Cessna Citation 500

The Cessna Aircraft Company

The Cessna Aircraft Company was incorporated on September 7, 1927, by Clyde V. Cessna and Victor Roos. One month later, Roos resigned and sold his interest back to Cessna. Later that year, the company was renamed the Cessna Aircraft Company. Cessna continued work on the "A" series of aircraft he had begun during his partnership with Walter Beech, Lloyd Stearman and the Travel Air Aircraft Company. The partnership and Travel Air dissolved shortly before Cessna Aircraft Company was established.

The "A" series aircraft were single-wing aircraft that eliminated the need for wing struts. Cessna began offering five variations of this aircraft that were called the AW (the "W" represented the Wright engine these aircraft came equipped with). After the "A" series, Cessna developed the "B" and "C" series aircraft. In 1929, the success of these models led to the financing and development of the "D" series aircraft, Chief and Scout. All was going well, including the building of a 55,000-square-foot plant, until the stock market crash in October 1929 and the beginning of the Great Depression.

The economic conditions meant demand for private aircraft dried up and Cessna had to close its doors in 1931 and rent out the buildings. The company never went bankrupt but did not build aircraft for the next three years. In 1934, Cessna's nephews, Dwane and Dwight Wallace, took control of the company. Clyde Cessna sold his shares in the company to the Wallace brothers. With the Wallace brothers at the helm, the Cessna Aircraft Company built its first twin-engine aircraft, the T-50 Bobcat. In 1940, the U.S. Army ordered 33 of these specially equipped aircraft, which was Cessna Aircraft's largest order to date. Later in the year, the Royal Canadian Air Force ordered an additional 180 T-50s.

During WWII, Cessna expanded from a company that employed 200 people in 1940 to 6,074 by 1944. At the end of the war, Cessna was able to continue producing aircraft to sustain a short-lived demand for small aircraft that could be used for short flights. Cessna entered the business aircraft market in 1954 with production of the T-37, its first jet-powered aircraft. The U.S. Air Force purchased more than 1,000 of these to use as trainers. The Citation line of aircraft was introduced in 1972, when the Citation 500 entered service. In 1985, Cessna became a wholly owned subsidiary of General Dynamics, who then sold Cessna to Textron in 1992. Although the economic downturn from 2008 to 2010 caused Cessna to lay off more than half its workforce, Cessna is still one of the top business and general aviation aircraft companies in the world.

Cessna Citation 500

The Cessna 500 Citation and 500 Citation I were the pioneers of the entry-level light business jet market. The success of these aircraft formed the world’s largest family of corporate jets.

In October 1968, Cessna announced plans to build a new eight-seat jet-powered business aircraft that would be capable of operating into airfields already served by light and medium twins. This aircraft, the Fanjet 500, flew for the first time on September 15, 1969. The new jet was named the Citation.

Certified for single pilot operation (CE-501/SP) in Production: 1972-1976
### Beechcraft Diamond 1A

**Images not to scale**

**RANGE**
- **1,140 nm**

**SPEED**
- **406 kts**

**PASSENGERS**
- **7 people**

### ACQUISITION COST | ANNUAL COST | VARIABLE COST | FIXED COST
--- | --- | --- | ---
$220,000 | $1,474,583 | $2,261/hr | $418,518

