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No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. The Cirrus Vision Jet, from \$3,000,000. Landing Gear A private plane with its own parachute! A digital camera that will make your hair stand on end! Earphones designed to improve the sound quality around you! And more By Jonathan Margolis April 12, 2025 Reading Time: 6 minutes We all know the saying about the two happiest days in a boat owners life being the day they sell it. Well, private jets arent all theyre cracked up to be, either. This new type of aircraft brings together jet propulsion and advanced avionics coupled with the performance, efficiency, anticipation and safety Cirrus has come to stand for. This guide provides an overview of the Vision Jet from its development and design to ownership costs, capabilities and all-around value as a light personal jet. If you are and aviation buff or looking to buy an airplane, read on about why this plane is raising eyebrows in the general aviation community. A Brief History of the Vision JetCirrus Aircraft, which has been a groundbreaker in small aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years, realized the Vision JetCirrus Aircraft design for more than 20 years System (CAPS). Cirrus also announced a new personal jet in 2006, a design powered by a single Williams FJ33 turbofan engine that it claims will cruise in excess of 300 knots. Such a propulsion system would be paired with the latest in avionics, including but not limited to Garmin G3000 flight deck. The Cirrus Vision SF50 finally took to the skies for its maiden flight on July 3, 2014 in Duluth after years of testing and development. It was FAA-certified in 2016, making it the first very light jet to achieve such certification and allowing customers to begin taking delivery by late-2016. The Vision Jet represents the their most advanced engineering experience at Cirrus Aircraft. Cessna's new flagship, it combines jet performance with the modern safety of CAPS and ease of operation through a high level of automation. Vision Jet Speed: 345 knotsHigh Speed Cruise: 333 knotsMaximum Range: 1,200 nmService Ceiling: 28,000 ftCabin Width: 4.1 ftWilliams FJ33-5A Engine (thrust: 1,846 lb)Avionics: Integrated flight deck with Garmin G3000CAPS Whole Airframe ParachuteThe Vision Jet weighs only 3,500 lbs empty and can take off from runways less than 3,500 ft long. It is equipped for 5 adults and 2 kids in its cabin. while the baggage compartment serviced externally can fit golf clubs, skis, luggage and much more. The Vision Jet boasts more range, payload and operational efficiencies than early very light jets. This enables a broader range of flights and missions - from everyday commuting to family vacations. Operating Costs and Ownership ConsiderationsPerhaps the biggest consideration for many potential purchasers of a personal jet is going to be cost of ownership and operation. Here is a little more about the Vision Jet and what it entails; Fuel EfficiencyThe Vision Jet is known for being a frugal aircraft, burning on average 62 to 65 gallons of fuel per hour. Such low fuel flows, compared to more than 70 gph for other very light jets, aid in decreasing overall operating costs. Maintenance Requirements The Vision Jet has very low maintenance costs to range from \$30,000 to \$50,000 per year. It's routine maintenance, not unlike piston singles, as opposed to more complicated twin-engine jets. Cost per Flight Hour. That's highly competitive with comparable jets, particularly since the Vision Jet offers a much greater distance and capability. Price and Financing OptionsThe Cirrus Vision Jet starts around \$1.9 million, but the sky's the limit on fully outfitted models sticker price that can top \$2.5 million. Financing options are available to put ownership in reach for qualified buyers. Training RequirementsPilots will be required to have, at a minimum, a Private Pilots License with Instrument Rating to fly the Vision Jet. Transition training is also advised to become familiar with the aircraft systems and the Gemini G3000 avionics. In short, the Vision Jet performance, operating economics and owner-flown safety. It's an ideal aeroplane to think about for anyone in the market for a more approachable personal jet.What Does Competition Look Like for the Vision Jet?The Cirrus Vision Jet also created a new niche as this class' first single-engine very light jet. So how does it measure up with other small jets?The Vision Jet also created a new niche as this class' first single-engine very light jet. each other:Phenom 1003-4 passenger capacity~\$5 million acquisition cost1,160 nm range400 knots max speedAlthough the Vision Jet is slower and has a shorter range than these light jets, it offers safety, operating efficiency, and comfort in ways that simply cannot be matched with. If access to straightforward owner flown jet capabilities is a core requirement for pilots, the Vision Jet Softward owner flown jet capabilities is a core requirement for pilots. presence since its launch: More than 400 delivered globally as of early 2023Awarded for Design Innovation High interest from current Cirrus customers entering the jet market Drawing new buyers who prize integrated safety, performance, and comfort For those moving from a sophisticated piston aircraft to an actual personal jet, the Vision Jet has earned its place as the king of that segment. It is nicely positioned to continue expanding its slice of the single-pilot jet segment for years to come.Key Features and AmenitiesFlying the Vision Jet has a bright, spacious cabin with 6 large windows and stand-up headroom inside. Buyers can choose between leather seats for 5 adults and two kids. The rear lav and externally accessed baggage space provide optimal cabin volume. User-Friendly Flight DeckWell-designed Garmin G3000 avionics package makes situational awareness very simple. It combines navigation, communication, and flight planning and vehicle management into large 14 displays. Pilot workload is reduced by automation such as auto throttles. Advanced SAThe Vision Jet flight deck is equipped with state-of-the-art vision-enhancing systems that far exceed minimum instrumentation. Highlights include: Synthetic Vision Technology (SVT) - Presents digital 3D rendering of terrain, obstaclesEnhanced Vision System (EVS) - Uses infrared camera to boost visibility in low light conditionsThe combination of these tools offers pilots unprecedented situational awareness. Signature Cirrus Safety SystemsTrue to its Cirrus heritage, the Vision Jet comes standard with CAPS-the whole aircraft parachute system that has become an additional layer of safety. In the event something goes wrong, the parachute is capable of bringing the aircraft itself down to ground level gently. CAPS is a true benefit for holders of the Vision Jet ultimately net for pilots who want one. Why Choose the Vision Jet ultimately net for pilots who want one. Why Choose the Vision Jet ultimately net for pilots who want one. Why Choose the Vision Jet ultimately net for pilots who want one. Why Choose the Vision Jet ultimately net for pilots who want one. 