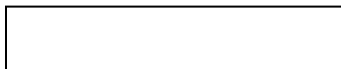




Eaglesoft Development Group Cessna Citation X



Registration

For simulated flight only. Not to be used for real world flying.

PRESTART

External Preflight COMPLETE
Documents ON BOARD
Passengers BOARD / BRIEF
Parking Brake SET
Landing Gear Lever DOWN
Circuit Breakers IN
Fuel Cutoff Switches OFF
Left / Right Generator Switches GEN
Left / Right Fuel Boost Switches NORM
Left / Right Ignition Switches NORM
Standby Power Switch ON
Left / Right Center Wing Transfer Switch OFF
Engine Area CLEAR
Cabin Doors CLOSE and LATCH
Seat Belts and Harness FASTEN / ADJUST
Battery 1 / 2 ON
Master Caution Light ILLUMINATED / Press to Reset
Standby Power ON
Ground Recognition Lights ON

APU START

APU Master Switch ON
APU TEST Button PUSH / VERIFY
APU Generator Switch ON
APU Start Switch ON
APU RELAY ENGAGED Indicator ON
APU READY TO LOAD Indicator ILLUMINATED
APU DC Volts CHECK 22 Volts minimum
APU Ammeter CHECK
(300 amps max on ground / 200 amps max in flight)
APU Bleed Air ON
BLEED VALVE OPEN Indicator ILLUMINATED

PRESTART

Avionics Switch ON
EICAS Switch ON
Radio CHECK
Autopilot DISENGAGED
Oxygen 1,600 – 1,800 PSI
Fuel CHECK QTY LBS

Warning Tests COMPLETE / Alarms Audible
V-Speeds SET
Altimeter SET
Hydraulics CHECK
Passenger Advisory Lights PASS SAFETY

CABIN PRESSURIZATION / ENVIRONMENTAL

Pressurization Switch NORM
or
Pressurization Control ALT Select
Rate Control SET 500 fpm
ALT Select Mode SET 1,000' above cruise Altitude

CAUTION: If Pressurization System is not in Norm Mode then Altitude must be set manually prior to each altitude you are cleared to ascend to. Reset it to 1,000 'above 'cleared to' altitude.

Cockpit PAC / Cabin PAC ON
Cockpit / Cabin Temperatures SET
Parking Brake SET

ENGINE START-RIGHT

Throttle CUTOFF
Right Engine START
ECIAS: Right Engine IGNITION
Fuel Flow Right Engine ON
Throttle SET IDLE by 10% N2
N2 Stable at 56% VERIFY
N1 Rotation CONFIRM
Oil Pressure CHECK
ITT Stable VERIFY
Start & Disengage indicators EXTINGUISHED
Volts / Amp / Hydraulics CHECK

ENGINE START-LEFT

Throttle CUTOFF
Left Engine START
ECIAS: Left Engine IGNITION
Fuel Flow Left Engine ON
Throttle SET IDLE by 10% N2
N2 Stable at 56% VERIFY
N1 Rotation CONFIRM
Oil Pressure CHECK
ITT Stable VERIFY
Start & Disengage indicators EXTINGUISHED
Volts / Amp / Hydraulics CHECK Min 22 volts

ABORT CONDITIONS – ENGINE STARTING

Abort the start for any of the following conditions:

- No Oil Pressure indication within 15 seconds after N2 rotation.
- No N1 rotation
- Compressor Surge
- ITT Rapidly approaches 800° C

NOTE: It is recommended that the APU remain operating through initial climb, with bleed on, to provide emergency restart and generator capability.

CAUTION: The APU is not to be started or operated above FL 310.

