

Head to Head: Sierra's FJ44-powered aircraft vs. the competition

	Mustang	CJ1+	CJ2+	Premier	FJ44 Stallion	FJ44 Eagle II
SALES PRICE	\$2,600,000 ¹	\$4,241,000 ¹	\$5,750,000 ¹	\$6,057,000 ²	\$2,850,000 ³	\$2,950,000 ³
CRUISE SPEED						
Maximum Cruise	340 ktas	380 ktas	410 ktas	451 ktas	402 ktas	390 ktas
Long Range Cruise	298 ktas	301 ktas	372 ktas*	368 ktas	375 ktas	360 ktas
CLIMB PERFORMANCE						
Climb – Single Engine		850 fpm	1,123 fpm	948 fpm	1,500 fpm	1,500 fpm
Climb – Two Engine	3,000 fpm	3,230 fpm	3,970 fpm	3,700 fpm	4,500 fpm	4,500 fpm
Climb to Max	23 min. to FL 370	58 min. to FL 410	36 min. to FL 450	23 min. to FL 410	<25 min. to FL 430	25 min. to FL 430
Certified Altitude	at 8,600 lbs	at 10,600 lbs	at 12,375 lbs	at 12,500 lbs	at 12,500 lbs	at 12,500 lbs
RANGE						
	1,300 nm	1,475 nm w/45-minute reserve	1,738 nm with 3 passengers & crew of one w/45-minute hold	1,315 nm with 3 passengers & crew of one w/45-minute reserve	1,400 nm with 4 passengers & crew of one w/45-minute reserve 1,250 payload, 3,780 lb useable fuel	1,650 nm with 4 passengers & crew of one w/45-minute reserve 1,250 payload, 4,500 lb useable fuel
RUNWAY LENGTH						
Standard	Take-off 3,120 ft at 8,600 lbs	Take-off 3,280 ft at 10,600 lbs	Take-off 3,420 ft at 12,375 lbs	Take-off 3,792 ft at 12,500 lbs	Take-off 2,580 ft at 12,500 lbs*	Take-off 2,580 ft at 12,500 lbs*
	Landing 2,610 ft	Landing 2,780 ft at 9,800 lbs	Landing 2,720 ft at 10,000 lbs	Landing 3,170 ft at 11,600 lbs	Landing 2,600 ft at 10,000 lbs*	Landing 2,600 ft at 10,000 lbs*
	5,000 ft @ 77 degrees F	Take-off 5,210 ft at 10,000 lbs	Take-off 5,080 ft at 12,375 lbs	Take-off 7,875 ft at 10,600 lbs*	Take-off 5,134 ft at 12,500 lbs*	Take-off 5,134 ft at 12,500 lbs*
WEIGHTS						
Maximum Ramp Weight		10,700 lbs	12,500 lbs	12,590 lbs	12,500 lbs	12,650 lbs
Maximum Takeoff Weight	8,600 lbs	10,600 lbs	12,375 lbs	12,500 lbs	12,500 lbs	12,500 lbs
Maximum Landing Weight		9,800 lbs	11,500 lbs	11,600 lbs	11,350 lbs	11,350 lbs
Maximum Zero Fuel Weight		8,400 lbs	9,300 lbs	10,000 lbs	8,400 lbs	9,500 lbs
Maximum Fuel Capacity (usable)	3,220 lbs	3,932 lbs	3,611 lbs	3,780 lbs	3,780 lbs	4,510 lbs
Maximum Fuel Payload	600 lbs	630 lbs	888 lbs	800 lbs	1670 lbs	940 lbs
					* estimated	* estimated

1. Cessna's suggested retail price with typically selected complement of options.

2. This price was published by Raytheon as a typically equipped aircraft.

3. Low airframe time with modification, Price reduction based on time remaining on the JT15-D1A engines removed from the aircraft.

Head to Head: Stock Citation vs. Sierra Aircraft

	Stock Citation I	Sierra Eagle II	Sierra Stallion
Max Take-Off Weight	11,850 lbs	12,500 lbs	12,500 lbs
Max Zero Fuel Weight	8,400 lbs	9,500 lbs	8,400 lbs
Max Usable Fuel @6.7lbs/gal	3,780 lbs	4,510 lbs	3,780 lbs
Max Cruise Speed (@ average weight)	335 ktas	375 ktas	390 ktas
Ceiling	41,000 ft	43,000 ft	43,000 ft
Climb Performance (Two Engines)	2,600 fpm	4,500 fpm	4,500 fpm
Climb Performance (One Engine)	789 fpm	1,500 fpm	1,500 fpm
Range	1,150 nm	1,650 nm	1,400 nm

Stallion

vs.

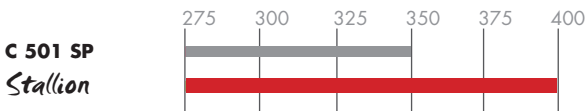


PERFORMANCE

- Delivers 32 percent more take-off thrust at the point of rotation.
- Will climb direct to FL 430 in less than 25 minutes. The JT15D Citation requires a step-climb taking more than 1 hour and 20 minutes to FL 410.
- Boasts a max cruise that is more than 50 knots faster than the stock Citation 500/501SP. Economy cruise is 35 knots faster.
- Will travel more than 1,400 nautical miles at economy cruise.
- Sips fuel. Consumption is reduced by up to 25 percent.
- Higher Service Ceiling – 43,000 feet.

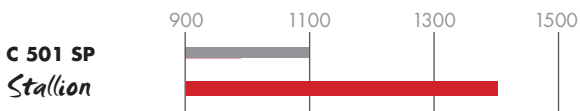
MAXIMUM SPEED - KTAS

Projected Maximum Level Flight Speed



MAXIMUM RANGE - NM

Projected Maximum Range Capability

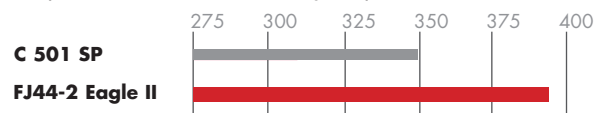


PERFORMANCE

- Delivers 32 percent more take-off thrust at the point of rotation.
- Will climb direct to FL 430 in less than 25 minutes. The JT15D Citation requires a step-climb taking more than 1 hour and 20 minutes to FL 410.
- Boasts a max cruise that is more than 40 knots faster than the stock Citation 500/501SP. Economy cruise is 35 knots faster.
- Will travel more than 1,650 nautical miles at economy cruise.
- Sips fuel. Consumption is reduced by up to 25 percent.
- Higher Service Ceiling – 43,000 feet.

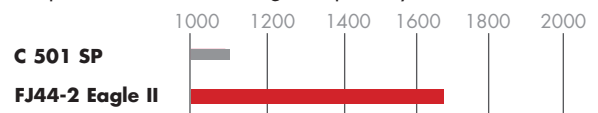
MAXIMUM SPEED - KTAS

Projected Maximum Level Flight Speed



MAXIMUM RANGE - NM

Projected Maximum Range Capability



These impressive numbers are only the beginning. The list of performance improvements Sierra's FJ44 Eagle II and Stallion deliver to you in the air and to the bottom line are virtually endless.

In fact, compared to other light jet powered aircraft in this class, Sierra's Stallion and Eagle II outperform these aircraft in almost every category at a fraction of the acquisition cost.

