



### NOTES / HINWEISE

#### ----- English -----

This checklist is intended for flight simulator use only. I tried to optimize workflow for single pilot operation.

#### ----- Deutsch -----

Diese Checkliste ist nur für den Gebrauch im Simulator gedacht. Die Checkliste ist für die Operation mit einem einzelnen Piloten optimiert.

(MP).....Main Panel  
 (OH).....Overhead Panel  
 (CP/PED).....Center Panel/Pedestal  
 (GS).....Glareshield Panel  
**abcdefg**.....most important items for a quick start  
**abcdefg**.....relevant mostly for Navigation/FMS/IFR/ATC  
**abcdefg**.....gameplay / ui features  
 AS REQ.....as required  
 AS DES.....as desired

### SPECIFICATIONS

Max. Ramp Weight.....	17.230 lbs
Max. Takeoff Weight.....	17.110 lbs
Max. Landing Weight.....	15.660 lbs
Max. Cruise FL.....	FL450
Takeoff max. Cross-/Tailwind.....	25/10 kts
V <sub>MN</sub> (Below 8.000 ft).....	260 KIAS
V <sub>MO</sub> (8.000 -27.884 ft).....	305 KIAS
V <sub>MO</sub> (above 27.884 ft).....	MACH 0.77
V <sub>FE</sub> 15°.....	200 KIAS
V <sub>FE</sub> 35°.....	160 KIAS
V <sub>LE</sub> .....	200 KIAS
Range.....	~ 2.000 NM
Takeoff Roll.....	~ 3.500 ft
Landing Roll.....	~ 3.000ft

### FUEL PLANNING (very rough estimate with 1h reserve)

Distance	500 NM	1.000 NM	1.500 NM	2.000 NM
Fuel	2.800 lbs	4.200 lbs	5.200 lbs	Max.lbs

### COCKPIT PREPARATION

Fuel/Load-Manager.....**SET/CHECK CG**  
 Parking Brake (Left Side).....**SET**  
 Landing Gear Lever.....**DOWN**  
 Battery Switch (MP Left).....**ON**  
 Avionics Switch (MP Left).....**DISPATCH**  
 Stby Flight Display Switch (MP Left).....**ON**  
 Emergency Lights Switch (MP Left).....**ARMED**  
 Interior Lights (OH).....**AS REQ**  
 Display Lights (PED).....**AS REQ**  
 Circuit Breakers (Left Side).....**CHECK**  
 External Power (FMS).....**AS REQ**

IDX – NEXT – MOD SET

### MOD OPTIONS IN THE FMS

#### GENERAL OPTIONS

IDX → NEXT → MOD SET  
 - set Cabin Lights  
 - set FMS/MFD Units  
 - set Ground Power ON/OFF  
 - set FP SYNC (Flightplan Sync w. ATC) ON/OFF

#### SETUP NAVIGRAPH LINK

IDX → NEXT → MOD SET  
 - klick LSK NAVIGRAPH (a browser window should open, after accepting, it should read **LINKED**)

#### SETUP SIMBRIEF ID

IDX → NEXT → MOD SET  
 - enter your Simbrief Pilot ID into scratchpad, you can find your ID in your SimBrief Flightplans  
 - then klick LSK SIMBRIEF PILOT ID  
 after accepting, it should read **123456**(your ID)

#### SETUP METAR & ATIS SOURCE/AOA STYLE

IDX → NEXT → MOD SET → NEXT  
 - set METAR SOURCE and ATIS SOURCE if req.