BEFORE TAXI

Flight Controls Free and Correct
FMC Data Entry COMPLETE
Takeoff Calculations COMPLETE
V Speeds VERIFIED
Left / Right Pitot Heat ON
Taxi Lights ON
ATIS / ASOS / AWOS Report COPIED
Flight Plan Clearance COPIED
Transponder CODE SET / STBY MODE
Autopilot DISENGAGED
(AP) Initial Altitude SET
(AP) Vertical Speed SET
(AP) Initial Speed SET
(AP) Initial HDG / CRS SET
Windshield / Engine Anti Ice AS REQUIRED
Taxi Instructions RECEIVED

TAXIING

Parking Brake OFF
Taxi Area CLEAR
Throttles ADVANCE SLOWLY
Brakes CHECK
Steering CHECK
Flight Instruments CHECK
Taxi to Assigned Runway Max 20 knots

BEFORE TAKEOFF

Flight Timer RESET
Trim SET 2.6 to 8.0
Flaps Slats AS REQUIRED
Spoilers RETRACTED
Yaw Damper / Mach Trim ON
Taxi Lights OFF
Landing Lights ON
Navigation Lights ON
Annunciator Panel CLEAR
Transponder SET ALT

TAKEOFF - NORMAL

Brakes APPY and HOLD
Throttles 40% N1 – Let Spool Up
Throttle TAKEOFF THRUST
Brakes RELEASE
V1: Annunciator Panel CLEAR
VR ROTATE, Initial 13°
V2 CLIMBOUT
Positive Climb Rate Touch Brakes
Landing Gear RETRACT
Airspeed above 170 KIAS

Flaps / Slats RETRACT
EICAS CHECK NORMAL
Annunciator / Instruments CHECK
Throttles SET Climb Power
EICAS: both engines N1Max 98%



APU SHUTDOWN

APU Start Switch.....STOP
APU Bleed AirOFF
READY TO LOAD Indicator..... EXTINGUISHED
APU Generator.....OFF
APU Master.....OFF
APU Amps CHECK

CRUISE CLIMB

Trim for initial climb250 KIAS / 2200 fpm
Autopilot / Auto-throttle.....CHECK / ACTIVATE
Anti-Ice AS REQUIRED
Fuel Transfer CHECK
Maximum speed below 10,000' is 250 KIAS
Seat Belt Sign OFF
No Smoking Sign OFF
Climbing speed above 10,000' is 275 KIAS
Landing Lights OFF
Pressurization System MONITOR
Above 18,000' (FL 180) set Altimeters to 29.92

CRUISE

Cruise Power SET PER Cruise Speed Table
Engine Instruments MONITOR
Fuel Quantity CHECK

DESCENT

LH / RH Windshield Anti-Ice.....ON
PressurizationCHECK / SET Landing Elevation
Anti-Ice AS REQUIRED

**CAUTION: If Pressurization System is not in Norm Mode then
The altitude must be set manually prior to each altitude you are
cleared to descend to. Reset it to 1,000' above 'cleared to'
altitude.**

APUAS DESIRED – below FL 310

Descent Airspeed to FL 240..... 0.75 mach
Descent Airspeed To FL 180 0.65 mach
Below 18,000' (FL 180) set Altimeters to local setting
Seat Belt SignON
No Smoking SignON
Maximum Speed to 12,000' is 280 KIAS
Maximum Speed below 10,000' is 250 KIAS
ATIS / ASOS / AWOS Report COPIED

APPROACH CHECK

Altimeter & Standby Altimeter SET to Local
Pressurization Zero Differential
Minimums SET
Engine SyncOFF
Passenger Advisory Lights..... PASS SAFETY
Fuel Quantity CHECK
SeatsADJUSTED & LOCKED IN POSITION
Belts / Harness FASTEN & ADJUSTED
Landing LightsON
Airspeed200 KIAS
Slats* DEPLOY
Airspeed180 KIAS

Auto Spoilers..... ARM
Airspeed 160 KIAS
At approximately 14 nm from runway
Flaps* SET 5°
Airspeed 150 KIAS
Flaps* SET 15°
Airspeed 130 KIAS
Landing Gear** DOWN
Short Final

Flaps* FULL - 35°
EICASCHECK
Airspeed 115 - 125 KIAS
Parking Brake OFF
Anti-Ice AS REQUIRED

BEFORE LANDING

Landing GearCHECK 3 GREEN LIGHTS
Autopilot DISENGAGE
Landing Speed 120 KIAS
Auto Spoilers..... VERIFY ARMED

