



Cessna

A Textron Company

Citation | CJ2+



Irrefutable proof that even the best can get better.

The new Citation CJ2+.



From the moment it was introduced, the phenomenal Citation CJ2 was among the hottest-selling business airplanes on the planet. It did so many things so well that Cessna engineers could easily have left so-well-enough alone. But they didn't do that.

Instead, they listened carefully to what operators had to say about their hard-working CJ2s. Then, armed with those insights, they used the aircraft as a thoroughly tested, real world-proven head start toward something even more extraordinary. Today, the results of their efforts are known throughout the world as the Citation CJ2+. And although it is clearly a new aircraft, it has already more than earned the distinguishing plus sign in its title.

Maximum takeoff weight has been increased. So has payload. It also climbs more quickly, cruises faster and ranges farther than the CJ2. Yet it uses less fuel. It provides greater passenger and pilot comfort, too. Plus more advanced avionics. And it can use shorter runways in high-hot conditions. We've turned many popular options into standard features. So, in a head-to-head comparison, the new aircraft represents an even greater value than the old one. That's progress.

The sign of these times is a big plus.

CJ2+ Heritage



ATION
CJ2+

More power to you. Less money to FBOs.

CJ2+ Performance

A total of 2,490 pounds of thrust are served up by each of the Williams FJ44-3A-24 engines, which are de-rated for enhanced durability. With the full-fuel payload increase, max payload has gone up by over 300 pounds. Full-fuel NBAA IFR range improves to a best-in-category 1,856 statute miles. And you can load up to maximums and still range more than 1,100 statute miles. Even at maximum weight, 3,360-foot runways are at your command. And best of all, you'll use less fuel than ever before.

You can also cruise at 418 knots (481 mph). And climb directly to 45,000 feet in just 28 minutes – eight minutes faster than the CJ2. Jet performance like this is 150 miles mph faster and two miles higher than the comparably priced turboprop's. On a typical 1,000-mile trip, the CJ2+ will beat the turboprop by more than an hour – and on essentially the same amount of fuel. The *Plus* also delivers considerably more useful load than the turboprop.

CJs have always been certified for single-pilot operation. They're simpler to fly than turboprops. And now that Full Authority Digital Engine Controls (FADEC) are standard, operation is easier yet. FADEC manages engine performance and maintains power settings, thus reducing pilot workload. The controls also eliminate residual thrust during ground operations making the job of taxi-speed management that much more comfortable.



Beautiful for spacious skies.

Extending nearly three feet longer than the CJ1 cabin, the spacious CJ2+ interior is actually larger than those of some jets costing many millions more. And it feels even bigger than that. Indirect LED lighting adds the sense of being nestled inside an exclusive sanctum far from the clatter and commotion of the outside world. A translucent glow softens the already clean lines and the sheen of rich materials. Luxurious furnishings and the advanced soundproofing system contribute further to the feeling that you are traveling in one of the finest environments to be found anywhere. And you are.

With the aircraft's 65 cubic feet of external storage, the recessed aisle that runs the full length of the cabin promises to remain uncluttered. The center-club configuration seats six passengers, with optional seating for as many as nine. Adjustable deep-cushioned reclining seats track inboard toward the aisle to create maximum usable seated room. Other welcome touches include your choice of high-tech entertainment and refreshment centers. And a long list of options is at your command to make every inch of this space yours and yours alone. Before spending millions more to get a cabin that may not be as comfortable, try this one on for decidedly contented sighs.



Refreshment Center

The streamlined refreshment center offers ample storage and amenities without sacrificing aisle space. It's a perfect focal point for in-flight entertaining.

Side-facing Seat

The luxurious side-facing couch provides an extra-wide comfort option complete with personal cup holder and side-arm storage.



Executive Seating

Passenger seats recline 45 degrees and track to maximize your comfort choices. For extra work space, beautifully crafted bi-fold tables stow in the sidewall.