### FMS SETUP

If Page not STATUS then IDX → STATUS

#### STATUS PAGE

→ POS INIT → SET POS TO GNS  
 → FPLN or **FPLN**

**!! FPLN Page is supposed to be empty, even if you have entered a flightplan on world map. You can import a Flightplan you have entered in the Worldmap or have dispatched at SimBrief into the FMS or enter the Flightplan manually !!**

#### LOAD FLIGHTPLAN FROM WORLD MAP

IDX → NEXT → ROUTE MENU  
 - klick <FPLN RECALL (GAME)  
 this loads the flightplan you entered in the worldmap before into the fms

#### LOAD FLIGHTPLAN FROM SIM BRIEF

IDX → NEXT → ROUTE MENU  
 - your PILOT ID should be visible in green, if not see section MOD OPTIONS IN THE FMS  
 - klick <FPLN RECALL (SB)  
 this loads a flightplan you dispatched at SimBrief

#### ENTER FLIGHTPLAN MANUALLY & RESUME

If Page not ACT FPLN then **FPLN**  
 - enter Origin & Destination  
 → PERF INIT  
 - enter CRZ ALT & PASS & CARGO  
 - compare GWT with actual weight if necessary

Get METAR if req.

IDX → **DATALINK** → <WEATHER → <REQ  
 - enter ICAO → SEND → <RETURN → <VIEW

#### DEP/ARR

- select Departure (RWY, SID)

#### DEP/ARR

- select Arrival (RWY, STAR) or optional later

#### FPLN or LEGS

- enter Enroute Waypoints

#### PERF

→ TAKEOFF  
 enter WIND/OAT/QNH  
 → **NEXT**  
 select A/I, Flaps  
 → SEND>

# CESSNA CITATION – Working Title Mod

Guide – Checklist & Procedures for MS Flight Simulator

by JayDee v1.0

## BEFORE ENGINE START

Wheel Chocks.....REMOVED  
Cabin Door.....CLOSED  
Passenger Briefing.....COMPLETED  
Seat/Belts/Pedals.....ADJUSTED  
**Beacon (PED).....ON**  
**Nav Lights (PED).....ON**  
Climate Control Selector(MP Left).....OFF  
EICAS.....CHECK

## ENGINE START

Throttles.....IDLE  
Engine RUN/STOP Cover (PED).....OPEN  
Engine Starter (PED).....ON  
Engine RUN/STOP (PED).....RUN  
ITT.....CHECK FOR RISE  
EICAS.....CHECK  
*IDLE N1 ~25% / N2 ~54 % / ITT ~600°*  
Engine RUN/STOP Cover (PDE).....CLOSE  
Opposite Engine.....START  
  
Ext. Power.....DISCONNECT  
*IDX – NEXT – MOD SET*  
Electrical System.....CHECK

## AFTER ENGINE START / BEFORE TAXI

**Avionics Switch (MP Left).....ON**  
Generators (MP Left).....CHECK BOTH ON  
Climate Control Selector (MP Left).....NORM  
Engine Only Anti-Ice (MP).....AS REQ  
Belt Button (PED).....ON  
Safety Button (PED).....ON  
Trims.....CHECK/SET  
Flight Controls.....CHECK  
Ground Spoilers.....CHECK  
**Flaps.....CHECK/SET (T.O. 15°)**  
Hydraulic Pressure.....CHECK  
Takeoff Data.....CONFIRM/CHECK  
Avionics.....CHECK/SET  
Autopilot.....ENGAGE/DISENGAGE  
**Altimeter (GS).....SET QNH LOCAL**  
Pressurization.....VERIFY/SET  
EICAS.....CHECK  
AFT Divider Doors.....LATCHED OPEN

**ATC Clearance.....AS REQ**  
**Pushback.....AS REQ**

**Squawk Code (FMS TUN).....SET**  
**ATC/TCAS (FMS TUN).....STB**  
**TAXI Light (PED).....ON**

## TAXI

- release PARKING BRAKE
- slowly advance THROTTLE
- keep speed ~ 20-30 Kts (Turns ~ 10 Kts)
- test BRAKING
- test NOSEWHEEL STEERING
- check FLIGHT INSTRUMENTS

