landings, and can be single-pilot operated. A new forced mixer nozzle cuts engine noise, and new fuel heaters have been added that eliminate the need to mix anti-icing additives with the fuel. Other small updates allow the Encore to carry 344 fewer pounds of fuel and still have a longer range than the Ultra.

In short, the Cessna Citation Encore is a dream-come-true private jet. It can carry heavy loads, long distances, and can still keep the passengers comfortable and the pilots satisfied. The Encore is versatile, economical, luxurious, high-performing . . . and even looks great on the runway.