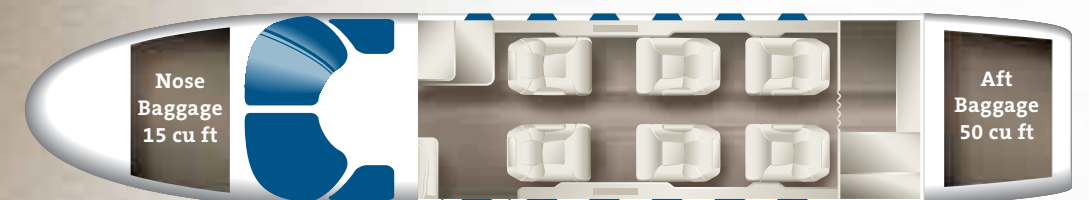
Sidewall Functionality

Dual cupholders stand ready to serve at each pedestal seat, and two standard 110-volt power supplies are available at selected seats in the cabin interior.



Aft Lavatory

An optional solid sliding-closure door provides privacy. And there's ample storage for personal effects in the standard aft toilet.





The brains of the outfit are near genius.

Both standard and optional equipment shown. | CRJ2+ Flight Deck



Primary Flight Display – PFD



Multi-Function Display – MFD



Collins FMS-3000 – advanced flight planning, multisensor navigation and flight management



Electronic Charts – approach, departure and arrival procedures, airport diagrams with aircraft position plotted, chart NOTAMs



Broadcast Graphical Weather – ground-based weather data ahead of the flight route

The fully integrated Pro Line 21 flight deck.

Collins Pro Line 21 avionics are on the wish lists of pilots throughout the world. For that reason and numerous others, Pro Line 21 was on the CJ2 from the very start. When we challenged ourselves to make the CJ2+ just as great as it could possibly be, we listened carefully to what CJ pilots had to say about their front office. Essentially it was this: Give us more of a good thing, and make it all work in even closer harmony.

If you are one of those operators, thanks for the great advice. Your message could not have been more clear. You asked for a fully integrated Pro Line 21 avionics suite. And that's what's waiting for you on the flight deck of the new CJ2+.

All primary flight, navigation, weather, engine and sensor data is consolidated in large, easy-to-scan active matrix LCDs for information management and intuitive, at-a-glance situational awareness.

Two 8 x 10-inch Primary Flight Displays (PFDs) team with an enhanced Multi-Function Display (MFD), Collins FMS-3000 Flight Management System (FMS) and Pro Line 21 CNS radios. Also included is Collins autopilot with VNAV, avionics diagnostics, dual Comm/Nav, SKYWATCH HP (TCAS I), LandMark TAWS 8000 (Class B) and satellite broadcast graphical weather as standard equipment.



Sure Thing® from the ground up.

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One of the best features of the CJ2+ is on the ground. Well before the first Citation ever rolled off the line, we had already built Service Centers to support the fleet. Today, the present and future needs of Citation operators are being taken care of by Cessna-owned Citation Service Centers and Authorized Citation Service Facilities across the globe.

The industry's largest, most comprehensive, dedicated worldwide network has nearly doubled its capacity in recent years. Most locations offer 24-hour, seven-day-a-week support across a broad spectrum of services. So it's no surprise that Cessna customer support is ranked No. 1 by the aviation community.

The CJ2+ carries an extensive warranty, including a full five years on airframe components and avionics. In addition, you can

budget accurately with no surprises when you sign up for Cessna's ProParts, PowerAdvantage and ProNav programs. And with the Cessna Contract Fuel Card, you can save from 20 to 30 percent on jet fuel purchases. As part of our commitment to being your Sure Thing®, Cessna has allocated more than \$1 billion in people, training, parts and facilities to provide Citation operators with unparalleled service around the world.



When it came to creating the Citation CJ2+, we had an enormous head start. The CJ2 was already the hottest-selling aircraft of its kind. Years before, the CJ concept had taken the flying world by storm. True jet performance was now available to a great number of operators in a beautifully engineered package. Reliable, practical, and stylish. Fun to fly and affordable to buy. Even more affordable to operate. What could be better?

Turns out, the CJ2 could. It took all that was great about the CJ and parlayed it into a bigger, faster machine. It was nearly a yard longer than the earlier models, and substantially faster. And now the CJ2 has added a plus to its name and a long list of upgrades and advances to its capabilities. More payload. More range. FADEC. Restyled interior. And a lot more, including the absolute

best avionics ever made standard on an aircraft of this caliber.