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Why Choose the Vision Jet ultimately net for pilots who want one. Why Choose the Vision Jet ultimately net for pilots who want one. Why Choose the Vision Jet ultimately net for pilots who want one. Why Choose the Vision Jet ultimately net for pilots who want one. Why Choose the Vision Jet ultimately net for pilots who want one. Why Choose the Vision Jet ultimately net for pilots who want one. Why Choose the Vision Jet ultimately net for pilots who want one. Why Choose the Vision Jet ultimately net for pilots who want o boils down to how it fits the lifestyle of their aviation buyers. Here are some of them: Cirrus Safety Systems - The Vision Jet is the next evolution of Cirrus's proven safety systems. CAPS offers one of the most unique forms of insurance available in aviation. Owner Flown Simplicity - Single pilot workload is decreased through automation, redundancy, and the Garmin interface. It is intended to be simple and easy to operate from the private owner standpoint. Williams FJ33 Engine - The Vision Jet is a class leader when it comes to fuel efficiency engine, which helps save on operating costs. Easy Transition to Jets Those who already have experience flying a Cirrus will find it easier to transition into a personal jet. The aircraft draws design philosophy from its piston siblings. New Possibilities for Travel - Vision Jet travel possibilities exceed the limits of piston aircraft with extended range and jet speeds Make longer journeys shorter or widen your circle of reachable destinations. Proven, Durable Airframe - Cirrus has refined its carbon fiber composite airframe technology over two decades. Those same principles are at play in the Vision Jet, yielding a strong structure able to withstand plenty of bumps. The Performance Fusion - How many personal aircraft can fly as fast and high as a jet but takeoff and land on the same short field length as a piston single? This is one of its main benefits.Better Ride Comfort and Refined - While light in weight, passengers appreciate the ride quality as stable and smooth. That alone makes the Vision Jet is built on current practices that can allow for future upgrades in avionics, powerplants and capabilities in the coming years. Drawbacks to ConsiderNaturally, the Vision Jet is not without its faults. A few of the tradeoffs to think about are as follows: Single Engine Complexity - Although single engine jets are less complex. The second engine provides some extra margin of safety.Range Restrictions - Although its ~1,200 nm max range is very good, it still has a hard time competing with the longer legged cross-country ability of larger midsize jets. That may limit its appeal to many international travelers.Ownership Costs - Purchase, insurance, maintenance and training costs keep the Vision Jet out of reach for many buyers. We increase affordability through fractional ownership.Little Room For Luggage - Between those passenger legs and that baggage, packing for long trips may require some strategizing. Final Thoughts The Cirrus Vision Jet leads the way in personal aviation, and every individual safety system is only part of the story; with an unmatched unique combination of safely systems, performance and flyability meets excellence. Jet speeds and versatility finally delivered within reach of owner-pilots looking for easier operation with a silent revolution. If you want to make the jump to jets or need something truly special for travel and comfort, the Vision Jet provides a lot of options. Not every pilot will go for it, but the mere fact that its gaining popularity proves how alluring this aircraft with a niche capability and strengths is. Interested in owning one of the worlds smallest jet airplanes? Take a look at the Cirrus SF50 Vision Jet and see what makes it special. A new Cirrus SF50 Vision Jet costs \$2.85 million (or \$3.6 million for the latest G2). Pre-owned examples fetch \$2.5 million on average, and as little as \$1.9 million. The single Williams FJ33 turbofan gives a max cruise speed of 358 mph (311 kn) and an average fuel burn of 50 gph.As an avgeek and corporate pilot, I remember when Cirrus announced the development of their very own personal jet, one they simply dubbed The Jet. Now known as the SF50, the jet is famous for its high performance and ability to carry four adults, two children, the pilot, and all their luggage whilst having operational costs similar to a turboprop! The Vision Jet is a v-tailed, single-engine, low-wing VLJ (Very Light Jet) made by US manufacturer Cirrus Aircraft. The SF50 was announced in 2006 during the famed Cirrus Owners and Pilots Association meeting in a rather unique way: they announced a new jet and that was it. Indeed, potential customers had no idea what the plane would even look like. No mockup or concept design was ever shown to them by the company and deposit holders were mailed small bits of an aircraft drawing as a sort of jigsaw puzzle designed to pique their curiosity and generate considerable news coverage (including by the likes of Flying Magazine, Aviation International Airport to begin developing a prototype. However, development ran into funding issues and the SF50 was quite nearly never born. Determined to see their aircraft enter service, Cirrus first attempted to raise finance at the NBAA, before contracting Merill Lynch later the same year to help them create a new company, which would raise finance for the continued development of Cirrus personal jet. This pushed back the prototype roll out date back until this was sorted. Funding was secured but initial flight tests revealed major aerodynamic flaws that needed to be rectified. These were eventually fixed and the aerodynamic flaws that needed to be rectified. Two subsequent prototypes also made their first successful flight the same year. The plane received its type certification in October 2016 and its first deliveries were made before the year was out. Mass production to meet the SF50s near-300 orders began shortly thereafter. announced the G2 version (which can carry more payload) back in 2019 and the G2+ (which has an extended range, more payload and better takeoff performance) in 2021. The planes construction is mostly carbon-fiber, with seamless wings and aluminum control surfaces. Design PhilosophyThe V for Vision in the airplanes name comes from its v-tail configuration. SF stands for single fan, having been changed from the previous designed to be flown by a single pilot, and has space for six passengers. With a maximum range of 1,275 nm (1,467 miles), it is designed for short trips rather than transatlantic flights. Cirrus