

Acknowledgments

Just who is really responsible for the contents of this book? You might think that various technicians, authors, professors and engineers may have contributed to this work. Though that may be true to some degree, the cumulative contribution of these very capable professionals to this document is really relatively minor. The vast majority of the technical information, the tone and the very soul of this document is the result of our relationship with our students. Any truly capable professional instructor will tell you that you learn a great deal by teaching. I recall flying the Citation early in my career when I was primarily an engineer and flying part time on my days off. Being a somewhat technical person, I insisted on knowing much more about the inner workings of the Citation than was necessary as a pilot. I thought after flying the airplane a few hundred hours that I had a pretty good handle on it. Then I decided to start teaching ground school. I quickly discovered that I knew much less than I thought I did about the inner workings of this piece of hardware. Before each day in the classroom, I would rehearse the presentation, prepare and arrange class notes and try to foresee what questions I would likely be asked. Over time, more and more of these questions were anticipated and I was prepared to answer a question that may have stumped me the week before. The motivator that caused me to know the answer to that question was the student that asked that particular question previously. The research to dig up that answer was made necessary by a student's curiosity and willingness to ask. Without the question, there may never had been the drive to find the answer. In many cases, the instructor did not even know the question existed until it was asked. In addition, many students in the Type Rating business are seasoned professionals themselves, attending their twelve-month Recurrent Training class. Frequently, these students have already weathered a long career rich in experience. Without doubt, I have learned far more from all my students cumulatively than any one student could possibly have learned from me. Where any of us may

have only a few thousand hours in these airplanes, some of us have spent decades teaching and in turn being taught by flying professionals who accumulated hundreds of thousands of hours in either the left or right seat of a Citation.

Teaching is a powerful way to learn and you get paid a little something while you learn. Instructors in technical fields such as this actually become clearing houses of information. A great deal of that information is actually extracted from the student body itself and then redistributed back to other members of that same student body. The vast majority of pilots choose to teach at some time in their careers, and that is fortunate for everyone. If you choose to fly for a living and bypass instruction, you bypass the opportunity to learn a great deal about flying and about human nature in general. When you choose to move from just being an operator to being an instructor, you accept that challenge to learn.

Then after teaching for more years than I like to be reminded of, I thought it would be nice to create a readable semi-technical assembly of facts and opinions, with emphasis on “readable. This book may not work well as a reference book. It’s more like a story book with lots of facts included. Many of our students encouraged me to write this book, share these facts and experiences with others, and to them I am grateful. So I undertook what I thought would be a few months of work and over 3 years later this document appeared. As I mentioned earlier, you take a big step in the acquisition of knowledge when you choose to teach. If you attempt to assemble a technical or semi-technical document such as this, you take an additional step in the learning process. Its one thing to operate a piece of equipment well, another thing to teach others to do so and still another to organize the facts and experiences of that process in a form fit for reading. So to the thousands of students who unknowingly taught us at Arizona Type Ratings much of what we know about Citations and people in general, thanks so much for that opportunity.

GAMA 2010 Delivery Report

YTD Report as of end of Fourth Quarter, 2010

Make & Model	Number Delivered
Cessna	
Mustang	73
CJ1+	3
CJ2+	17
CJ3	20
CJ4	19
Encore+	5
XLS+	22
Sovereign	16
X	3
Embraer	
Phenom 100	100
Phenom 300	26
Hawker/Beechcraft	
Premier 1A	11
400 XP	12

(www.gama.aero)

GAMA 2011 Delivery Report

YTD Report thru fourth quarter, 2011

Make & Model	Number Delivered
Cessna	
Mustang	43
CJ1+	2
CJ2+	15
CJ3	22
CJ4	48
Encore+	4
XLS+	27
Sovereign	19
X	3
Embraer	
Phenom 100	41
Phenom 300	42
Hawker/Beechcraft	
Premier 1A	5
400 XP	1
Bombardier	
Learjet 40/45	24
Learjet 60	19

(www.gama.aero)

GAMA 2012 Delivery Report

YTD Report thru Fourth quarter, 2012

Make & Model	Number Delivered
Cessna	
Mustang	38
CJ1+	0
CJ2+	19
CJ3	21
CJ4	44
Encore+	0
XLS+	31
Sovereign	22
X	6
Embraer	
Phenom 100	29
Phenom 300	48
Hawker/Beechcraft	
Premier 1A	3
Bombardier	
Learjet 40/45XR	24
Learjet 60XR	15

(www.gama.aero)