Most remarkable is that by rolling all of this together into a package full of most-desired features, we are able to bring the CJ2+ in for a price that represents an even better value than its comparably equipped predecessor. It's the best of both worlds, but it's even better than that. It's a Citation. And it's a Sure Thing®

It just keeps getting better.

Citation CJ2+ Specifications

Maximum Cruise Speed

418 ktas (774 km/hr), 31,000 ft (9,449 m), mid-cruise weight

NBAA IFR Range (100 nm alternate)

1,613 nautical miles (2,987 km) (full fuel, maximum takeoff weight)

Airport Performance (dry, level, hard-surfaced runway with zero wind)

Takeoff distance (SL, ISA, MTOW) 3,360 ft (1,024 m)

Landing distance (SL, ISA, MLW) 2,980 ft (908 m)

Ceiling

Maximum certified 45,000 ft (13,716 m)

Single engine 23,800 ft (7,254 m)

Rates of Climb

All engines 4,120 ft/min (1,256 m/min)

Single engine 1,004 ft/min (306 m/min)

Airspeed Limits

VMO from 8,000 ft (2,438 m) to

29,123 ft (8,877 m) 278 kias (515 km/hr)

MMO at 29,123 ft (8,877 m) and above M 0.737 (indicated)

Stall Speed

MLW, landing configuration 86 kcas (159 km/hr)

Pressurization

Nominal pressure differential 8.9 psi (61 kP)

Outside Dimensions

Overall length 47 ft 8 in (14.53 m)

Overall height 14 ft 0 in (4.27 m)

Overall width 49 ft 10 in (15.19 m)

Cabin Dimensions (with typical interior installed)

Length (excluding cockpit) 163 in (4.14 m)

Height 57 in (1.45 m)

Width 58 in (1.47 m)

Engines

Two Williams International FJ44-3A-24

Takeoff thrust 2,490 lb (11.08 kN)

Bypass ratio 2.2:1

Design Weights and Capacities

Maximum ramp weight 12,625 lb (5,727 kg)

Maximum takeoff weight 12,500 lb (5,670 kg)

Maximum landing weight 11,525 lb (5,228 kg)

Maximum zero fuel weight 9,700 lb (4,400 kg)

Maximum fuel capacity (6.7 lb/gal) 3,930 lb (1,783 kg)

Typical empty weight* 7,725 lb (3,504 kg)

One pilot plus furnishings 200 lb (91 kg)

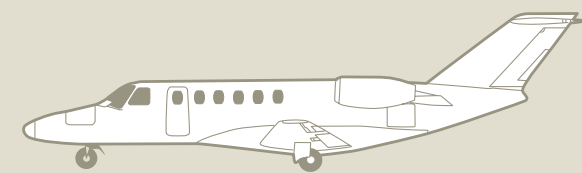
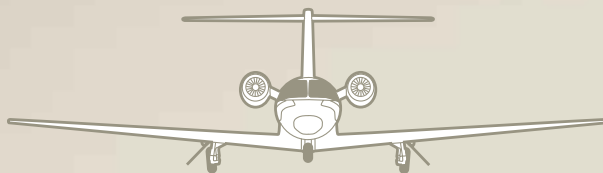
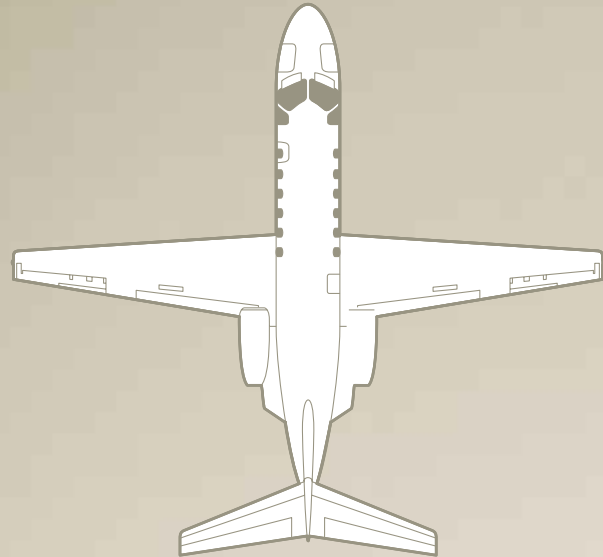
Typical basic operating weight (BOW) 7,925 lb (3,595 kg)