LANDING

Angle of Attack Indicator VERIFY
Indexer Indicator VERIFY - GREEN
Throttles IDLE
Auto Spoilers.....VERIFY EXTENDED
After Nose Wheel Touchdown
Brakes MODERATE or AS REQUIRED
Reverse Thrust AS REQUIRED
At 65 knots disengage Reverse Thrust

AFTER LANDING

Flaps RETRACT
Landing / Taxi Lights AS REQUIRED
Transponder..... STANDBY
Auto Spoilers..... RETRACT
Pressurization DifferentialCHECK
Cabin Dump OPEN

SHUTDOWN

Ice Protection Equipment..... OFF
ThrottlesCUTOFF
Parking Brake SET
Passenger Advisory Lights OFF
Stand By Power OFF
Cockpit PAC / Cabin PAC OFF
Exterior Lighting Switches..... OFF
Beacon Light OFF
Flight Controls SECURED
EICAS Switch..... OFF
Avionics Switch OFF
APU SHUTDOWN (see procedures)
Battery OFF

Cessna Citation X Specifications

Ceiling, max certified 51,000 ft
Airspeed, max V_{MO} 350 KIAS / M_{MO} 0.92 mach
Pressurization Differential (Max) 9.3 psi
Range 3,390 nm (full fuel) 36,100 TOW
Engines (2) Rolls Royce AE3007C1
Takeoff Thrust 6,764 lbs

Flaps and Gear

* V_{FE} 5° - 250 KIAS V_{FE} 15° - 210 KIAS V_{FE} 35° - 180 KIAS
** V_{LO} / V_{LE} - 210 KIAS

Airspeed Limitations

Cruise Speeds

FL 180 0.70 mach (345 KIAS)
FL 240 0.78 mach (345 KIAS)
FL 280 0.84 mach (345 KIAS)
FL 330 0.91 mach (340 KIAS)
FL 370 0.91 mach (305 KIAS)
FL 410 0.91 mach (280 KIAS)
FL 510 (Service Ceiling) 0.89 mach (215 KIAS)

Takeoff Distance

15° Flaps – Sea level - 59° F

36,000 lbs 5,200 ft
35,700 lbs 5,035 ft
34,000 lbs 4,560 ft
32,000 lbs 4,020 ft
30,000 lbs 3,770 ft
28,000 lbs 3,600 ft
25,000 lbs 3,470 ft

Landing Speeds – Full Flaps

Runway 4,500+ ft / at or below 2,000 ft MSL / at or below 45° C

	V _{REF}	V _{APP}
23,000 lbs	108 KIAS	113 KIAS
24,000 lbs	110 KIAS	116 KIAS
26,000 lbs	115 KIAS	121 KIAS
28,000 lbs	121 KIAS	126 KIAS
30,000 lbs	126 KIAS	131 KIAS
31,800 lbs	132 KIAS	136 KIAS

Time to Climb

Altitude	28,000 lbs	32,000 lbs	35,700 lbs
25,000 ft	9 min	11 min	13 min
35,000 ft	13 min	16 min	19 min
41,000 ft	16 min	20 min	25 min
43,000 ft	18 min	23 min	30 min
45,000 ft	20 min	28 min	---
47,000 ft	24 min	---	---

Cruise Performance

Altitude	28,000 lbs	32,000 lbs	FL 35,000 lbs
37,000	525 KTAS 2,772 lbs/hr	521 KTAS 2,758 lbs/hr	517 KTAS 2,752 lbs/hr
39,000	521 KTAS 2,493 lbs/hr	515 KTAS 2,476 lbs/hr	511 KTAS 2,474 lbs/hr
41,000	516 KTAS 2,241 lbs/hr	509 KTAS 2,228 lbs/hr	504 KTAS 2,217 lbs/hr
43,000	510 KTAS 2,013 lbs/hr	502 KAS 2,008 lbs/hr	475 KTAS 1,784 lbs/hr
45,000	503 KTAS 1,806 lbs/hr	491 KTAS 1,799 lbs/hr	---
47,000	493 KTAS 1,625 lbs/hr	---	---

Fuel

JET A (6.7lb / gal)

Total Capacity (usable) 12,938 lbs / 1,931 gal