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Cessna Citation CJ2+

Peppier performance than the original, still **reliable, versatile and economical**

THE CITATION CJ2+, BUILT FROM 2006 TO 2014 AND SPANNING s.n. 300 through 524, is becoming more of a bargain. Selling prices now range from \$2.8 million to \$3.9 million, says Gavin Woodman, co-founder of Aerocor, a jet brokerage firm based in Los Angeles. This is an aircraft that will climb directly to FL 450 in 28 min. and cruise at 375 to 406 KTAS while sipping less than 700 pph.

As with the original CJ2, produced from 2000 to 2006, the CJ2+ fills the niche created in the Citation product line when the Citation I went out of production in the early 1980s. First generation CitationJets, CJs and MIs have shorter cabins, less range and leaner tanks-full payloads than Citation I aircraft, so they're not direct replacements.

As with the CJ2, CJ2+ has a stretched fuselage and longer span wings that the first-generation CJs. Highly flat-rated Williams International 2,490-lb. thrust FJ44-3-24 turbofans replace the CJ2's 2,400-lb. thrust FJ44-2C engines, greatly improving hot-and-high airport and climb performance. CJ2+ also cruises 5 to 8 kt. faster and it offers slightly improved fuel efficiency. FADECs reduced pilot workload and provide engine protection.

FJ44-3-24 engines add 30 lb. to aircraft empty weight because of their larger fans. Typically equipped, single-piloted CJ2+ have 7,925-lb. BOWs compared to 7,840 lb. for CJ2. But, CJ2+'s operating weights are boosted, so it can carry a 770-lb. payload with full fuel — 40 lb. more than CJ2. It'll fly 1,600 nm with the 770-lb. payload or 1,353 nm with six passengers, assuming NBAA 100-nm reserves. Standard day takeoff field length is 3,360 ft. Depart Toluca (MMTO) at MTOW on a 20C day and you'll need 8,425 ft. of pavement.

Up front, the flight deck is substantially upgraded from that of CJ2. It's a full Collins Pro Line 21 suite, including left and right side PFDs, a central MFD, full-function, multi-sensor FMS-3000 and a panel-mount Garmin GPS-500, dual Collins Pro Line 21 CNS radio systems controlled by RTU-4200 radio tuning units, TCAS I, TAWS, dual Collins TDR-94 Mode S transponder, GPS-4000A receiver and solid-state Collins weather radar. An Integrated Flight Information System unit provides enhanced map overlays on the MFD and it supports an optional Jeppesen electronic chart function. XM satellite radio weather also may be displayed on the MFD.

But, the flight deck retains some legacy Citation throwbacks, including a stand-alone annunciator light panel and console-mounted flight guidance system controls.

Starting at s.n. 439 in late 2008, the flight deck is upgraded with enhanced displays, an SBAS GPS-4000S receiver and FMS-3000 LPV approach capability. These aircraft can be upgraded for ADS-B for \$30,000 to \$40,000. Earlier aircraft also can be outfitted for ADS-B for about the same price, but they won't have the LPV approach capability. Woodman says upgrading older aircraft for both LPV and ADS-B costs about \$120,000 for a single

FMS-3000 and \$170,000 to \$200,000 for dual FMS-3000.

Equipping aircraft with the optional DBU-5000 enables operators to upload new databases in 15 minutes or less using a thumb drive. Otherwise, updating the databases requires a laptop and data cable, making the task a 50+ minute chore.

The cabin has essentially the same forward, four-chair club section, with two forward facing chairs in the aft cabin, as CJ2. There's a forward, right side refreshment center with heated beverage container, two-section ice drawer and several storage compartments. The lavatory features a left side, occasional use, belted potty seat and flush toilet. The emergency exit is on the right side of the lavatory. The aft lav is full width, but it's enclosed with a privacy curtain rather than a hard door.

Baggage capacity is a strong suit. There's an easily accessible 50-cu.-ft. aft external baggage compartment, another 20.4-cu.-ft. compartment in the nose and 4.0 cu. ft. of luggage storage in the lavatory area.



TEXTRON AVIATION

Operators say the aircraft has rock-solid reliability and it's well supported. There are nine Textron Aviation factory service centers in the U.S., six in Europe, one in Asia and dozens more authorized maintenance facilities.

The aircraft is easy to fly, especially as the FADECs make possible set-and-forget engine management. The cabin is quiet and comfortable for passengers, reasonably fast for light jets of that era. Trailing link main landing gear make average pilots look like pros on landing touchdown.

Fuel burns average 250 to 275 gph depending upon stage length. Woodman says Textron Aviation's current ProParts rate is \$288 per hour, ProTech maintenance runs \$272 per hour in the US for people flying 250 to 299 hr. per year and Williams TAP Advantage Blue runs \$315.06 per hour for both engines. Minimum rates apply for low utilization operators.

Be careful on the pre-buy inspection to look for corrosion around the lavatory. Blue water spills can cause major airframe damage.

CJ2+ nicely fills the slot between the CE-525 CJ1/1+ and CE-525B CJ3, offering more speed, range and payload than the smaller CE-525, but not quite as much as CJ3.

For its price, CJ2+ provides high value in light jet transportation. It offers excellent airport performance, reasonable block times on typical missions, unbeatable reliability and strong product support from Textron Aviation. **BCA**