Useful load** 4,700 lb (2,132 kg)

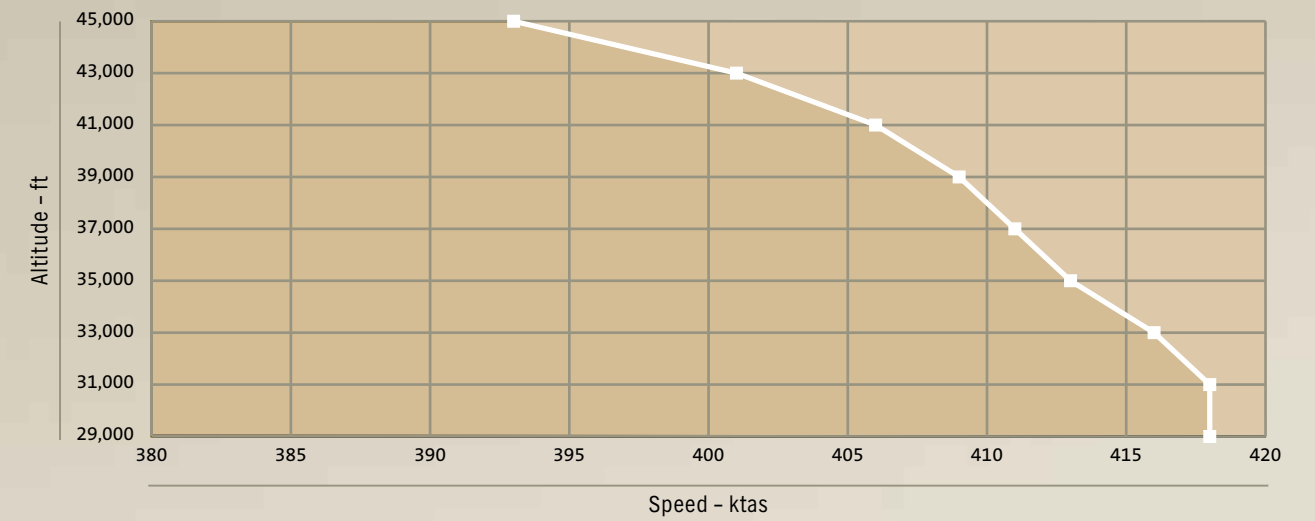
Payload with full fuel 770 lb (349 kg)

*Reflects standard aircraft with typical options, typical interior and unusable fuel and oil.