GAMA 2013 Delivery Report

YTD Report thru Fourth quarter 2013

Make & Model	Number Delivered
Cessna	
Mustang	20
M2	12
CJ2+	15
CJ3	15
CJ4	33
Encore+	0
XLS+	31
Sovereign	13
X	0
Embraer	
Phenom 100	30
Phenom 300	60
Hawker/Beechcraft	
Premier 1A	0
Bombardier	
Learjet 40/45XR	1
Learjet 60XR	10
Pilatus	
PC12	65

(www.gama.aero)

GAMA 2014 Delivery Report

YTD Report thru Fourth quarter 2014

Make & Model	Number Delivered
Cessna	
Mustang	8
M2	46
CJ2+	2
CJ3 & 3+	16
CJ4	28
XLS+	22
Sovereign+	28
X+	9
Embraer	
Phenom 100	19
Phenom 300	73
Bombardier	
Learjet 70/75	23
Learjet 60XR	1
Pilatus	
PC12	66

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GAMA 2015 Delivery Report

YTD Report thru Fourth Quarter 2015

Make & Model	Number Delivered
Cessna	
Mustang	8
M2	41
CJ2+ (Terminated)	0
CJ3+	23
CJ4	33
XLS+	21
Sovereign+	18
Latitude	16
X+	6
One Aviation	
Eclipse 550	7
Embraer	
Phenom 100E	12
Phenom 300	70
Bombardier	
Learjet 70/75	21
Learjet 60XR	0
Pilatus	
PC12	70

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GAMA 2016 Delivery Report

YTD Report thru Fourth Quarter 2016

Make & Model	Number Delivered
Textron	
Mustang	10
M2	38
CJ3+	25
CJ4	29
XLS+	19
Sovereign+	11
Latitude	42
X+	4
King Air 90	11
King Air 250	32
King Air 350	63
Bombardier	
Learjet 70/75	24
Embraer	
Phenom 100E	10
Phenom 300	63
Honda	
HA-420	23
One Aviation	
Eclipse 550	8
Daher	
TBM 900/930	54
Pilatus	
PC12	58

GAMA 2017 Delivery Report

YTD Report thru Fourth Quarter 2017

Make & Model	Number Delivered
Textron	
Mustang - Production terminated at 479 units	7
M2	39
CJ3+	26
CJ4	23
XLS+	18
Sovereign+	9
Latitude	54
X+	4
King Air 90 GTx	13
King Air 250	28
King Air 350	45
Bombardier	
Learjet 70/75	14
Embraer	
Phenom 100E	18
Phenom 300	54
Honda	
HA-420	43
One Aviation	
Eclipse 550	6
Daher	
TBM 910/930	57
Pilatus	
PC12	85

GAMA 2018 Delivery Report

YTD Report thru Fourth Quarter 2018

Make & Model	Number Delivered
Textron	
M2	34
CJ3+	37
CJ4	29
XLS+	21
Sovereign+	6
Latitude	57
X+	4
King Air 90 GTx	12
King Air 250	30
King Air 350	52
Bombardier	
Learjet 70/75	12
Embraer	
Phenom 100E/V	11
Phenom 300E	53
Honda	
HA-420	37
Daher	
TBM 910	29
TBM 930	31
Pilatus	
PC-12	80
PC-24	18

GAMA 2019 Delivery Report

YTD Report thru Fourth Quarter 2019

Make & Model	Number Delivered
Textron	
M2	34
CJ3+	37
CJ4	33
XLS+	21
Sovereign+	8
Latitude	58
X+	1
King Air 90 GTx	13
King Air 250	31
King Air 350	49
Bombardier	
Learjet 70/75	12
Embraer	
Phenom 100E/V	11
Phenom 300E	51
Honda	
HA-420	36
Daher	
TBM 910	11
TBM 930	2
TBM 940	35
Pilatus	
PC-12	83
PC-24	40

