

Cessna Citation CJ1 Model Guide

The Cessna Citation CJ1 is a light jet built from 2000 to 2004, seating 4 to 6 in the registry data. It belongs to the 525 family, which reaches up to 1781 nm range, 378 kt cruise and 45000 ft ceiling across its variants. Those are family maxima, not CJ1 figures. Buyers should focus on avionics currency, engine program status and the weights in the specific aircraft's records.

KEY TAKEAWAYS

- Built 2000 to 2004, seats 4 to 6. Family figures such as up to 1781 nm and 378 kt are not CJ1-specific.
- One 2003 listing shows max takeoff weight 10,600 lbs and empty weight 6,791 lbs. Confirm against the airplane's own records.
- Collins Pro Line 21 avionics: check ADS-B Out, WAAS/LPV status and the temperature compensation fix.
- Williams FJ44-1A engines: check enrollment in the Williams TAP Elite program and the maintenance program.

AVIONICS AND UPGRADES

Many CJ1s carry Collins Pro Line 21. Collins offers a WAAS/LPV upgrade (200 ft DA, half-mile visibility on non-ILS runways) and was developing an Airspace Modernization retrofit for the CJ1 and CJ2. Garmin lists the GI 275 as approved for CJ1 installation to replace mechanical gyros, with some limitations by aircraft.

WHAT A REAL LISTING SHOWS

A 2003 CJ1 (S/N 525-0525) was listed as of Aug 13th, 2019 with 2,319.2 hours and 969 landings. It had Tamarack STC winglets, WAAS/LPV, ADS-B Out, one owner, and engines on Williams TAP Elite. It was enrolled in CAMP/CESCOM. Document 02 inspection is 12 months. Document 08 is 36 months or 1200 hours.

RUNWAY MARGINS

The CJP standard operating practices for all Citation models count no headwind credit and use a 10 knot tailwind penalty if any tailwind is expected. Required landing length should be 80 percent or less of available runway with a descent path indicator, or 60 percent or less without one.

WEIGHT & BALANCE

Max Ramp Weight Lbs	10700
Max Takeoff Weight Lbs	10600
Max Landing Weight Lbs	9800
Max Zero Fuel Weight Lbs	8400
Empty Weight Lbs	6791

SAFETY NOTES

- Collins advised turning off Pro Line 21 temperature compensation, because the FMS may turn the aircraft the wrong way. An FAA directive was expected to mandate its removal.
- The broker's listing states buyers should do their own independent pre-purchase inspection. Specifications are subject to verification.
- Verify landing and takeoff data from the manufacturer's performance data before every flight, per CJP practices.