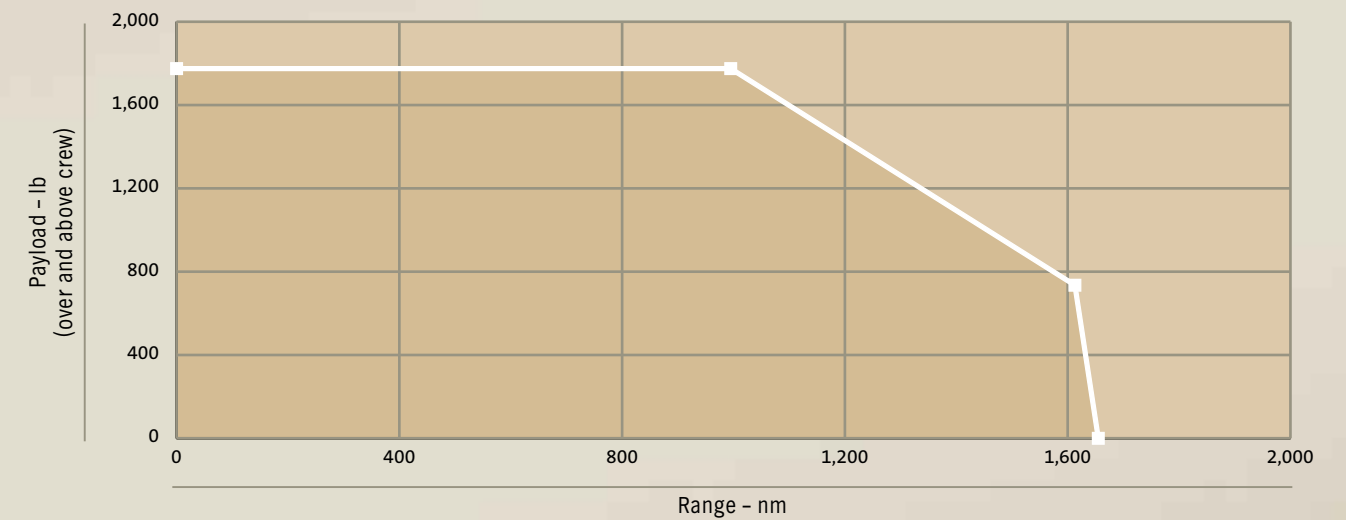
**Amount of payload and fuel that can be carried, over and above crew (based on ramp weight).



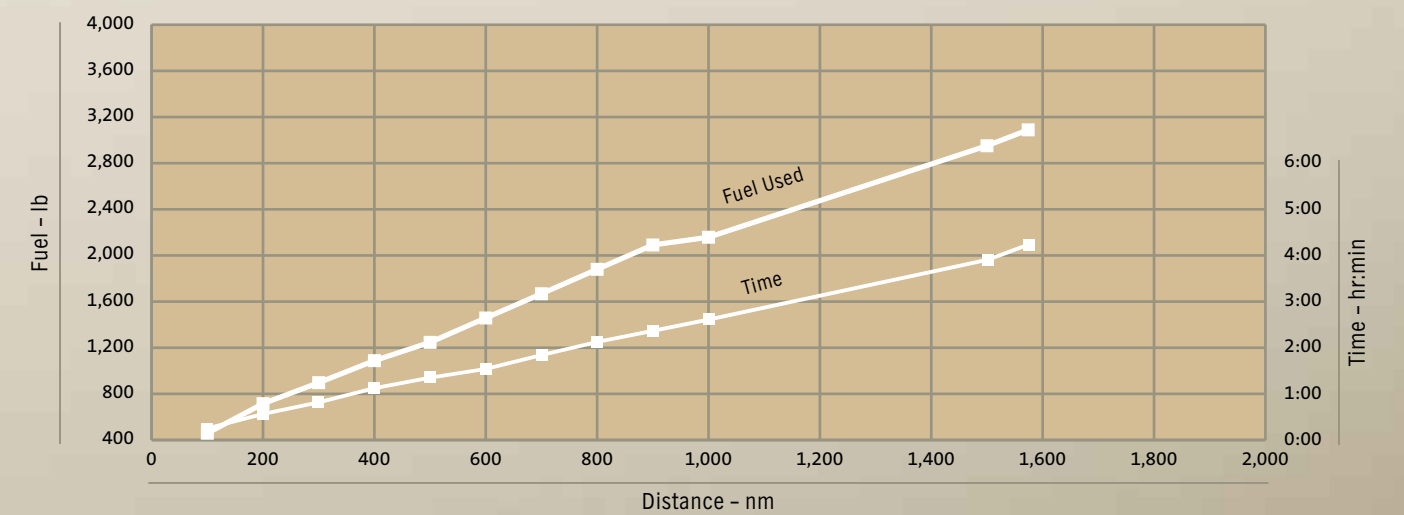
Speed at Altitude | Conditions: Mid-cruise weight, ISA, high-speed cruise power



Range vs. Payload | Conditions: NBAA IFR reserves (100 nm alternate), ISA, zero wind, high-speed cruise power, FL450, typical BOW



Flight Planning Chart | Conditions: NBAA IFR reserves (100 nm alternate), ISA, zero wind, high-speed cruise power, typical BOW, 3 passengers



Takeoff Performance | Required field length per FAR 25

	Sea level / 59° F	5,000 ft / 77° F
Weight (lb)	Distance (ft)	
12,500	3,360	5,180
12,000	3,135	4,750
11,000	2,700	3,990
10,000	2,360	3,330
9,000	2,160	2,780

Note: Takeoff and landing field lengths are based on dry, level, hard surface runways with no wind.