SF50 Vision Jet Specifications The Vision Jet is a family of small business aircraft, and is one of the smallest personal jet aircraft to be FAA type certified and in mass production. The plane won the Collier Trophy in 2018 for just this fact. How Much Does a Cirrus Vision Jet Cost? Flying and maintaining an aircraft is one of lifes heaviest expenses. For the budget-minded, the SF50 is a compact personal jet ideal for business and/or family trips. If you are in the market for a new G2 variant, expect to part with \$3.6 million. Used examples of the older SF50 start at around \$1.9 million, with an average price tag of \$2.5 million. Remember to add interest costs if you require finance. After that, there are the annual operating costs to take into account. Some of the expenses involved in running an airplane depend on the number of hours flown, such as fuel, crew salary, aircraft storage, maintenance and overhaul, and insurance. According to aircraft storage, maintenance and overhaul, and insurance. According to aircraft storage, maintenance and overhaul, and insurance. According to hours annually comes to \$744,326, which is very frugal indeed for a jet airplane. In both cases, the Vision SF50 is the cheapest jet in its class, something aviation publications like Flying Magazine, Airport Journals and Business Jet Traveler tout as the number one reason to buy the aircraft. Cirrus SF50 Vision Jet PerformanceDoes the Cirrus Vision Jet PerformanceDoes th have what it takes, to deliver you to your business appointments or whisk your family away on that well-earned holiday? Lets have a look at the Vision Jets engine, cruising altitude, cruising speed, fuel burn, range and cabin accommodation, as well as her unique features, to find out. What Engine Does The Cirrus Vision Jet have? When someone says single-engine jet, we may think of a military fighter. Single-engine civil jets are not all that common, but the Cirrus Vision Jet is just such an animal. Its power plant is a single, aft-mounted Williams FJ33-5A turbofan, atop the rear fuselage.US jet engine manufacturer Williams International, which started out as Williams Research Corporation in 1955, announced a mission to widen the use of turbine engines by making them smaller and more accessible. They have certainly done that with the engine that powers the Cirrus Vision Jet. The FJ33 is a smaller version of the earlier Williams FJ44 variant. The dry weight of the FJ33 is under 300 pounds. Its overall diameter is just 18.36 inches; its length 38.43 inches. It can produce a maximum of 1,846 lbf static thrust. Engine Systems the best possible fuel efficiency in flight. The FADEC also manages engine is controlled by a FADEC (Full Authority Digital Engine Systems and manages engine is controlled by a FADEC (Full Authority Digital Engine Systems). period between overhauls. Tail Configuration To accommodate the single engine, the Vision Jet has a v-tail configuration, with the exhaust from engine discharging between the two fins of the v-tail. If the SF50 were to have a conventional tail configuration, with the exhaust from engine discharging between the two fins of the v-tail. If the SF50 were to have a conventional tail configuration, with the exhaust from engine discharging between the two fins of the v-tail. vertical stabilizer. Instead, the Cirrus Vision Jet has two ruddervators, one on each fin. The ruddervators - the concept was designed by Polish engineer Jerzy Rudlicki, in 1930 - combine the functions of elevator and rudder. To get to grips with how the ruddervators work together to command pitch and yaw, we must first think about how conventional control surfaces do their jobs. Yaw & PitchTo yaw a conventional-tailed airplane to the left, the pilot depresses the left rudder pedal, which moves the vertical rudder to the left, causing the airplane to the left. conventionally-configured airplane, the pilot pulls back on the control column or sidestick, causing the left and right elevators to deflect upward, pushing the tail downward and thereby raising the nose as the airplane rotates about its center of mass. With a v tail configuration, each of the two ruddervators works partly as a rudder and partly as an elevator. Keep in mind that, if the left ruddervator moves down, it must also move left. If it hinges up, it must also move right. To yaw the airplane to the left, the left ruddervator moves down and left. Thus, the up and down forces are equal and opposite, so the pitch remains unchanged and the airplane yaws to the left. To change pitch, both ruddervators move upward (to pitch the nose down) or downward (to pitch up). Remember, if the left ruddervator up also moves it left, so the two lateral forces cancel, and only the pitch changes. How Fast Is The Vision SF50? Theorem 2019 and the airplane yaws to the left. To change pitch, both ruddervator up also move sight. single FJ33-5A turbofan can power the SF50 up to cruise in around twenty-eight minutes from take-off. Once at cruise level, the maximum cruise speed available is 311 knots (358 mph), although a more economical 300 knots is generally preferred. In good conditions, the Vision Jet returns a fuel burn of 50 gallons per hour, which is extremely low for a jet aircraft, and only around double the hourly fuel consumption of a large family road vehicle. Given the much greater distance the Cirrus Vision Jet can carry you than your car can cover in the same time, this airplane is a pretty economical and environment-friendly way of transporting people from place to place, as far as fuel consumption is concerned.Speed SystemsInterestingly, the SF50 is one of the few jet aircraft currently in production that doesnt have a speed brake. This is done deliberately as both the landing gear and flaps work in tandem to slow the aircraft down in flight and when landing. The CAPS system (more on that in a minute) also helps with redundancy too. How High Does The Cirrus Vision Jet Fly? The cruise ceiling for the Cirrus Vision Jet is FL310, or approximately 31,000 feet in the US) everyone flies on the same altimeter setting, 29.92 in Hg. The automated air conditioning and pressurization system will maintain the cabin pressure altitude at 8,000 feet in the cruise, making conditions comfortable for passengers and providing the pilot with sufficient oxygen to maintain good cognitive function. How Far Can The Cirrus Vision Jet Fly?In calm winds with a full fuel load, the maximum range of the Vision Jet is 1,467 miles. With passengers and baggage, the range is reduced to around 1,100 miles. Tailwinds in the cruise can increase range, so time spent planning the cruise altitude can pay dividends. The range of the Vision Jet SF50 is more than sufficient to get you from New York to Des Moines, Iowa, or Tampa, Florida. Safety and the Cirrus Vision Jet SF50Safety is clearly the number-one priority for Cirrus. Like the SP22 before