**MAX PAYLOAD**
- 1,720 lb

**TOTAL CABIN VOLUME**
- 293 cu ft

**WINGSpan**
- 43.5 ft

**PRODUCTION**
- 1982 - 1985

**SERIAL NUMBERS**
- A003SA - A091SA

**IFR CERTIFIED**
- Yes

**CERTIFICATION BASIS**
- FAR 25

**AVIONICS**
- MEETS STAGE 3 NOISE LEVELS

**REGULATORY CERTIFICATION**
- 1981

**MAX CRUISE**
- 463 kts

**FERRY RANGE**
- 850 nm

**MAX TAKE-OFF WEIGHT**
- 3,570 lb

**MAX LANDING WEIGHT**
- 2,200 lb

**MAX FUEL RANGE**
- 900 nm

**MAX CREW**
- 2 people

**MAX PASSENGERS**
- 7 people

**FERRY WEIGHT**
- 4,400 lb

**MAX CARGO**
- 3 labor-hr @ $108/hr

**MAX PAYLOAD**
- 406 kts

**MAX CARGO**
- 406 kts

**MAX FUEL**
- 48.4 ft

**AVIONICS**
- 220 cu ft

**ANNUAL COST**
- $1,474,583

**VARIABLE COST**
- $2,261/hr

**fixed COST**
- $418,518

---

**Beechcraft Corporation**

Beech is one of the most well-known names in the general aviation industry. The company began in 1932 when Walter Beech and his wife Olive took over an empty Cessna hangar and started developing the Model 17 Staggerwing. In 1947, Beech introduced the Beech Bonanza F33 V-Tail that is still in production today. The King Air series of twin-engine turboprop aircraft first flew in 1963 and are still in production today.

In 1986, Beechcraft bought the production rights for the Mitsubishi MU-300 Diamond small twin-engine business jet. It was initially renamed the Beechjet 400 and then became the Hawker 400. With a few improvements it became the Hawker 400XP. The Hawker 400XP has one less window on each side of the fuselage than its predecessors.


In 1994, Beech Aircraft became a part of Raytheon. In 2007, Goldman-Sachs and Onex Partners bought the Raytheon Aircraft Company and renamed it Hawker Beechcraft Corporation.

In May 2012, Hawker Beechcraft filed for Chapter 11 bankruptcy and exited in February 2013 as Beechcraft Corporation, shedding the Hawker and Premier line of jets while keeping the King Air turboprop and the Baron and Bonanza piston lines. Goldman-Sachs and Onex transferred ownership to its major creditors.

**Diamond 1A**

In 1977, Mitsubishi embarked on the design of a new business jet, known as the MU-300. This aircraft, subsequently called the "Diamond," was a conventional low-wing design with a T-tail and two Pratt & Whitney JT15D turbofans mounted on the rear fuselage. For a small jet, it had a large cabin for eight passengers; an aft lavatory and baggage. Initial testing was done in Japan and then the two prototypes were transferred to Mitsubishi's facility in San Angelo, Texas, to complete FAA testing for its FAR Part 25. The Type Certificate was received on November 6, 1981. Thereafter, production Diamond 1As were assembled in San Angelo from components produced in Nagoya, Japan.

By late 1985, Mitsubishi had delivered 100 Diamonds from its San Angelo facility. At that time, Mitsubishi sold the MU-300 package to Beechcraft where it became known as the Beechjet 400.

Raytheon Aircraft is licensed by Mitsubishi to maintain the type design, manufacture replacement parts and provide support as required. In Production: 1982-1985
### Bombardier Learjet 24E

**Range**: 850 nm

**Speed**: 475 kts

**Passengers**: 5 people

<table>
<thead>
<tr>
<th>ACQUISITION COST</th>
<th>ANNUAL COST</th>
<th>VARIABLE COST</th>
<th>FIXED COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>$235,000</td>
<td>$1,732,696</td>
<td>$3,345/hr</td>
<td>$398,138</td>
</tr>
</tbody>
</table>

**Max Payload**: 3,570 lb

**Total Cabin Volume**: 220 cu ft

**Wingspan**: 35.6 ft

**Production**: 1976 - 1978

**Total Cabin Volume**: 220 cu ft

**IFR Certified**: Yes

**Certification Basis**: FAR 25

**Engines**: General Electric CJ610-6 2

**Avionics**: —

**APU**: —

**Produced / In Service**: —

**Meets Stage 3 Noise Levels**: No

**Regulatory Certification**: 1966 for LJ 24

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**Bill Lear founded Learjet in the late 1950s as the Swiss American Aviation Corporation.** Lear had a vision to build a jet-powered business airplane because business aircraft during this time period were mainly piston-powered and slow. He began laying out plans to build a jet-powered business aircraft based on the Swiss P-16 fighter. He ultimately ran into opposition from the company board of directors to build this aircraft and sold his controlling interest to the Siegler Corporation for $100 million to finance the venture.