Takeoff Performance (*Metric*) | Required field length per FAR 25

	Sea level / 15° C	1,524 m / 25° C
Weight (kg)	Distance (m)	
5,670	1,024	1,579
5,443	956	1,448
4,989	823	1,216
4,536	719	1,015
4,082	658	847

Note: Takeoff and landing field lengths are based on dry, level, hard surface runways with no wind.

Climb Performance | From sea level, ISA conditions

Takeoff Weight (lb)	12,500			11,000			9,000		
Altitude (ft)	Time (min)	Fuel (lb)	Distance (nm)	Time (min)	Fuel (lb)	Distance (nm)	Time (min)	Fuel (lb)	Distance (nm)
25,000	8	266	40	7	229	34	6	183	27
35,000	14	374	69	12	317	58	9	251	45
41,000	20	455	99	16	379	80	12	295	61
43,000	23	495	116	18	405	92	14	312	69
45,000	28	555	144	21	438	107	16	332	78

Climb Performance (*Metric*) | From sea level, ISA conditions

Takeoff Weight (kg)	5,670			4,989			4,082		
Altitude (m)	Time (min)	Fuel (kg)	Distance (km)	Time (min)	Fuel (kg)	Distance (km)	Time (min)	Fuel (kg)	Distance (km)
7,620	8	121	74	7	104	63	6	83	50
10,668	14	170	128	12	144	107	9	114	83
12,497	20	206	183	16	172	148	12	134	113
13,106	23	225	215	18	184	170	14	142	128
13,716	28	252	267	21	199	198	16	151	145

Cruise Performance | High-speed cruise, ISA conditions

Cruise Weight (lb)	12,500	10,500	8,500
Altitude (ft)	Speed (KTAS) / Fuel Flow (lb/hr)		
25,000	398 / 1,354	398 / 1,331	398 / 1,312
35,000	409 / 1,090	413 / 1,097	416 / 1,097
41,000	396 / 827	406 / 835	411 / 841
43,000	386 / 747	401 / 758	409 / 766
45,000	– / –	393 / 686	406 / 696

Cruise Performance (*Metric*) | High-speed cruise, ISA conditions

Cruise Weight (kg)	5,670	4,763	3,856
Altitude(m)	Speed (km/hr) / Fuel Flow (kg/hr)		
7,620	738 / 614	738 / 604	738 / 595
10,668	758 / 494	765 / 498	771 / 498
12,497	734 / 375	752 / 379	762 / 381
13,106	715 / 339	743 / 344	758 / 347
13,716	– / –	728 / 311	752 / 316

Landing Performance | Sea level, 59° F, distance from 50 feet above the runway

Weight (lb)	Distance (ft)
11,525	2,980
11,000	2,910
10,500	2,810
10,000	2,720
9,000	2,550

Landing Performance (*Metric*) | Sea level, 15° C, distance from 50 feet above the runway

Weight (kg)	Distance (m)
5,228	908
4,989	887
4,763	856
4,536	829
4,082	777

Citation CJ2+ Service Facilities

North America

Cessna Greensboro Citation Service Center¹

Wichita Mid-Continent Airport
One Citation Lane
Wichita, Kansas 67209-7706
Tel: (800) 835-4050
Tel: (316) 517-6313
Fax: (316) 517-6099

Duncan Aviation, Inc.⁵
Lincoln Municipal Airport
P.O. Box 81887
Lincoln, Nebraska 68501
Tel: (800) 228-4277
Tel: (402) 475-2611
Fax: (402) 479-4144

Cessna Long Beach Citation Service Center¹
Long Beach Airport
3280 Airflite Way
Long Beach, California 90807
Tel: (800) 538-7278
Tel: (562) 427-4878
Fax: (562) 424-4451