it, the Vision Jet features some truly remarkable, pioneering safety systems that set a high bar and a challenge to other manufacturers. Single-engine airplanes make us think of safety because, if you lose an engine, you dont have any other engine airplanes make us think of safety because, if you lose an engine, you dont have any other engine airplanes make us think of safety because, if you lose an engine, you dont have any other engine airplanes make us think of safety because, if you lose an engine, you dont have any other engine airplanes make us think of safety because, if you lose an engine, you dont have any other engine airplanes make us think of safety because, if you lose an engine airplanes make us think of safety because, if you lose an engine airplanes make us think of safety because, if you lose an engine airplanes make us think of safety because, if you lose an engine airplanes make us think of safety because, if you lose an engine airplanes make us think of safety because, if you lose an engine airplanes make us think of safety because, if you lose an engine airplanes make us think of safety because, if you lose an engine airplanes make us think of safety because, if you lose an engine airplanes make us think of safety because, if you lose an engine airplanes make us think of safety because, if you lose an engine airplanes make us the safety because airplane engines to be certified to cross oceans, in case of engine failure in flight. Aside from the reliability of modern jet power plants such as the Williams FJ33-5A turbofan, the Vision Jet has two very reassuring safety features up its sleeve. The first of these is the Cirrus Airframe Parachute System also known by the acronym CAPS. Cirrus Airframe Parachute SystemIn its upper fuselage, above the cabin ceiling, the SF50 has a parachute can be deployed using a red overhead handle. When the handle is pulled, a compact solid-fuel rocket fires and the whole canopy deploys within a few seconds. Here is a video showing CAPS deployment during flight testing of the Vision Jet. The idea of the CAPS system began in 1985, when Alan Klapmeier lost three feet of wing, including half an aileron. Amazingly, he managed to land his aircraft safely. Sadly, the other aircraft crashed and the pilot was killed. DevelopmentKlapmeier set about developing CAPS, originally for Cirrus propeller-driven airplanes. Since then, CAPS has been deployed over 120 times, saving a number of lives. It was found that safe use of CAPS depended on proper pilot training on when to deploy the parachute, and when not to. Such training is now an integral part of pilot preparation for flying the Vision Jet. At the time of writing, the most recent CAPS deployment was the first actual emergency use on an SF50, and occurred near Kissimmee, Florida in 2022. The aircraft landed in a heavily wooded area and, although one unfortunately sustained serious injuries, all three occupants survived. Safe Return Emergency Autoland System The second of the Vision Jets notable safety features, available on the G2 version, is the Safe Return Emergency Autoland system. Imagine an airplane that can land itself, without any human input at all - just push a button, and the aircraft does the rest. The Safe Return Emergency Autoland system. Autoland system is exactly that. Like something from a childrens story book, this really is a land button you can press, and the airplane will safely land itself, choosing the best landing airfield and navigating its own way there. The system is activated by a single, prominent red button in the cabin ceiling, accessible to passengers. Should the pilot become incapacitated, a passenger can activate the system. A voice synthesizer announces that the safe return autoland system has been activate the system inadvertently, the pilot can easily take back control by disengaging the autopilot, then re-engaging it in whatever mode is required. Activation With the Safe Return system activated, the GPS system uses the airplanes precise location to identify nearby terrain, and plots the best path to avoid high ground. The system then takes winds aloft and winds on the ground to select a suitable airfield for landing. The system keeps passengers informed of how many minutes remain until landing. The system automatically sets the transponder to the emergency code of 7700, so emergency services can be ready for arrival, and ATC can clea conflicting traffic. The airplane establishes itself on final approach, extending flaps and gear by itself, controlling descent rate and speed via the auto throttle. On short final, the Vision Jet compares its radio altimeter reading to GPS information, to get a precise altitude for flare throttle retard just before touchdown. The system applies braking after touchdown, bringing the airplane to a complete stop, allowing passengers to exit. Cirrus sees the Safe Return Emergency Autoland system as a first step toward fully automated flight, indicating full flight autonomy is a future goal that they are pursuing. Cirrus Aircraft Safety PrecautionsMany SF50s are piloted by their owners. In order to get typerated on the SF50, an instrument-rated private pilot will take a flight with an instructor, who will gauge the pilots instrument skills and design a student-tailored training program. This consists of an at-home course that the student can complete at their own pace, followed by five sessions in the SF50 simulator as part of a two-week, on-campus course that the student can complete at their own pace. which ends with a final check ride. There is also an optional course in jet-readiness.85% of pilots pass the course at the first try, and are then cleared to fly 25 hours on the SF50 with an instructor beside them. Every instructor in the Vision Jet project maintains up-to-date, real-world flying experience on the type.SP50 pilots are encouraged to undertake recurrent training, which is included in the aircraft service contract. Even though the aircraft urges pilots to keep their skills fresh. The Cirrus Vision Jet SF50 Experience The cabin of the Vision Jet is the most spacious among VLJs. In fact, it has the largest cabin in its class and can seat six passengers plus a single pilot, by using the right-hand pilots seat for one passenger. Access to the cabin is via a clamshell door on the left side of the fuselage. There is an emergency exit on the right side. With a cabin width of 5.1 feet and height of 4.1 feet, cabin space may seem limited. However, the jet has a deceptively spacious cabin thanks to a range of seating configurations that are available which help make the best use of space. The seating is modular, so the configuration can easily be changed as required. Configured for maximum seating, the rear row comprises three seats. The next row has two seats with a gap between and then there are the two pilot seats. Unsurprisingly, the airplane has neither