## BEFOR TAKEOFF / HOLDING POINT

Ice-Protection (MP).....AS REQ  
**Pitot/Static Heat 1&2 (MP).....ON**  
**Flaps.....CHECK/SET FOR T.O.**  
Speed Brakes.....0%  
Trims.....SET FOR T.O.  
Crew Briefing.....COMPLETED  
**ATC/TCAS (FMS TUN).....TA/RA**  
Radar.....AS REQ  
Battery Amps.....VERIFY 20 OR LESS  
**Autopilot.....SET CLEARED ALTITUDE**  
**TO/GA (Button under L FIRE ENG).....ACTIVATED**  
EICAS.....CHECK  
**Landing Lights.....ON**  
**Strobe Lights.....ON**

**ATC Clearances.....AS REQ**  
**Start Replay-Tool.....IF REQ**  
Parking Brake.....RELEASE

## TAKEOFF – PROCEDURE

- line up and brake
- set THROTTLE to TAKEOFF
- release BRAKES

@ VR

- rotate
- keep pitch ~10° (follow FD)

@ positive V/S

- retract Landing Gear

@ V2+10

- retract Flaps
- Yaw Damper set ON

@ thrust reduction altitude (~1.000 ft AGL)

- set THROTTLE to CLIMB (CLB)
- accelerate to 240 KIAS Climb Speed

AUTOPILOT.....AS REQ

## CLIMB

Landing Gear.....CHECK UP  
Flaps.....CHECK RETRACTED  
Throttles.....CLIMB  
Yaw Damper.....CHECK/ON  
Ice Protection.....AS REQ  
Pax Lights.....AS REQ

**@TRANSITION Altitude**

Altimeter.....SET STD

**@10.000 ft / FL100**

Landing Lights.....OFF

- Climb Speed 240 KIAS or MACH 0.64  
(use FLC MODE with 240 KIAS or VNAV Mode)

## CRUISE

- set THROTTLE to CRUISE (CRU) or as req.
- cruise speed max.305 KIAS or MACH 0.77
- check **PERF** → FUEL MGMT for Economy

### DETERMINATION OF THE TOP OF DESCENT (TOD)

Check STAR and APPROACH altitude constraints and if possible compare to actual charts. Estimate your TOD and compare it to actual TOD in FMS. Descent should start latest at approx.  $(\text{Altitude}/1.000) \times 3 \text{ NM} + 10 \text{ NM}$  before the Destination. If ATC has not given you clearance 1-2 Minutes after your TOD, then start to descent anyways. Due to a lot of wrong STAR/APPROACH altitude constraints in MS FS database, you are advised to constantly check your altitude during descent and approach, even if you were given clearance to descent at the TOD. For a standard 3° glidepath approach, make sure you are not significantly higher at a given point than the elevation of the destination plus a 1.000 ft per 3 NM to go. Example: If you have 21 NM to go, destination is at 1.000 ft, you should be around at  $21/3 \times 1.000 + 1.000 \text{ ft} = 8.000 \text{ ft}$  altitude. Sinkrate for 3° Glidepath equals  $5 \times \text{Ground Speed}$ !

Checkt die STAR und APPROACH Höhenbeschränkungen und vergleicht sie wenn möglich mit echten Karten. Überschlagent Euren TOD und vergleicht ihn mit dem TOD im FMS. Der Sinkflug sollte spätestens ca. bei  $(\text{Höhe}/1.000) \times 3 \text{ NM} + 10 \text{ NM}$  vor dem Ziel beginnen. Wenn Euch die ATC nicht 1-2 Minuten nach dem TOD die Freigabe zum Sinken erteilt hat, leitet den Sinkflug trotzdem ein. Auf Grund einer Vielzahl von falsch hinterlegten Höhenbeschränkungen in der Datenbak des MS FS, solltet Ihr regelmäßig eure Höhe überprüfen, auch wenn Ihr rechtzeitig die Sinkflugfreigabe erhalten hattet. Für einen Standard 3° Sinkpfad solltet Ihr sicherstellen, dass Ihr zu keinem Punkt höher als die Zielhöhe plus 1.000 ft pro 3 NM verbleibender Flug. Beispiel: Müsst ihr noch 21 NM fliegen und das Ziel liegt auf 1.000 ft Höhe, solltet Ihr bei ca.  $21/3 \times 1.000 \text{ ft} + 1.000 \text{ ft} = 8.000 \text{ ft}$  Höhe sein. Sie Sinkrate für einen 3° Sinkpfad entspricht dem 5 fachen der Ground Speed (Geschwindigkeit über Grund).

