

Cessna Citation VI Model Guide

The Cessna Citation VI is a twin-engine business jet built from 1991 to 1995, listed with 8 to 13 seats. It belongs to the 650 family, which registry data shows reaching up to 2340 nm range, 47000 ft service ceiling and 9900 kg MTOW (family maximums, not figures for every aircraft). The one sample listing reviewed is a 1993 example, serial 650-232.

KEY TAKEAWAYS

- Built 1991-1995 as a jet with 8 to 13 seats; the sample 1993 listing is a nine-passenger executive layout.
- Family registry maximums: up to 2340 nm range and 47000 ft service ceiling. Treat these as upper bounds, not your aircraft's figures.
- Sample aircraft: 6,951.8 airframe hours and 4,729 landings, with Garrett TFE-731-3C-1 engines on a Honeywell MSP Gold program.
- Sample interior needs full refurbishment, so budget for it. Paint was done in January 2009.

SAFETY NOTES

- The listing is introductory only and carries no warranty. Rely on your own pre-purchase inspection.
- Check engine hours and cycles against the 4,200 TBO and confirm what the MSP Gold coverage includes.
- Review the Doc 8/11 inspection records and the maintenance history, including the 135 operating years.

SAMPLE 1993 LISTING: AIRFRAME AND ENGINES

Serial 650-232 shows 6,951.8 hours and 4,729 landings since new. Both Garrett TFE-731-3C-1 engines show 6,799.3 hours, with 5,019 and 4,923 cycles. The listing gives a 4,200 TBO and MSP Gold coverage. The Sundstrand T-62T APU has 2,014 hours. Ask how engine hours against TBO are handled.

SAMPLE LISTING: AVIONICS

Honeywell EDZ-605 5-tube EFIS, SPZ-650 flight director/autopilot, dual UNS-1E FMS/GPS, Primus 650 color radar, EGPWS, TCAS II with Change 7, HF radio and RVSM certification. The aircraft is enrolled on the Honeywell HAPP avionics program.

SAMPLE LISTING: INTERIOR AND HISTORY

Nine-passenger executive layout with club chairs, side-facing divan, forward galley, coat closet and aft belted lavatory seat. The listing says the interior needs full refurbishment. Painted by Duncan Aviation in January 2009. It spent 9 years on Duncan 135 management, and the 36 month Doc 8/11 inspection was completed in April 2014.