CHECK FLIGHT CERTIFICATE

CESSNA 550 CITATION Bravo (P&W 530A Engines)	**CFS 321 Issue 1**	Registration:

Date:	Crew:	Observer:

Performance	Climb #1	Climb #2	
Average Weight			
Average Altitude			ft
Average Temp.			°C
Speed			KIAS
Achieved Rate			fpm
Scheduled Rate			fpm
Margin			fpm
Permitted Margin	-70	-70	fpm

Airfield:	
Start Weight	Kg/Lbs*:
Takeoff cg:	

Performance:

SATIS/UNSATIS/NOT APPLICABLE*

*(delete as applicable)**

Defects

No.	Defect	-/R/FT	Action?

(use a continuation sheet as necessary)

Conclusions/Comments

I CERTIFY that I have tested the above aircraft and have detailed the deficiencies and unsatisfactory features above. Those items annotated R or FT must be dealt with as shown in the notes on the reverse side.

Name:	Signed:	Date:	Licence No.:
For CAA Use only	Report Logged by:	Date:	Report No.:

NOTES

General

Only CAA personnel or pilots specifically briefed to carry out CAA Check Flights may conduct the test.
General notes on test conduct can be found in the CAA Check Flight Handbook.
This sheet replaces any flight test certificate given in the schedule.
Registration: If the aircraft is not on the UK register, add the manufacturers serial number and expected UK registration (if known).
Crew: Captain, co-pilot, Flight engineer (where applicable).
Airfield: Departure airfield.
Start Weight: Actual all up weight at first engine start. Also delete Kg or Lbs as appropriate.
Takeoff cg: Actual cg at lift-off, preferably as a % of the Mean Aerodynamic Chord.

Performance

A full description of climb analysis is given in the CAA Check Flight Handbook.
Climb#1/Climb#2: Enter in these columns data from the first and second climbs.
Average Weight: The aircraft all up weight at the midpoint of the measured climb.
Average Altitude: The altitude at which the line drawn to average the measured points passes through at the mid time.
Average Temp: The temperature at which the line drawn to average the measured points passes through at the mid time.
Speed: The target climb speed (Indicated Airspeed.)
Achieved Rate: The climb rate as given by the slope of the line drawn to average the measured altitude points in feet per minute.
Scheduled Rate: The expected gross rate of climb read from the appropriate graph in the Flight Manual with any adjustments for configuration differences. For large aircraft, the basic gross data are normally to be found in a separate supplement labelled 'Additional Flight Test Data'.
Margin: The difference between the Scheduled and Achieved rates of climb (negative if achieved is lower than scheduled).

Defects

Enter all defects from the flight. All defects must also be entered in the Technical Log. Procedural items entered in the Technical Log (such as re-stowing oxygen masks) need not be entered here. Items affecting flight safety which were known before the flight, whether or not they were deferred should be entered. In the latter case, the defect should be annotated accordingly after the details.
No.: The first column is to allow the items to be numbered.
Defect: Enter details of the defect.
-/R/FT: Classify each defect according to its impact on safety, regardless of whether it can be deferred according to the MEL. Any deferrals should be dealt with in the normal way in the Technical Log. Items requiring rectification (or deferral under the MEL) before further flight for hire or reward or before the issue of the CofA should be marked 'R'. Additionally, items that require re-checking in-flight following rectification (such as inadequate climb performance) should be marked 'FT'. Items requiring both should be marked 'R/FT'.
Action?: This column should be left blank unless further information is required from the engineers or the item is considered to be of sufficient import that CAA action is considered necessary, then the person/department/agency from whom further action is required should be noted in this column. Annotate accordingly if an MOR or similar report is to be raised.

Conclusions/Comments

Any conclusions, notes or comments useful for tracking defects may be entered.
Name: Only the pilot who carried out the test may sign this sheet.

CAA Check Flight Schedules

All CAA Airworthiness Flight Test Schedules (CFSs) are prepared based on a design standard which, before September 2003, was the UK Type Certificate. Following the creation of EASA there may be different design standards in service within the European Union (EU) - this may include modifications approved in any EU country.

It is the responsibility of the flight crew to ensure that the exercises and limitations in the CFS are correct for the aircraft under test.