a lavatory nor a galley (although some VLJs, such as the HondaJet HA-420, do have a toilet compartment). For business use, the 4-seat configuration gives a greater sense of space. That's the two pilot seats, then two side-by-side, forward facing seats in the second-row position. The cabin appears surprisingly roomy in this configuration. Proceeding around the exterior of the aircraft, you will also notice the two carbon-fiber ventral fins below the ruddervators, almost like a smaller inverted v-tail. The ventral fins are linked to the yaw stability augmentation system. Like the yaw damper fitted to passenger comfort. In the cockpit, pilots will find a state-of-the-art, 5-display touchscreen Garmin G1000 avionics suite, which of course makes the Safe Return Emergency Autoland possible, as well as providing large, clear primary flight displays and navigational information. The SF50 has auto throttle as standard. The primary flight displays and navigational information. The SF50 has auto throttle as standard. The primary flight displays and navigational information. camera for use at night, has its display on the same panel, to the right of the PFD.Single-pilot operation can involve some pretty stressful phases of flight with high pilot workload. The Cirrus Vision Jet has a useful feature allowing air traffic control clearances to be played back, in case you miss something the first time around, such as a squawk code with high pilot workload. or radio frequency. Instead of control columns, the Cirrus Vision Jet has sidesticks. Unlike Airbus airliners, however, the SF50 is not a fly-by-wire aircraft. The sidesticks are linked mechanically to the control surfaces - the ailerons, and the ruddervators at the rear. One advantage of mechanically linking the sidesticks is that, if there are two pilots flying the airplane, each will feel the others sidestick inputs directly, so they are never in any doubt as to what control inputs are being made by the sizable windshield Lateral view is at least 200 degrees, according to pilots who have experienced flying the airplane. The windshield is not heated, but can be activated. Similarly, the jet uses pneumatic boots to remove any ice that may build up on the wings or tail. The NEXRAD composite radar gives the pilot a clear display of weather conditions for approach and landing. Cirrus SF50 Passenger ExperienceFrom a non-pilot perspective, the SF50 is one of the few production aircraft of its size Ive ever seen to have inflight wifi, which is controlled by a center console (that also helps with things like inflight entertainment, cabin lighting etc.)The Cirrus Vision Jets seats are leather upholstered and the cabin offers four USB ports, allowing you to charge your phone, laptop or whatever. This allows, as Business Jet Traveler, to make business travelers much more productive whilst traveling. Multiple climate zones also help to do the same. Operationally, the addition of the new low-RVSM flight levels and more power above FL240 gives pilots the opportunity to fly farther on the same fuel or faster while burning a little more. On the ramp in the mist, the Cirrus SF50 Vision Jet, which many still call the "Cirrus Jet," is a figure of some mystery. When I posted a photo on my Facebook page of the plane viewed from the rear, its distinctive V-tail prominent, a friend asked if it was a "Bugatti." Now, the Bugatti." Now, the Bugatti, developed at the tail end of the Golden Era of air racing, was a single-engine speedster with a distinctive V-tail. The slick little number makes a lot of lists of the most beautiful airplanes of all time. The Vision Jet!not so much. It is, in contrast, the AMC Pacer of planes, and the tail end of the Golden Era of air racing. deeply polarizing aesthetic experience. Me? I like it. Then again, I've flown it a few times, so I'm biased. It's an airplane unlike any in the worldwide fleet that does things that is unique. It is the unicorn of general aviation planes. It's a jet, let's not forget. And the big bullet point on this update is that it has autothrottles. Oops, autothrottle. I have a hard time referring to "engines" when it comes to the SF50, though I've made progress. It is the only civil jet in the world with such a technology. Autothrottles are not new to me. I've flown a dozen jets with this technology---Gulfstreams Embraers, Falcons and Citations---and even though I didn't fully understand the appeal of the technology before I flew with it 15 years ago, I have over time developed a strong appreciation for the safety benefits autothrottles bring to flying jets. Generation 2, or "G2"---the company is reprising the naming convention it developed for the SR20 and SR22 piston single-engine, single-engine makes better use of such sophistication than the Boeings or Airbus beauties do because when you're flying single pilot, the fewer things get busy. I have a single pilot, the fewer things get busy. I have a single pilot, the fewer things you need to keep track of, the more safely you can fly, especially when things get busy. I have a single pilot type rating in a few small jets, the Cessna CitationJet CJ through CJ4, none of which have a utothrottles---note a single pilot. yet, at least (and that's me, not Textron speculating here)---and I know from simulator experience that when things get busy with emergencies, managing airspeed and engine health on non-FADEC, non-autothrottle engines makes already challenging circumstances even more difficult to safely manage. With its V-tail and low-slung looks, the SF50 cuts a distinctive figure on the ramp. From the outside looking in, it's hard to tell G2 from its G1 predecessor, which, like its piston-powered first-generation ancestors, was never referred to as G1 until G2 came around. The big tell is the paint scheme. As Cirrus does with new model year introductions, the SF50 G2 features an updated paint scheme, and the paint scheme. though it's not a big enough departure from last year's model to immediately attract note. Physically, the biggest change is to the wing, which is a clean shape now, having discarded the aerodynamic changes are hardly attract note. revolutionary, though it's hard not to like the absence of VGs. With the G2, Cirrus has improved the plane in multiple ways, and not just by adding the now-discontinued Citations, including the wing, Cirrus has improved the plane in multiple ways, and not just by adding the coolest airplane in multiple ways, and not just by adding the Garmin autothrottles (which I'd flown before on a couple of Citations, including the wing, Cirrus has improved the plane in multiple ways, and not just by adding the coolest airplane in multiple ways, and not just by adding the coolest airplane in multiple ways, and not just by adding the Garmin autothrottles (which I'd flown before on a couple of Citations, including the coolest airplane in multiple ways, and not