

Specifications & Descriptions / Specifications & Weights

In a CJ1+, you'll be a mover, not a shaker. That's because the CJ1+ flies at cruise speeds of up to 389 knots (448 mph) – 150 mph faster, two miles higher, and unquestionably smoother than comparable turboprops. You'll avoid weather and traffic, while traveling in silky-smooth quiet.

Specifications & Weig	ghts ENGLISH (METRIC)
Maximum Cruise Speed (mid-cruise weight)	389 ktas (720 km/hr), at 31,000 ft (9,449 m)
Airspeed Limits	VMO from sea level to 30,500 ft (9,296 m) 263 KIAS (487 km/hr) MMO at 30,500 ft (9,296 m) and above M 0.71 (Indicated)
Ceiling	41,000 ft (12,497 m) maximum certified
Rates of Climb	All engines 3,290 fpm (1,003 m/min) Single engine 906 fpm (276 m/min)
Stall Speed	83 kcas (153 km/hr) MLW, landing configuration
Pressurization	Nominal pressure differential 8.5 psi (59 kP)
NBAA IFR Range (100 nm alternate)	1,300 nm (2,408 km) with full fuel and maximum takeoff weight
Airport Performance (dry, level, hard-surfaced runway with zero wind)	Takeoff distance (SL, ISA, MTOW) 3,250 ft (994 m) Landing distance (SL, ISA, MLW) 2,590 ft (789 m)
Engines	Two Williams FJ44-1AP Takeoff thrust 1,965 lbs (8.74 kN) takeoff thrust Bypass ratio 2.58:1
Baggage Capacity	Volume 45 ft3 (1.27 m3)
Outside Dimensions	Wingspan 46 ft 11 in (14.30 m) Overall height 13 ft 9 in (4.19 m) Overall length 42 ft 7 in (12.98 m)
Cabin Dimensions (with typical interior installed)	Height 57 in (1.45 m) Width 58 in (1.47 m) Length (excluding cockpit) 132 in (3.35 m)

Design Weights & Fuel Capacity	ENGLISH (METRIC) TOP
Maximum ramp weight	10,800 lb (4,898 kg)
Maximum takeoff weight	10,700 lb (4,853 kg)
Maximum landing weight	9,900 lb (4,490 kg)
Maximum zero fuel weight	8,400 lb (3,810 kg)
Maximum fuel capacity (6.7 lb/gal)	3,220 lb (1,461 kg)
Typical empty weight*	6,765 lb (3,069 kg)
One pilot plus furnishings	200 lb (91 kg)
Typical basic operating weight (BOW)	6,965 lb (3,164 kg)
Useful load**	3,835 lb (1,740 kg)
Payload with full fuel	615 lb (279 kg)

Note: Performance conditions are based on the International Standard Atmosphere. Takeoff and landing field lengths are based on level, hard-surface, dry runways with no

wind.
*Reflects standard aircraft with typical options, typical interior and unusable fuel and oil.
**Amount of payload and fuel that can be carried, over and above crew (based on ramp weight).

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