The tooling for building the aircraft was purchased and moved from Switzerland to Wichita, KS. Learjet opened in September 1962, while the plant at Wichita's airport was under construction. Assembly of the first Learjet began in 1963. The norm for a new concept aircraft was to hand build a prototype for flight testing. Lear decided to take a huge risk by skipping this step and moving directly into production. This was extremely risky because the designs could fail, forcing redesign and retooling that would force the company into bankruptcy. Lear took the risk in order to beat the competition.

The risk paid off and the Learjet 23, a six- to eight-seater aircraft, first flew on October 7, 1963. The first production model was delivered in October 1964. Despite a healthy backlog of orders, Lear did not have the capital necessary to begin production. In order to resolve this issue, Lear sold a portion of his holdings to the public and made it a public-owned corporation. Several models followed, with the Model 24 first flying on February 24, 1966, and the Model 25 first flying on August 12, 1966. On September 19, the company was renamed Lear Jet Industries Inc.

In 1969, Learjet merged with Gates Aviation and was renamed Gates Learjet Corporation. Production of aircraft then began in Tucson, AZ, as well as Wichita. Company headquarters moved to Tucson in 1986. In 1987, Gates Learjet was bought by Integrated Acquisition and renamed Learjet Corporation. All aircraft production was moved back to Wichita. Integrated Acquisition filed for Chapter 11 bankruptcy in 1990 and Bombardier then stepped in to purchase Learjet. It has been a subsidiary of Bombardier ever since.

One of the world's largest, fastest, best-selling and well-known series of business jets began with the original six- to eight-seat Learjet 23, which first flew on October 7, 1963.

The Learjet 23 originated in Switzerland, where William P. Lear had formed the Swiss American Aviation Corporation after selling his interest in the Siegler Corporation in 1959. This twinjet high-speed executive aircraft, named the SAAC Lear Jet 23, was based on the Swiss P-16 jet fighter and later renamed the Lear 23. It is powered by two GE CJ610-4 engines that produce 2,850 pounds of thrust. Although it was originally planned to manufacture at least the first 25 Learjets in Switzerland, production was transferred to Wichita in August 1962, where Lear had founded the Lear Jet Corporation.

**Learjet 24E**

In 1966, the Lear 24 was introduced at a higher weight and with upgraded GE CJ610-6 engines that produce 2,950 pounds of thrust. Three rectangular windows replaced the single oval window on each side of the cabin. Other improvements included a bird-proof windscreen and increased cabin pressure differential for higher altitude operation.
1. Cost

Total Annual Cost With Market Depreciation

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Total Annual Cost</th>
<th>Variable Cost</th>
<th>Fixed Cost</th>
<th>Market Depreciation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cessna Citation 500</td>
<td>$1,618,697</td>
<td>$1,216,509</td>
<td>$402,188</td>
<td>$13,600</td>
</tr>
<tr>
<td>Beechcraft Diamond 1A</td>
<td>$1,474,583</td>
<td>$1,056,065</td>
<td>$418,518</td>
<td>$14,960</td>
</tr>
<tr>
<td>Bombardier Learjet 24E</td>
<td>$1,732,696</td>
<td>$1,334,558</td>
<td>$398,138</td>
<td>$15,980</td>
</tr>
</tbody>
</table>

Costs are forward looking estimates based on Conklin & de Decker Research. For comparison purposes only.
**Hourly Variable Cost**

**CESSNA CITATION 500**
- $2,216/hr

**BEECHCRAFT DIAMOND 1A**
- $2,261/hr

**BOMBARDIER LEARJET 24E**
- $3,345/hr

### Cessna Citation 500
- **$2,216/hr**

- **Fuel**
  - $765/hour (160 gal/hr)

- **Maintenance**
  - $781/hour

- **Engine Reserves**
  - $536/hour

- **Miscellaneous Reserves**
  - $135/hour

### Beechcraft Diamond 1A
- **$2,261/hr**

- **Fuel**
  - $947/hour (198 gal/hr)