Citation Model Comparisons
Cost Estimates as of 2014

Model	Cabin				Engines	BOW		Payload		MTOW	MLW	Cruise	Range		DOC	
	H	L	W	V		SP	2P	Max	FF				FF	FS	/Hr.	/Mi
Mustang	54	9.8	55	140	PW615F	5600		1200	600	8645	8000	340	1070	718	\$1,084	\$3.19
C-501	51	12.7	58	205	JT15D-1A	74	76	2100	800	11850	11350	350	1000	900	?	?
C-525	57	11	57	186	FJ44-1A	68	70	1450	300	10400	9700	380	1130	750	\$1,626	\$4.28
CJ1	57	11	57	186	FJ44-1A	70	72	1350	430	10600	9800	380	1150	750	\$1,536	\$4.04
CJ1+	57	11	57	186	FJ44-1AP	71	73	1275	450	10700	9900	380	1230	850	\$1,567	\$4.12
C-550/551	56	15.7	56	263	JT15D-4	8400		2600	300	13500	12700	360	1500	1000	?	?
C-550 (Heavy)	56	15.7	56	263	JT15D-4	8600		2400	700	14100	13500	360	1500	1250	?	?
C-525A (CJ2)	57	13.5	58	248	FJ44-2C	8000		1400	660	12375	11500	400	1530	1070	\$1,626	\$3.97
C-525A (CJ2+)	57	13.5	58	246	FJ44-3A	8100		1650	640	12500	11525	400	1570	1070	\$1,728	\$4.21
C-525B (CJ3)	57	16.1	58	283	FJ44-3A	8650		1850	700	13870	12750	410	1900	1450	\$1,844	\$4.42
C-525C (CJ4)	57	17.3	56	311	FJ44-4A	10250		2120	1000	16950	15500	450	2050	1700	\$2,149	\$4.78
C-S550	56	15.7	56	263	JT15D-4B	9000		2200	700	15100	14000	390	1850	1400	?	?
C-560	57	17.3	56	292	JT15D-5A	9400		1800	900	15900	15200	420	1650	1200	?	?
C-560 (Ultra)	57	17.3	56	292	JT15D-5D	9900		2200	800	16300	15200	420	1650	1250	\$2,468	\$5.88
C-550 (Bravo)	57	15.7	56	278	PW530A	9400		1925	800	14800	13500	405	1700	1300	\$1,870	\$4.62
C-560 (Encore)	57	17.3	56	307	PW535A	10500		2050	900	16630	15200	430	1750	1400	\$2,224	\$5.17
C-560	57	17.3	56	307	PW535B	10460		2140	1170	16830	15200	430	1730	1485	\$2,183	\$5.08

Legend:

H = Height in inches

L = Length in feet

W = Width in inches

V = Volume in cubic feet

BOW = Basic Operating Weight

SP = Single Pilot

2P = 2 Pilot

Payload Max = Loaded to Max ZFW

Payload FF = Payload with Full Fuel

MTOW = Max Takeoff Weight

MLW = Max Landing Weight

Range FF = Range with Full Fuel

Range FS = Range with Full Seats

DOC /Hr = Direct Operating Cost per hour

DOC /Mi = Direct Operating Cost per mile

**Arizona Type Ratings, Mitch Ange
602-284-2420 cell**

Abnormal/Emergency Checklist Revision Status

Aircraft	Pub # & Revision	Rev Date
CE-500	500CLA05 Rev 5	Nov 1995
CE-500	500CLB06 Rev 6	Nov 1995
CE-500	500CLC05 Rev 5	Nov 1995
CE-500	500CLD05 Rev 5	Nov 1995
CE-500	500CLE06 Rev 6	Oct 1996
CE-500	500CLF05 Rev 5	Nov 1995
CE-500	500CLG04 Rev 4	Nov 1995
CE-501	501CL28 Rev 28	Jan 2008
CE-510 (Mustang)	510CLEAP07 Rev 7	Nov 2008
CE-550 2-505	55CL04 Rev 4	Mar 2000
CE-550 550-626	55CLA01 Rev 1	Aug 1996
CE-550 627-733	55CLB03 Rev 3	Jul 2001
CE-550 801 & on (Bravo)	55BCLEAP11 Rev 11	May 2006
CE-S550 1 & on (SII)	S55CL44 Rev 44	Mar 3008
CE-560 1-259	56CLEAP14 Rev 14	Mar 2009
CE-560 260-538 (Ultra)	56CLAEAP13 Rev 23	Nov 2010
CE-560 539-750 (Encore)	56CLBEAP05 Rev 5	Oct 2008
CE-560 751 & on (Encore+)	56CLCEAP01 Rev 1	Mar 2008
CE-525 1-359 (CJ)	525CLEAP18 Rev 18	Jul 2007
CE-525 360-599 (CJ1)	525CLEAP05 Rev 5	Mar 2007
CE-525 600-799 (excpt 685, CJ1+)	525CLBEAP03 Rev 3	Mar 2012
CE-525 685 & 800 and on (M2)	525CLEAP02 Rev 2	Dec 2015
CE-525A 1-299 (CJ2)	525ACLEAP06 Rev 6	Jul 2005
CE-525A 300 & on (CJ2+)	525ACLEAP04 Rev 4	Dec 2010
CE-525B 1-450 (CJ3)	525BCLEAP07 Rev 7	Apr 2013
CE-525B 451 & on (CJ3+)	525BCLAEAP01 Rev 1	Dec 2015
CE-525C 1 & on (CJ4)	525CCLEAP05 Rev 5	Jun 2015

Revision status as of October 2017. Check Cessna Support for updates.