

ARCHIVED REPORT

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Cessna Mustang

Outlook

- Cessna ceased production of the Mustang in May 2017
- Cessna produced 480 Mustangs over the life of the program

Orientation

Description. Twin-turboprop-powered, six-seat, corporate/executive transport.

Sponsor. Privately sponsored by Cessna.

Status. Production of the Mustang ended in May 2017.

Total Produced. A total of 480 Mustangs were produced over the life of the program.

Application. Business/executive transportation; personal transportation; air taxi/air limousine; flight training; fractional ownership.

Price Range. \$3.35 million in 2017 U.S. dollars.



Mustang

Source: Textron Aviation

Cessna Mustang

Contractors

Prime

Cessna Aircraft Co	http://cessna.txtav.com , One Cessna Blvd, PO Box 7706, Wichita, KS 67277 United States, Tel: + 1 (316) 517-6000, Prime
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Subcontractor

Garmin International Inc	http://www.garmin.com , 1200 E 151st St, Olathe, KS 66062 United States, Tel: + 1 (913) 397-8200, Fax: + 1 (913) 397-8282 (G1000 Avionics Suite)
L3 Technologies - Avionics Products	http://www.l3aviationproducts.com , 5353 52nd St SE, Grand Rapids, MI 49512 United States, Tel: + 1 (616) 949-6600, Fax: + 1 (616) 949-6600 (Standby Attitude Indicator)
Pratt & Whitney Canada	http://www.pwc.ca/en/home , 1000 Marie-Victorin Blvd, Longueuil, Quebec, Canada, Tel: + 1 (450) 677-9411, Fax: + 1 (450) 647-3620 (PW615F)

Contractors are invited to submit updated information to Editor, International Contractors, Forecast International, 22 Commerce Road, Newtown, CT 06470, USA; rich.pettibone@forecast1.com

Technical Data

	<u>Metric</u>	<u>U.S.</u>
Dimensions		
Length overall	12.37 m	40.58 ft
Wingspan	13.16 m	43.17 ft
Height overall	4.09 m	13.42 ft
Cabin height	1.37 m	4.50 ft
Cabin width	1.40 m	4.58 ft
Weight		
Maximum takeoff weight	3,921 kg	8,645 lb
Maximum payload	522 kg	1,150 lb
Payload with maximum fuel	249 kg	550 lb
Performance		
Maximum cruise speed	630 km/h	340 kt
Ceiling	12,497 m	41,000 ft
Maximum range	2,222 km	1,200 nm
Propulsion		
Mustang	(2)	Pratt & Whitney Canada PW615F turbofan engines rated 6.49 kN (1,460 lbst) each.

Seating

The Mustang could accommodate six people, including one or two crew.

Program Review

Background. Cessna announced the six-place Mustang at the September 2002 NBAA show. The company initially targeted the new aircraft at operators of piston twins and turboprop singles and twins. At the time of the program announcement, the Mustang had a price tag of \$2.295 million.

Engine Selection

In January 2003, Cessna announced selection of the Pratt & Whitney Canada PW615F turbofan engine to power the Mustang. In March 2003, Cessna chose Garmin International to provide the aircraft's avionics

Cessna Mustang

suite. The Mustang was equipped with Garmin's G1000 integrated glass cockpit, featuring three glass displays.

The Mustang had a maximum cruise speed of 340 knots and a certificated ceiling of 12,497 meters (41,000 ft). The jet had seating for two pilots on the flight deck, as well as four passengers in a club-seating layout. It was certified for single-pilot operation.

Program Schedule

The Mustang prototype made its first flight in April 2005. The initial production Mustang took to the air in August 2005. This was followed by the first flight

of the second production aircraft in January 2006. All three aircraft were utilized by Cessna in the flight test and certification program.

The U.S. Federal Aviation Administration (FAA) awarded the Mustang type certification in September 2006. Initial delivery of a Mustang occurred in November 2006, to California-based Mustang Management Group (MMG). The aircraft was the third production Mustang.

Cessna ceased Mustang production in May 2017.

Timetable

<u>Month</u>	<u>Year</u>	<u>Major Development</u>
Sep	2002	Mustang program announced
Apr	2005	Prototype first flight
Aug	2005	First flight of initial production aircraft
Jan	2006	First flight of second production aircraft
Sep	2006	FAA certification
Nov	2006	Initial delivery
May	2017	Production ends

Forecast Rationale

Production of the Mustang ended in May 2017. The final example of the entry-level jet was delivered later that month to the U.S. subsidiary of a Swiss cosmetics firm.

Over the years, the Mustang had generally been a successful program for Cessna. The company delivered 479 of the aircraft over some 12 years, mainly to individual owner/operators, small companies, charter outfits, and flight training providers. For many of these customers, the Mustang had been their first jet, having previously operated turboprops or pistons. Ease of operability and low operating costs combined to make the Mustang an appealing product to first-time jet buyers.

Demand for the Mustang, however, began to dwindle in the last few years of the program. Cessna delivered only eight Mustangs in each of 2014 and 2015, followed by 10 in 2016 and seven in 2017.

During this period, competition had intensified in the entry-level jet market. Honda Aircraft's new HondaJet entered service in late 2015 and, the following year, Embraer launched an improved version of its Phenom 100, dubbed the Phenom 100 EV.

Meanwhile, Cessna's own introduction of the Citation M2 light jet provided the Mustang with considerable intramural competition. The M2 was positioned just above the Mustang in the company's product line, and competed for many of the same customers. Once the M2 entered service in the fourth quarter of 2013, deliveries of the new model far outpaced Mustang deliveries. The M2 seemingly eclipsed the Mustang as the preferred entry-level jet for many customers.

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