- **Maintenance**
  - $641/hour

- **Engine Reserves**
  - $536/hour

- **Miscellaneous Reserves**
  - $138/hour

### Bombardier Learjet 24E
- **$3,345/hr**

- **Maintenance**
  - $594/hour

- **Engine Reserves**
  - $137/hour

**Costs are forward looking estimates based on Conklin & de Decker Research. For comparison purposes only.**

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Annual Fixed Cost

**CESSNA CITATION 500**

$402,188

**BEECHCRAFT DIAMOND 1A**

$418,518

**BOMBARDIER LEARJET 24E**

$398,138

<table>
<thead>
<tr>
<th></th>
<th>Cessna Citation 500</th>
<th>Beechcraft Diamond 1A</th>
<th>Bombardier Learjet 24E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crew</td>
<td>$278,200</td>
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<tr>
<td>Captain</td>
<td>$115,000</td>
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<td>$115,000</td>
</tr>
<tr>
<td>Copilot</td>
<td>$99,000</td>
<td>$99,000</td>
<td>$99,000</td>
</tr>
<tr>
<td>Flight Attendant</td>
<td>--</td>
<td>--</td>
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</tr>
<tr>
<td>Benefits</td>
<td>$64,200</td>
<td>$64,200</td>
<td>$64,200</td>
</tr>
<tr>
<td>Hangar</td>
<td>$24,400</td>
<td>$25,100</td>
<td>$18,300</td>
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<tr>
<td>Insurance</td>
<td>$10,500</td>
<td>$10,700</td>
<td>$10,850</td>
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<tr>
<td>Hull</td>
<td>$2,000</td>
<td>$2,200</td>
<td>$2,350</td>
</tr>
<tr>
<td>Single Limit Liability</td>
<td>$8,500</td>
<td>$8,500</td>
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<tr>
<td>Aircraft Modernization</td>
<td>$45,900</td>
<td>$45,900</td>
<td>$45,900</td>
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<tr>
<td>Training</td>
<td>$18,400</td>
<td>$27,600</td>
<td>$19,600</td>
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<tr>
<td>Miscellaneous</td>
<td>$24,788</td>
<td>$31,018</td>
<td>$25,288</td>
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<tr>
<td>Navigation Chart Service</td>
<td>$4,638</td>
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<td>$4,638</td>
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<tr>
<td>Refurbishing</td>
<td>$16,200</td>
<td>$22,680</td>
<td>$16,200</td>
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<tr>
<td>Computer Maintenance Program</td>
<td>$3,250</td>
<td>$3,000</td>
<td>$3,750</td>
</tr>
<tr>
<td>Weather Service</td>
<td>$700</td>
<td>$700</td>
<td>$700</td>
</tr>
<tr>
<td>Other</td>
<td>--</td>
<td>--</td>
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</table>

Conklin & de Decker

Costs are forward looking estimates based on Conklin & de Decker Research. For comparison purposes only.

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Data Version: V 18.2 USD.
2. Performance

Speed

**CESSNA CITATION 500**
- Normal cruise: 332 kts
- Long-Range cruise: 310 kts
- Maximum cruise: 355 kts

**BEECHCRAFT DIAMOND 1A**
- Normal cruise: 406 kts
- Long-Range cruise: 368 kts
- Maximum cruise: 406 kts

**BOMBARDIER LEARJET 24E**
- Normal cruise: 439 kts
- Long-Range cruise: 410 kts
- Maximum cruise: 475 kts

Climb and Altitude

<table>
<thead>
<tr>
<th></th>
<th>Cessna Citation 500</th>
<th>Beechcraft Diamond 1A</th>
<th>Bombardier Learjet 24E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rate of Climb</td>
<td>2,900 ft/min</td>
<td>3,050 ft/min</td>
<td>6,800 ft/min</td>
</tr>
<tr>
<td>Max Cert. Altitude</td>
<td>41,000 ft</td>
<td>41,000 ft</td>
<td>45,000 ft</td>
</tr>
<tr>
<td>Initial Cruise Altitude</td>
<td>35,000 ft</td>
<td>37,000 ft</td>
<td>—</td>
</tr>
<tr>
<td>Time to Cruise Altitude</td>
<td>24 min</td>
<td>30 min</td>
<td>—</td>
</tr>
<tr>
<td>Service Ceiling</td>
<td>35,000 ft</td>
<td>41,000 ft</td>
<td>45,000 ft</td>
</tr>
<tr>
<td>Engine Out Rate of Climb</td>
<td>800 ft/min</td>
<td>761 ft/min</td>
<td>2,100 ft/min</td>
</tr>
<tr>
<td>Engine Out Ceiling</td>
<td>18,500 ft</td>
<td>21,000 ft</td>
<td>28,500 ft</td>
</tr>
</tbody>
</table>
### Field Length

