

CESSNA Citation II/SP Model Guide

CESSNA Citation II/SP is a twin-jet business aircraft. The documents supplied contain no type-level specifications. They include one 1981 sales listing (S/N 551-0360), an avionics display-upgrade bulletin and an airport study. This guide covers what that example shows and what to check, and it treats the listing as one aircraft, not the whole type.

KEY TAKEAWAYS

- Sample listing: a 1981 aircraft, S/N 551-0360, with 9,881.9 hours and 13,005 landings, powered by Pratt & Whitney JT15D-4 engines.
- Engine times in the sample differ widely: Engine 1 has 1,187.6 hours SNEW; Engine 2 has 9,320.6 hours SNEW and 2,033.9 hours SOH.
- The listing is introductory only and tells buyers to rely on their own inspection to verify correctness.
- The type uses four ED-800 CRT displays; an LCD replacement (CMA-6800) is offered, so check which displays are fitted.

AIRFRAME, ENGINES AND INTERIOR (SAMPLE AIRCRAFT)

The sample 1981 CESSNA Citation II/SP has 9,881.9 airframe hours, 13,005 landings and two Pratt & Whitney JT15D-4 engines. Engine 2 shows 12,135 cycles SNEW and Engine 1 shows 993 cycles SNEW. Major services were done by Cessna SAT and tracked on CESCO. The interior is an executive seven-passenger aft club layout with an aft enclosed lavatory.

AVIONICS AND EQUIPMENT IN THE SAMPLE

Fitted: Garmin GTN-650 Comm/Nav/GPS, dual Collins ADF-60A and DME-40, Sperry FZ-500 autopilot/flight director, Honeywell IHAS with KGP-850 TAWS/TCAS, RDR-2000 weather radar and Stormscope. Also thrust reversers, Freon air conditioning, dual angle of attack, a lead acid battery, WAAS and RVSM certification. Confirm each item is installed and working.

DISPLAY UPGRADE COST CONTEXT

The 2020 bulletin lists Citation II and IISP with four ED-800 CRT displays each. The CMA-6800 LCD replacement needs an STC, priced at \$4,000 in the bulletin, and each old ED-800 gets a \$5,000 trade-in credit. Optional extended coverage costs \$12 per flight hour per display, up to five displays, on a three-year term. The bulletin projects a 15,000-hour MTBF and gives a 12-month warranty.

SAFETY NOTES

- Verify engine hours, cycles and overhaul status in the logs; the sample's two engines had very different times.
- Confirm which avionics and TCAS/TAWS are installed and the RVSM status; the listing gives no guarantees.
- Check whether the aircraft still has ED-800 CRT displays; the bulletin cites looming CRT obsolescence.