just by adding the garmin autothrottles (which I'd flown before on a couple of Citations, including the coolest airplane in multiple ways, and not just by adding the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles (which I'd flown before on a couple of Citations, including the garmin autothrottles also worked with engine maker Williams International to turn up the wick on the FJ-33 turbofan above 24,000 feet (essentially by upping the allowable temps) so the jet can climb faster to its new RVSM, as not all small plane pilots know, is short for Reduced Vertical Separation Minimums. The regulation, which has been on the books for more than 20 years now, lets planes fly from Flight Levels 290 to 410 with a thousand feet of vertical separation instead of the previous 2,000 feet. The RVSM update was the happy result of Cirrus engineers beginning to put their attention to the added altitudes and the FAA realizing that with ADS-B, RVSM standards were easier to maintain, so it could relax its technical standards for the approvals. This upgrade to FL310 deserves special note. Adding a few additional usable altitudes might not sound like a big deal, but it is. Turbine engines, including turboprops and turbofans (like the Williams FJ-33), have a couple of sweet spot altitudes, one where the plane gets its best forward speed and the other where it gets its best range. The reasons for this are two. Jet engines use less fuel the higher they climb, and any airplane flies more efficiently in less-dense air, which happens as you climb. That's why you sometimes hear pilots concerned about not getting cleared to a higher altitude!they can go plenty fast down low, but they burn a considerable amount of fuel while doing so. So by adding an additional few thousand feet to the SF-50's ceiling, Cirrus has given its jet pilots new options, and not just a few. The tradeoff in jets is always between loading and range, among other factors, of course. But when you reduce to these two main factors, you at least get a rough idea of what the mission profile looks like and if it's doable. The two big, interrelated questions are, how much fuel can you take and how much fuel can you ta but while burning much less fuel. In other words, more capacity and more utility. The improved speed at the previous lower altitude ceiling and giving it about the same speed as the previous top speed (around 305 knots true) at its new higher altitude. We actually got a little better than that, so Cirrus is over delivering in this case. This allows the jet can, conversely, carry more weight, about 150 pounds, so another person or a couple good-sized dogs. The added oomph also allows the jet to go faster at its previous ceiling of FL 280---we had it up to 317 knots true at that altitude. So pilots, in addition to going farther for the same distance for less fuel, also can choose to get there faster by burning more fuel. The difference in fuel burn we saw on our flight was less than 10 gph compared to the G1 model's fuel burn at a cruise speed about 12 knots slower. With a wide cabin and loads of headroom, the seats in the "cockpit" of the Vision Jet provide a great space to do a pilot's work while still enjoying unrivaled views. One of the marquee features of the tightly wound jet is its great cabin altitude, which is a great space to do a pilot's work while still enjoying unrivaled views. the altitude the airplane's pressurized cabin maintains at its ceiling, 8,000 feet in the G1 model, which was an impressive achievement for Cirrus; remember that it's a single-engine jet so has only one engine to share its bleed air goodness. On the G2, Cirrus kept that same max cabin altitude, 8,000 feet, but in order to do so at the 3,000-foot-higher altitude, it had to turn up the pressure, from 6.4 psi to 7.1, not an insignificant amount. It proudly points to this achievement, and rightly so.Passengers will enjoy the numerous interior upgrades, too, the most noteworthy of which is the addition of more comfortable, more fully padded second-row chairs (there are three rows of seats in the seven-seat jet). If you haven't had the chance to get inside an SF50, you're missing out. It's a remarkably open and comfortable seating experience. As a pilot, I revel in the sense of for once not wearing the airplane but instead just simply being inside it, and for passengers, it's got to be the most nap-friendly plane imaginable. Or work. The open spaces and abundant USB options make laptopping or iPadding a dream. Cirrus also added a removable console (which I did not get a chance to see) between their stuff and set their drinks and tablets and quarterly reports. The way the cabin works, the rear passengers, as many as three smaller people, get to their seats by entering through the big main door and then moving to their seats by going through the gap between the two middle seats. With a console in place, that would have required acrobatics that are not FAA-approved, so the console can be fitted only when the rear seats are not. The good news is that, according to Matt Bergwall, the Cirrus pilot with whom I flew, the console and seats come out very easily. I asked, "What, like 15 minutes?" And Matt replied, "No, like 30 seconds!" So while I didn't get the chance to test their removal, we did check out the hardware mounting system for the seats, and it's impressively simple and robust, so it's easy to believe it's a simple task. I'm guessing that most owners will keep the rear-seating row in the hangar and keep the console in place, using the rearmost area as a large, pressurized baggage space. With the new autothrottle, the SF50 automates even more of the pilot's duties, making the vision Jet, already the easiest-to-fly airplane its class, just that much easier for the single pilot to fly. Of the jets I've spent time in, the SF50 is the easiest jet to fly, and not by a little. That fact is not an accident. The design of its systems, a collaboration mainly between Cirrus and Garmin International, is nothing short of brilliant. It's got integrated checklists, system-generated weight and balance calculations, automated V speeds and much, much more, all of which equates to much, much less work for the pilot. In addition, the plane is the cleanest jet in the world, with fewer levers and buttons and switches and breakers than any other production jet ever, probably any jet period. Takeoff is pretty simple, though on our pre-takeoff briefing, instead of discussing V1 cuts (there is no second engine), we briefed what to do if the one and only engine were to fail, depending, of course, on what altitude you get to before the engine stops doing its job. It is, I admit, a pretty remote possibility with the FJ33s, a development of the FJ44, which is possibly the most time-tested private jet engine ever. And remember, there's a chute, too, so the takeoff brief makes clear at what altitude you