**CESSNA CITATION 500**
- FAR-91
- FAR-135
- FAR-121
- Balanced Field Length

**BEECHCRAFT DIAMOND 1A**
- FAR-91
- FAR-135
- FAR-121
- Balanced Field Length

**BOMBARDIER LEARJET 24E**
- FAR-91
- FAR-135
- FAR-121
- Balanced Field Length

### Speeds

- **VMC (Ground)**
  - FAR-91
  - FAR-135
  - FAR-121
  - Balanced Field Length

- **VMC (Air)**
  - FAR-91
  - FAR-135
  - FAR-121
  - Balanced Field Length

- **V2 (Max. Takeoff Gross Wt.)**
  - FAR-91
  - FAR-135
  - FAR-121
  - Balanced Field Length

- **VREF (BOW + Pax + NBAA Res.)**
  - FAR-91
  - FAR-135
  - FAR-121
  - Balanced Field Length

### FAR 36 Noise Levels

- **Takeoff**
  - FAR-91
  - FAR-135
  - FAR-121
  - Balanced Field Length

- **Sideline**
  - FAR-91
  - FAR-135
  - FAR-121
  - Balanced Field Length

- **Approach**
  - FAR-91
  - FAR-135
  - FAR-121
  - Balanced Field Length
3. Weight/Payload

Weight breakdown

**CESSNA CITATION 500**
- With Max Payload: 7,259 lb
- With Max Fuel: 1,150 lb
- With Max Fuel: 3,250 lb

**BEECHCRAFT DIAMOND 1A**
- With Max Payload: 8,839 lb
- With Max Fuel: 1,720 lb
- With Max Fuel: 3,150 lb

**BOMBARDIER LEARJET 24E**
- With Max Payload: 7,659 lb
- With Max Fuel: 2,400 lb
- With Max Fuel: 3,570 lb

**With Max Payload**

**MAXIMUM PAYLOAD**
- Cessna Citation 500: 1,150 lb
- Beechcraft Diamond 1A: 1,720 lb
- Bombardier Learjet 24E: 3,570 lb

**RANGE AT MAXIMUM PAYLOAD**
- Cessna Citation 500: 693 nm
- Beechcraft Diamond 1A: 736 nm
- Bombardier Learjet 24E: –
With Max Fuel

### AVAILABLE PAYLOAD

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Payload Options</th>
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<tbody>
<tr>
<td>Cessna Citation 500</td>
<td>755 lb</td>
</tr>
<tr>
<td>Beechcraft Diamond 1A</td>
<td>610 lb</td>
</tr>
<tr>
<td>Bombardier Learjet 24E</td>
<td>342 lb</td>
</tr>
</tbody>
</table>

### PASSENGER CAPACITY

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cessna Citation 500</td>
<td>4 people</td>
</tr>
<tr>
<td>Beechcraft Diamond 1A</td>
<td>3 people</td>
</tr>
<tr>
<td>Bombardier Learjet 24E</td>
<td>2 people</td>
</tr>
</tbody>
</table>

### Comparison of Aircraft Specifications

#### Cessna Citation 500
- **Max Gross Takeoff Weight**: 11,650 lb
- **Max Landing**: 11,000 lb
- **Zero Fuel**: 8,400 lb
- **Basic Operating**: 7,250 lb
- **Usable Fuel**: 3,645 lb
- **Useful Load**: 4,400 lb

#### Beechcraft Diamond 1A
- **Max Gross Takeoff Weight**: 14,700 lb
- **Max Landing**: 13,200 lb
- **Zero Fuel**: 11,550 lb
- **Basic Operating**: 9,830 lb
- **Usable Fuel**: 4,260 lb
- **Useful Load**: 4,870 lb