### DESCENT

#### FMS APPROACH SETUP

Get METAR if req.

**IDX** → **DATALINK** → <WEATHER → <REQ  
enter ICAO → SEND → <RETURN → <VIEW

#### DEP/ARR

Select Arrival (STAR)

#### PERF

→ APPROACH  
Enter Wind/OAT/QNH

#### NEXT

Select AI, Flaps and the press SEND>

Landing Data.....CONFIRM  
Avionics.....CHECK  
Mimimums.....SET  
Fuel Transfer Selector (MP Left).....OFF  
Ice Protection..AS REQ

Autopilot.....AS REQ  
(use VNAV MODE for a optimum 3° Sinkpath)

#### @10.000 ft / FL100

Speed below 10.000 ft.....MAX.250 KIAS  
Landing Lights.....ON

#### @Transition Altitude

Altimeter .....SET QNH/LOCAL

### APPROACH

#### @ ~25 NM to go

Belt Button.....ON  
Safety Button.....ON  
Mimimums.....CHECK/SET  
Altimeter Altimeter.....CHECK SET QNH/LOCAL

#### TUNE

→ Check ILS Frequency in NAV1

### ILS APPROACH & LANDING

**Approach @ ~ 3.000 ft above destination airport elevation  
or use proper procedure altitudes!**

**ATC Clearances.....AS REQ**

#### @ ~ 20 NM to go

→ slow to 180 - 200 KIAS  
→ set Flaps 1 (15°) below 200 KIAS

#### @ final LOC intercept course

→ check NAV Source switched from FMS to NAV1  
→ Autopilot APPR ON

#### @ ~ 15 NM to go

→ slow to 140 - 160 KIAS

#### @ Glideslope capture or latest @ 2000 ft AGL/RA

→ set Landing Gear DOWN  
→ set Flaps FULL (35°)  
→ decelerate to VREF

**Try to be at VREF, in full landing config and stable on LOC  
and GS latest**

**@ ~ 3 NM/1.000 ft AGL in IFR Conditions or  
@ ~ 1.5 NM/ 500 ft AGL in VFR Conditions**

#### @ 3 NM to go

Landing Gear.....CHECK 3 GREEN  
Flaps.....CHECK FULL  
Altitude Preselector.....Missed Approach Altitude  
Yaw Damper.....OFF  
Autopilot.....OFF

*Sinkrate for 3° Glideslope = 5 \* Ground Speed*

#### @ 30 ft RA

→ slowly retard Throttle to IDLE  
→ slowly flare

#### @ TOUCHDOWN

→ extend Spoilers  
→ apply Brakes after Nose Gear touched down

### VFR/VISUAL LANDING

coming soon

### GO-AROUND

- Push TO/GA (Button under L FIRE ENG workaround).
- Throttles TAKEOFF
- Pitch 7.5° then follow FD
- Flaps 1 (15°)
- Gear UP
- Flaps UP (0°)
- Yaw Damper ON
- Autopilot AS REQ
- Check NAV Source switched to FMS if req.

### AFTER LANDING/TAXI – CHECKLIST

Spoilers.....RETRACT  
Flaps.....RETRACT

after leaving runway:  
Landing Lights.....OFF  
Taxi Light.....ON  
Pitot/Static Heat 1&2.....OFF  
Ice-Protection.....OFF/AS REQ  
ATC/TCAS.....STBY  
Strobe Lights.....OFF

### PARKING / SHUTDOWN

Parking Brake.....SET

Emergency Lights Switch.....OFF  
Stby Flight Display Switch.....OFF  
Avionics Switch.....OFF  
Climate Control Selector.....OFF  
Throttles.....IDLE  
Engine RUN/STOP 1&2.....STOP  
Exterior Lights.....OFF  
Battery.....OFF