can pull the chute and at what altitude you can consider returning to the field to land. Just as you do with the Cirrus SR22 single-engine piston plane, you just advance the throttle to the stops---before the rudder becomes effective. Rotate at around 90 knots---the software calculates the exact V-speeds for you before flight---flip the gear up (this Cirrus does have retracts!), retract the flaps and then climb away.But the automation goodness doesn't stop there. On the climb, the combination of the Garmin Perspective Plus avionics suite, FADEC and autothrottle not only keep the engine within limits but also keep you below the airspace speed limit, 200 knots in the Austin Class C we were departing from, for instance.I'll admit that the test of the G2 version of the Vision Jet was a test mostly of its automated systems. I've flown the plane enough to know what it flies like. Those characteristics haven't changed perceptibly. What has changed is that you can now fly it up to FL310, and you get to use the autothrottle controls to the left of the lever. The autothrottle is controlled a few ways. There's a small control pad to the left of the throttle itself where you can choose one of two modes, manual or FMS. In manual mode you manually control the autothrottle's profile is set in, obviously enough, the flight management system, or FMS, where the flight is programmed. I won't go into great detail, but as one example, say you're going to be descending, which we all have to do at some point in a flight. You can set the descent at a given indicated airspeed and a 3 degree descent rate with, among other options, a reduction to 250 knots below 10,000 feet and reducing to 185 knots in the terminal area. The autothrottle keeps the plane from overspeeding, so no more annoying chirping from the "Barber Pole" (as the red-and-white-striped warning on the airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get caught up in communications or FMS programming and lose track of airspeed tape is called) if you get automatically slow the jet to appropriate speeds for flap and gear extension and final approach into San Angelo, in West Texas. The missed approach into San Angelo, in West Texas. The missed approach with autothrottle is nearly fully automated. As you go missed, you hit the TOGA button and milk out flaps and put the gear up as the plane flies the selected missed approach with autothrottle is nearly fully automated. procedure and the autothrottle handles the power. Other new features of the G2 Vision Jet include darmin G3000 panel. Other new options include Garmin FlightStream connected cockpit, so you can load your Garmin Pilot flight plan into the FMS quick and easy, as well as 3D synthetic vision and a new satellite communications interface you can use to text folks using your own phone. Nice. The G2 Vision Jet is shipping. The plane's price is a healthy upgrade from the just-under-\$2 million sticker of the G1 model. At around \$2.7 million, the G2 comes with just about every option North American owners will ask for, including autothrottle, updated seating, paint scheme, interior, new tech batteries and more. Competitors don't or can't match. While it burns a bit more fuel than some of its closest near competitors, the allure of flying a jet, the quiet of the cabin, the size and the comfort, not to mention the technological sophistication, all give the SF50 a list of compelling features that is keeping Cirrus busy building jets and delivering them to delighted customers. There a significant cost difference between the most luxurious aircraft and the cheapest private jets. Last month, we looked at some of the most luxuriousand expensiveprivate jets in the air. This week, were looking at the cheapest private jet for? Here are some of the most affordable aircraft on the market today. 1. Used Turboprop Planes There is only one answer to the question: What is the cheapest private jet? The answer isnt technically a jet at all, but a turboprop plane. More specifically, theyre used turboprop planes from the 60s and 70s. These older and smaller aircraft certainly wont be for all private fliers and are unlikely to replace your need to charter a private jet, but they are cheap. A used 1968 Aero Commander 100, for example, can sell for as little as \$50,000.As with all used private jet sales, we recommend working with a reputable aircraft dealer with a proven track record of aircraft sales and, unless you plan on flying yourself, a wealth of aircraft dealer with a proven track record of aircraft management experience. Vision Jet, it can. The Cirrus Jet has long been lauded as one of the most affordable private jets on the market. However, despite being one of the cheapest private jets to buy, the cost varies greatly depending on the year and configurations. If youre in the market for a standard Cirrus Vision Jet, you can expect to spend around \$2.5 million. While the purchase price is significantly higher than that of a used turboprop plane, these light jets are famed for their comfort, luxury and safety. 3. Embraer Phenom 100 will vary by use, age and condition. Designed and produced by Embraer, a Brazilian manufacturer with a reputation for producing reliable and efficient aircraft, the first Phenom 100 took flight in 2007. More than 400 of these popular light business jets have been built. The aircraft is loved for its 1,300-mile range and the ability to transport up to seven passengers. Today, you can find a used Phenom 100 for around \$2 million.4. Cessna Citation XPart of the popular Cessna Citation family, the Citation X debuted in 1990 at the NBAA convention before making its maiden flight in 1993 and shipping in 1996. In production all the way until 2018, more than 320 Citation X and X+ aircraft were built over the impressive 22-year run. Today, the Citation X+ remains one of the fastest private jets on the market with a lightning-fast top speed of 717 mph.Older Citation X jets from early in the production run sell for around \$3.5 million, while newer models start closer to \$7 million.5. Learjet 60 became a popular entry in the mid-size private jet space when it entered the market in the early 1990s. With production running from 1991 until 2012 with only a brief production pause on the 60XR, more than 400 Learjet 60 strom the early 2000s typically start at around \$200s typically start at around \$201 with only a brief production years and variants, the cost to purchase a Learjet 60 strom the early 2000s typically start at around \$200 stypically start at at million, while newer 2010-era jets cost around \$6 million and models from the 90s can go for less than \$1 million.6. HondaJetEstablished in 2006 as the HondaJetEstablished in 2006 as the HondaJet marks the legendary motor vehicle manufacturers entry into the private jet airspace. A relative newcomer, the HondaJet has quickly grown into one of the most well-known very light jets on the market today. Earlier this year, the aircraft made headlines after a fractional jet ownership company made the decision to ground its HondaJet fleet following concerns about runway excursion issues, Aviation International News online reports. As a very light aircraft, the HondaJet is one of the cheapest private jets available to purchase today, with costs ranging between \$2 and \$6 million, depending on the planes age and configuration.7. Pilatus PC-12 is one of the best-selling single-engine turbine-powered aircraft in the world, and for good reason. Often available for around \$4 million, the PC-12 is renowned for its performance and reliability. As a turboprop plane, it also benefits from improved access to small regional airports thanks to its ability to take off and land on shorter runways. Combined with the PC-12s relatively low maintenance costs, you have one of the best and cheapest private jets on the market. 