The prime source of information will be the aircraft flight manual and in the event of conflict the flight manual should be taken as overriding.

CAA policy is that pilots who conduct airtests on the behalf of the Authority must be acceptable to the Authority, must have been briefed on techniques and safety considerations before carrying out the tests in these schedules and must have carried out an airtest within the last 4 years.

The CAA does not accept responsibility for the use of a CAA CFS on a test flight not directly under their control.

CHECK FLIGHT SCHEDULE

CESSNA 550 CITATION Bravo (P&W 530A Engines) CFS 321, Issue 1

Operator or Maintenance Organisation	

INTRODUCTION

This schedule is applicable only to Cessna 550 Citation Bravo aircraft and is based on the assumption that the correct functioning of all normal services is checked in the course of everyday operation. The tests in the schedule are intended to cover those items, including emergency systems, which are not routinely checked. On this test flight, however, the crew are expected generally to monitor the behaviour of all equipment and to report any unserviceable items. In particular, any characteristics which are considered to be unsafe or undesirable must be recorded.

The tests should, if possible, be flown in the sequence of the schedule and altitude conditions must be observed. Except where otherwise indicated, the flight techniques shall be those associated with normal operation of the aeroplane.

The limitations and procedures of the Flight Manual must be observed. The data in this schedule was correct at the time of issue, but may not agree with later Flight Manual amendments. In case of conflict, observe current Flight Manual and report the inconsistency to CAA Flight Department.

While it is legal to carry passengers on a test flight of an aircraft with a valid Certificate of Airworthiness, the practice is not recommended. If passengers are carried, however, they should be informed that the risk is greater than on an ordinary flight.

CREW & LOADING

The minimum crew shall be as specified in the Flight Manual, supplemented by one observer to record the results. The second crew member may act as the observer.
The aircraft should be loaded to remain within the weight and CG envelope at all stages of the flight using, if possible, full fuel and start CG of about 24% MAC. When the aircraft weight is required to be recorded for a particular test, it should be calculated from the fuel gauges which should be read in steady level flight.

Record: Zero Fuel Weight	lb.
Ramp weight	lb.
CG Position	%MAC

PREPARATION

The roof panels in the passenger cabin holding the oxygen drop-out masks may be lightly taped along both fore and aft edges (with a loop to see if the panel has been released).

TEST SCHEDULE

1 PRE-FLIGHT CHECK

Carry out a comprehensive external and internal pre-flight check. SAT/UNSAT
Record any deficiencies below:

2 TAKE-OFF

Carry out a normal take-off recording any unusual characteristics below. SAT/UNSAT

3 ENGINE ACCELERATIONS

Recommended FL40 (Limits 3,000ft AGL to FL 100)

Flaps up
Pressurisation source NORM
Anti-ice OFF
Airspeed 150 KIAS
Calculate the target N_1 by subtracting 6% N_1 from the take-off thrust table on page 16 using altitude and RAT.

Altitude		ft
RAT		ºC
Target N_1		%

(a) Close throttle and establish stabilised idle N_1/N_2
(b) On each engine in turn, with cabin bleed normal, carry out a slam to Take-off power. The acceleration should be smooth and surge free. Time to the take-off power minus 6% should be less than 7.5 seconds.

	LEFT	RIGHT	
Idle N_1 % RPM	%	%	
Idle N_2 % RPM	%	%	
Accel Time	secs	secs	< 7.5 seconds

4 PERFORMANCE

Carry out the performance climbs for 5 minutes, on a constant heading, clear of cloud and significant turbulence. Start recording when in stabilised, trimmed condition at the scheduled speed using not more than 5 degrees of bank towards the live engine. Aim to keep IAS within ±2 kts of scheduled speed, and adjust the live engine as necessary to maintain the scheduled thrust setting.

4.1 Engine Idle Take-Off Climb

Recommended FL50 (Limits 3,000ft AGL to FL 70)

Configuration	Left Engine	Take-off Thrust (p18)	
	Right Engine	Idle	
	Gear	Up	
	Flap	15 degrees	
	Anti-ice	OFF	
	Pressurisation source	NORM	
	V2 for weight (p 16&17)		Kts
	Captains Altimeter	set to 1013mb	

ZERO FUEL WEIGHT	lb.
FUEL CONTENTS	lb.
START WEIGHT	lb.