#### Bombardier Learjet 24E
- **Max Gross Takeoff Weight**: 13,800 lb
- **Max Landing**: 11,880 lb
- **Zero Fuel**: 11,400 lb
- **Basic Operating**: 7,830 lb
- **Usable Fuel**: 5,628 lb
- **Useful Load**: 5,970 lb
4. Range

Long-Range Cruise

<table>
<thead>
<tr>
<th></th>
<th>Cessna Citation 500</th>
<th>Beechcraft Diamond 1A</th>
<th>Bombardier Learjet 24E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Range</td>
<td>815 nm</td>
<td>1,017 nm</td>
<td>—</td>
</tr>
<tr>
<td>Average Speed</td>
<td>310 kts</td>
<td>368 kts</td>
<td>—</td>
</tr>
<tr>
<td>Endurance</td>
<td>3 hrs</td>
<td>3 hrs</td>
<td>—</td>
</tr>
<tr>
<td>Passengers</td>
<td>4 people</td>
<td>4 people</td>
<td>4 people</td>
</tr>
</tbody>
</table>
## Maximum Cruise

<table>
<thead>
<tr>
<th></th>
<th>Cessna Citation 500</th>
<th>Beechcraft Diamond 1A</th>
<th>Bombardier Learjet 24E</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Range</strong></td>
<td>726 nm</td>
<td>965 nm</td>
<td>—</td>
</tr>
<tr>
<td><strong>Average Speed</strong></td>
<td>332 kts</td>
<td>406 kts</td>
<td>—</td>
</tr>
<tr>
<td><strong>Endurance</strong></td>
<td>2 hrs</td>
<td>2 hrs</td>
<td>—</td>
</tr>
<tr>
<td><strong>Passengers</strong></td>
<td>4 people</td>
<td>4 people</td>
<td>4 people</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th><strong>Cessna Citation 500</strong></th>
<th><strong>Beechcraft Diamond 1A</strong></th>
<th><strong>Bombardier Learjet 24E</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Seats Full</strong></td>
<td>730 nm</td>
<td>1,140 nm</td>
<td>850 nm</td>
</tr>
<tr>
<td><strong>Ferry Range</strong></td>
<td>NBAA IFR Reserve</td>
<td>NBAA IFR Reserve</td>
<td>NBAA IFR Reserve</td>
</tr>
</tbody>
</table>
5. Interior

Cessna Citation 500

Beechcraft Diamond 1A

Bombardier Learjet 24E

Images not to scale
### Total Baggage Volume

<table>
<thead>
<tr>
<th></th>
<th>Cessna Citation 500</th>
<th>Beechcraft Diamond 1A</th>
<th>Bombardier Learjet 24E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cabin Volume</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Area</td>
<td>230 cu ft</td>
<td>293 cu ft</td>
<td>220 cu ft</td>
</tr>
<tr>
<td>Misc Space (Galley, Lav, etc.)</td>
<td>145 cu ft</td>
<td>205 cu ft</td>
<td>109 cu ft</td>
</tr>
<tr>
<td></td>
<td>85 cu ft</td>
<td>88 cu ft</td>
<td>111 cu ft</td>
</tr>
<tr>
<td>Total Baggage Volume</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Internal</td>
<td>57 cu ft</td>
<td>53 cu ft</td>
<td>40 cu ft</td>
</tr>
<tr>
<td></td>
<td>40 cu ft</td>
<td>20 cu ft</td>
<td>40 cu ft</td>
</tr>
<tr>
<td>External</td>
<td>17 cu ft</td>
<td>33 cu ft</td>
<td>–</td>
</tr>
<tr>
<td>Cabin Width</td>
<td>4.9 ft</td>
<td>4.9 ft</td>
<td>4.9 ft</td>
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<tr>
<td>Cabin Length</td>
<td>12.7 ft</td>
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<td>9 ft</td>
</tr>
<tr>
<td>Cabin Height</td>
<td>4.3 ft</td>
<td>4.8 ft</td>
<td>4.3 ft</td>
</tr>
<tr>
<td>Door Width</td>
<td>2 ft</td>
<td>2.41 ft</td>
<td>3 ft</td>
</tr>
<tr>
<td>Door Length</td>
<td>4.25 ft</td>
<td>4.16 ft</td>
<td>4.2 ft</td>
</tr>
<tr>
<td>Door Area (Approximate)</td>
<td>8.5 sq ft</td>
<td>10.03 sq ft</td>
<td>12.6 sq ft</td>
</tr>
<tr>
<td>Pressure Differential</td>
<td>7.6 psi</td>
<td>9.1 psi</td>
<td>–</td>
</tr>
<tr>
<td>Sea Level Cabin to</td>
<td>18,500 ft</td>
<td>24,000 ft</td>
<td>–</td>
</tr>
<tr>
<td>Cabin Alt at Max Cert Alt</td>
<td>8,000 ft</td>
<td>6,200 ft</td>
<td>–</td>
</tr>
</tbody>
</table>
### Exterior