8. Cessna Citation CJ3+Made for comfortable flights from New York City to Miami with up to six of your closest friends and flying at a top speed of nearly 480 miles per hour, the Citation CJ3+ may be more expensive than some of the other entries on this list, but you unlock the trusted Cessna name and experience.CJ3+ aircraft typically sell for between \$8 million and \$10.5 million, though you can occasionally find older CJ3s for about \$5 million.9. Citation MustangCessnas Citation line is known for affordable and quality private jets, and its no surprise that the Citation Mustang first took flight in 2005. With seating for four passengers and two crewmembers, this very light jet is ideal for short flights within a 1,000-mile radius. If you often fly from San Francisco to Los Angeles, for example, the Citation Mustang could be the perfect private jet for you.10. Hawker 400XPOriginally designed and built by Mitsubishi, the Hawker 400XP is a light jet renowned for its flexibility and low operating costs. The Hawker 400XP was later updated by Beechcraft, which was subsequently purchased by Textron Aviation in 2013. Today, you can purchase a used Hawker 400XP for around \$3 million. BONUS: Private jet, rentals are your best option. When you charter a private jet, you experience private aviation without the steep initial investment of aircraft ownership or upfront costs of a jet card program. Simply pay as you go and enjoy soaring through the skies in the safest and most luxurious aircraft in the sky. Want to learn more about chartering a private jet? Whether its a PC-12, CJ3+ or even a heavy jet like the Gulfstream GIV-SP, we have you covered. Give us a call at (888)593-9066 to get started. A look into the Cirrus Vision Jet a jet which, in the words of Cirrus, is the culmination of relentless innovation to blend excellent performance with ease of flying, owning, and operating. Although recently the Cirrus Vision Jet after a recent visit to the US Aircraft Expo that came by Renton, Washington State, USA. What can the Cirrus Vision Jet lo? The Cirrus Vision Jet like the Pilatus PC-24 profiled recently is a business jet that one pilot can fly with up to seven humans aboard, including the pilot. The jet can go without refueling up to 1,275 nautical miles but, more realistically, 950 nautical miles cruising at 310 knots. One can check out Cirrus range map to see the range from their location. The Cirrus Vision Jet can do this with its Williams International FJ33-5A turbofan putting out 1,846 lbs of thrust. Below you can see a 3D printed model explained to learn more about how the jet engine operates: Yet, this is only touching the surface of the Cirrus Vision Jets capabilities. The aircraft comes with a full autopilot, including an autothrottle. Her five Garmin multi-function displays allow for a safe flight, full of relevant information about the aircraft, flight planning, mapping, and even a review of aviation charts. In fact, I was able to review the Jeppesen charts and takeoff obstacle notes for the Renton airport, as pictured below. Yes, you can review your flight information alongside a Jeppesen chart in the Cirrus Vision Jet in 16:2 format - and just beginning to display all the safety tech onboard. Photo: Joe Kunzler | Simple Flying But this jet is also fully loaded with modern safety technology. Starting with the Cirrus Airframe Parachute System or CAPS that is intended, in a catastrophic emergency, to allow the aircraft to descend to the ground safely. Below Is a video describing the likely first use of such a system on the jet and its safe recovery with all three souls surviving: The Cirrus Vision Jet also has a Safe Return Emergency Autoland System. A passenger can activate the system, and when activated, it calculates where is the nearest compatible airport and then plots a path, taking into consideration both terrain and weather along the way with help from the Garmin avionics onboard. As if this was not enough, the system will communicate with and transit emergency codes to air traffic control. The system will not just take a jet to the nearest airport but land on the calculated appropriate runway and stop the aircraft so the surviving passengers can disembark and enlist help. In an August 30, 2020, Garmin statement, the CEO of Cirrus Zean Nielsen said; With Safe Return, we are making personal aviation more accessible, elevating the passenger experience and taking the next step towards autonomous flight. The Vision Jet sets a new standard in personal travel with the combination of Safe Return and CAPS, offering the ultimate level of safety, control and comfort for the pilot and passengers. The below YouTube of a Cirrus demonstration may also be of interest: The Cirrus Vision Jet is intended to save time & money, allowing passengers to work while in flight with onboard WiFi and in leather seating. Plus, there is no Transportation/TSA screening before boarding. On the other hand, owner/operators are on the hook for all the costs of flying - fuel, maintenance, and aircrew. One estimate of hourly costs at ComparePrivatePlanes.com puts the hourly operating cost at \$732. But US Aircraft Expo vendors gave the author a costing of around \$1,000/hour. The above testimonial, however, shows how a major US business in Sweetwater is able to haul its executives around the country and manage a logistics chain as a leading musical instrument sales company. But this is just one way that the Cirrus Vision Jet is used - as a business shuttle. Another is personal use for the joy of flying. Finally, there is the option of using the aircraft owners do. If airliners obtained Cirrus technology, would you feel safer flying? Why or why not? Let us know in the comments.

Cirrus vision jet msfs review. Vision jet review. Cirrus vision jet vs. Cirrus sf50 vision jet fs2020. Cirrus vision jet g2+ review. Cirrus vision jet safety record. Cirrus jet review. Is the cirrus vision jet safe.