Cessna Milwaukee Citation Service Center¹
General Mitchell
International Airport
210 E. Citation Way
Milwaukee, Wisconsin 53207
Tel: (800) 848-5181
Tel: (414) 744-1500
Fax: (414) 744-1700
Parts: (800) 258-6272

Cessna New York Citation Service Center¹
Stewart International Airport
3 Express Drive
Newburgh, New York 12550

Cessna Orlando Citation Service Center¹
Orlando International Airport
4134 Bear Road
Orlando, Florida 32827
Tel: (800) 223-7762
Tel: (407) 859-1245
Fax: (407) 240-0572
Parts: (800) 243-2535

Cessna Sacramento Citation Service Center¹
Sacramento International Airport
5850 Citation Way
Sacramento, California 95837
Tel: (800) 845-6317
Tel: (916) 929-5656
Fax: (916) 929-0127

Cessna San Antonio Citation Service Center¹
San Antonio International Airport
One Cessna Drive
San Antonio, Texas 78216
Tel: (800) 731-7317
Tel: (210) 357-6120
Fax: (210) 357-6121

Cessna Toledo Citation Service Center¹
Toledo-Express Airport
11591 W. Airport Service Road
Swanton, Ohio 43558-9465
Tel: (800) 237-7622
Tel: (419) 866-6761
Fax: (419) 866-1398
Parts: (800) 523-7920

Cessna Wichita Citation Service Center¹

Wichita Mid-Continent Airport
One Citation Lane
Wichita, Kansas 67209-7706
Tel: (800) 835-4050
Tel: (316) 517-6313
Fax: (316) 517-6099

Duncan Aviation, Inc.⁵
Lincoln Municipal Airport
P.O. Box 81887
Lincoln, Nebraska 68501
Tel: (800) 228-4277
Tel: (402) 475-2611
Fax: (402) 479-4144

Duncan Aviation – BTL⁵
W.K. Kellogg Airport
15745 S. Airport Road
Battle Creek, Michigan 49015
Tel: (800) 525-2376
Tel: (269) 969-8400
Fax: (269) 969-8459

Execaire, a division of I.M.P. Ltd.^{3,5}
Lester B. Pearson Int'l Airport
2450 Derry Road East Hangar 7
Mississauga, Ontario L5S 1B2
CANADA
Tel: (905) 677-2484
Fax: (905) 673-8733

Flightcraft, Inc.⁶
Portland International Airport
7777 N.E. Airport Way
Portland, Oregon 97218
Tel: (800) 547-9307 ext. 6520
Tel: (503) 335-6520
Fax: (503) 331-4261

Jet Aviation Texas, Inc.⁶
Dallas Love Field
7363 Cedar Springs
Dallas, Texas 75235
Tel: (800) 966-2378
Tel: (214) 353-5400
Fax: (214) 357-2560

Premier Air Center, Inc.⁵
St. Louis Regional Airport
18 Terminal Drive
E. Alton, Illinois 62024
Tel: (800) 851-5026
Tel: (618) 259-3230
Fax: (618) 259-1903

West Star Aviation⁶
Walker Field Airport
796 Heritage Way
Grand Junction, Colorado 81504
Tel: (800) 255-4193
Tel: (970) 243-7500
Fax: (970) 242-4333

Europe

Atlas Air Service GmbH^{3,5}
Bremen International Airport
Henrich-Focke-Str. 9A
D-28199 Bremen
GERMANY
Tel: 49-421-53658-0
Fax: 49-421-53658-60

Atlas Air Service GmbH⁶
Flughafen Paderborn-Lippstadt
D-33142 Büren-Ahden
GERMANY
Tel: 49-2955-76020
Fax: 49-2955-760240

Cessna European Citation Service Center¹
Aéroport de Paris, Le Bourget
Zone d'Aviation d'Affaires
93352 Le Bourget, cedex
FRANCE
Tel: 33 (0) 1 49-92-22-00
Fax: 33 (0) 1 49-92-22-01
Parts: 33 (0) 6 85-30-33-20