**Cessna Citation 500**
- **Wingspan:** 47.1 ft
- **Fuselage:** 43.5 ft

**Beechcraft Diamond 1A**
- **Wingspan:** 43.5 ft
- **Fuselage:** 48.4 ft

**Bombardier Learjet 24E**
- **Wingspan:** 35.6 ft
- **Fuselage:** 43.2 ft

### Exterior Dimensions

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Wingspan</th>
<th>Fuselage</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cessna Citation 500</strong></td>
<td>47.1 ft</td>
<td>43.5 ft</td>
</tr>
<tr>
<td><strong>Beechcraft Diamond 1A</strong></td>
<td>43.5 ft</td>
<td>48.4 ft</td>
</tr>
<tr>
<td><strong>Bombardier Learjet 24E</strong></td>
<td>35.6 ft</td>
<td>43.2 ft</td>
</tr>
</tbody>
</table>

### Powerplant

**Model**
- **Cessna Citation 500:** JT15D-1
- **Beechcraft Diamond 1A:** JT15D-4D
- **Bombardier Learjet 24E:** CJ610-6

**Manufacturer**
- **Cessna Citation 500:** Pratt & Whitney Canada
- **Beechcraft Diamond 1A:** Pratt & Whitney Canada
- **Bombardier Learjet 24E:** General Electric

**Quantity**
- 2 Engines

**Thrust**
- **Cessna Citation 500:** 2,200 lb
- **Beechcraft Diamond 1A:** 2,500 lb
- **Bombardier Learjet 24E:** –

**Thrust Reverse**
- **Cessna Citation 500:** Optional
- **Beechcraft Diamond 1A:** Optional
- **Bombardier Learjet 24E:** –
7. Overlay

**Top View**

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Wingspan</th>
<th>Fuselage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cessna Citation 500</td>
<td>47.1 ft</td>
<td>43.5 ft</td>
</tr>
<tr>
<td>Beechcraft Diamond 1A</td>
<td>43.5 ft</td>
<td>48.4 ft</td>
</tr>
<tr>
<td>Bombardier Learjet 24E</td>
<td>35.6 ft</td>
<td>43.2 ft</td>
</tr>
</tbody>
</table>
### Cabin View

<table>
<thead>
<tr>
<th>Aircraft Model</th>
<th>Cabin Height</th>
<th>Cabin Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cessna Citation 500</td>
<td>4.3 ft</td>
<td>4.9 ft</td>
</tr>
<tr>
<td>Beechcraft Diamond 1A</td>
<td>4.8 ft</td>
<td>4.9 ft</td>
</tr>
<tr>
<td>Bombardier Learjet 24E</td>
<td>4.3 ft</td>
<td>4.9 ft</td>
</tr>
</tbody>
</table>
## 8. Equipment

<table>
<thead>
<tr>
<th></th>
<th>Cessna Citation 500</th>
<th>Beechcraft Diamond 1A</th>
<th>Bombardier Learjet 24E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Avionics</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cockpit Voice Recorder</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flight Data Recorder</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EICAS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ground Warning System</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traffic Warning System</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maint Diag Sys</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>VHF 8kHz Spacing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Auxiliary Power Unit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meets Far 36 Stage 3</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>IFR Certified</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Single Point Refuel</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>External Lavatory Service</td>
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</table>