CSE Citation Centre^{4,5}
Bournemouth International Airport
Hangar 100
Christchurch, Dorset BH23 6NW
UNITED KINGDOM
Tel: 44-1-202-573243
Fax: 44-1-202-581579

C.T.A. s.r.l.⁶
Centro Tecnico Aeronautico s.r.l.
Linate Airport
Viale dell' Aviazione, 65
20138 Milano
ITALY
Tel: 39-02-70-20-99-96
Fax: 39-02-70-20-04-85

Gate V Aircraft Maintenance GmbH⁵
Vienna Airport
Hangar 1
A-1300 Vienna Airport
AUSTRIA
Tel: 43-1-7007-32687
Fax: 43-1-7007-32472

Jet Aviation Flugzeugwartung GmbH^{4,5}
Düsseldorf International Airport
Hangar 2
40474 Düsseldorf
GERMANY
Tel: 49-211-454 970
Fax: 49-211-454 3423

Jet Aviation Zurich AG^{2,4,5}
Zurich-Airport
P.O. Box 205
8058 Zurich
SWITZERLAND
Tel: 41-58-158-8111
Fax: 41-58-158-8115

Marshall Aerospace^{4,6}
The Airport
Cambridge CB5 8RX
ENGLAND
Tel: 44 (0) 1-223-373216
Fax: 44 (0) 1-223-373989

RUAG Aerospace Services GmbH^{4,5}
Oberpfaffenhofen Airport
P.O. Box 1253
D-82234 Wessling
GERMANY
Tel: 49-8153-304501
Fax: 49-8153-304995

S.A.N. Aircraft Maintenance⁶
Ciampino Ovest Airport
“G.B. Pastine”
Bldg. 131, Hangar 104
00040 Rome – Ciampino
ITALY
Tel: 39-06-79348263
Fax: 39-06-79348259

Latin America

Aeroservicio S.A.⁶
Aerodromo Eulogio Sanchez
Av. Larrain N 7941 Hangar 5 La
Reina, Santiago 6881023
CHILE
Tel: 56-2-2734427
Fax: 56-2-2735735

Airtech Servicios Aéreos C.A.^{4,6}
Oscar Machado Zuloaga Airport
id SVCS
Caracas
VENEZUELA
Tel: 58-239-2255567
Tel: 58-239-2240398
Fax: 58-239-2240086

Centro de Servicio Avemex S.A. de C.V.^{2,4,5}
Aeropuerto Internacional de Toluca
Calle 4, Lote 35, Hangar 14
San Pedro Totoltepec, Edo. de México
Toluca, México C.P. 50200
MEXICO
Tel: 52-722-279-3000
Fax: 52-722-273-1487

TAM-Taxi Aéreo Marilia S.A.^{3,4,5}
Hangar Jundiáí – Jundiáí Airport
Av. Emilio Antonon, s/n
Chacara Aeroporto, Jundiáí SP
Lote 1, 2, 3, 4
CEP 13212-010
BRAZIL
Tel: 55-11-4589-5500
Fax: 55-11-4589-5559

Pacific Rim

Aeromil Pacific Pty. Ltd.^{2,5}
Bankstown Airport
Hangar 109, Drover Road
Bankstown, NSW 2200
AUSTRALIA
Tel: 61-2-8713-1190
Fax: 61-2-8713-1191

Airflite Pty. Ltd.⁶
37 Eagle Drive
Jandakot Airport
Jandakot, W.A. 6164
AUSTRALIA
Tel: 61-8-9332-5244
Fax: 61-8-9332-3189

Japan Aerospace Corporation⁶
5-17 Minami-Aoyama 2-Chome
Minato-ku, Tokyo 107-0062
JAPAN
Tel: 81-3-5785-5963
Fax: 81-3-5785-5964/5965

^[1] Cessna-operated Service Center for all Citation Aircraft

^[2] Authorized as Service Station for Citation X

^[3] Authorized as Service Center for Citation X

^[4] FAA-approved International Service Facility

^[5] Authorized to work on Citation 600- as well as 500-series Aircraft

^[6] Authorized to work on Citation 500-series Aircraft only



Citation CJ2+ | Sure Thing®

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