TIME	ALTIMETER	ASI P1	RAT	N_1
0				%
½				
1				%
1½				
2				%
2½				
3				%
3½				
4				%
4½				
5				%

TRIM POSITIONS

AILERON	
RUDDER	
ELEVATOR	

AIRSPEED COMPARISON

PILOT	
CO-PILOT	

ENGINE DATA AT 3 MINUTES

N1	
ITT	
N_2	

FUEL FLOW	
OIL PRESSURE	
OIL TEMP.	

ZERO FUEL WEIGHT	lb.
FUEL CONTENTS	lb.
END WEIGHT	lb.

MEAN WEIGHT	lb.

4.2 Engine Out En-route Climb — starting below FL180

After 2 minutes at idle, shut down the left engine.
It may be necessary to pull the gear warning CB on the LH panel to silence the gear horn.

Configuration:	Left Engine	HP Cock Closed (windmilling)
	Right Engine	Max. Cont. Thrust (p18)
	Gear	Up
	Flap	Up
	Anti-ice	OFF
	Pressurisation source	NORMAL
	Speedbrakes	Retracted
	En-Route Climb Speed	150 knots
	Captains Altimeter	set to 1013mb

ZERO FUEL WEIGHT	lb.
FUEL CONTENTS	lb.
START WEIGHT	lb.

TIME	ALTIMETER	ASI P1	RAT	N_1
0				%
½				
1				%
1½				
2				%
2½				
3				%
3½				
4				%
4½				
5				%

TRIM POSITIONS	
AILERON	
RUDDER	
ELEVATOR	

AIRSPEED COMPARISON	
PILOT	
CO-PILOT	

(Engine data - at 3 minutes - on next page)

ENGINE DATA AT 3 MINUTES

N1		FUEL FLOW	
ITT		OIL PRESSURE	
N_2		OIL TEMP.	

ZERO FUEL WEIGHT	lb.
FUEL CONTENTS	lb.
END WEIGHT	lb.
MEAN WEIGHT	lb.

5 ENGINE RELIGHT **below 20,000 feet**

Relight left engine at 125 KIAS using the starter assisted technique at the altitude existing and an appropriate flap for the speed.

Altitude [ ] RAT [ ]

Windmilling N1 [ ] N2 [ ]

Time to ITT rise		sec (10 sec max)
Max ITT		ºC (700ºC max)
Time to stabilised Flight Idle		sec

Any abnormality during relight, spool up SAT/UNSAT

<u>Ensure landing gear CB is reset</u>

6 CLIMB to FL350

Continue a normal climb to FL 350. During the climb check each flying control for backlash, breakout force, centring, weight and response. Check trimmers for correct functioning, backlash, and friction. Check speedbrakes for normal operation. Record any unusual characteristics. Record accurate aircraft trim:

Elevator [ ] Aileron [ ] Rudder [ ]

Controls for backlash, weight, response, centring, breakout loads SAT/UNSAT

Trimmers for effectiveness, friction and backlash SAT/UNSAT

7 FUNCTIONING FL 350

7.1 Engine surge check - 150 KIAS, FL 350

Prior to check ensure that the only engine bleed in use is cabin. Carry out the test on each engine in turn setting up the other engine as required to maintain 150 KIAS at the start condition. Stabilise the test engine at maximum cruise power and then rapidly throttle back to the idle position. As the N_2 decelerates through 85%, rapidly re-open the throttle to maximum continuous power. Ensure that there is no tendency for either engine to surge or compressor to stall repeatedly.

LEFT	RIGHT
SAT/UNSAT	SAT/UNSAT

Note: Surge or compressor stall is characterised by a light, regular popping noise from the engine. Be prepared for this, and if it occurs, immediately throttle back and record it, monitor engine parameters and be prepared to shutdown engine if a continuous surge or uncontrollable EGT rise is observed. A maximum of one 'pop' is acceptable.

7.2 Maximum differential pressure .

At FL 350 and 170 KIAS monitor the differential pressure gauge and record the stabilised maximum differential pressure (8.7 to 8.9 psi) and cabin altitude

Select the PRESS SOURCE switch to LH/RH in turn. There should be no noticeable change in the pressurisation indications other than a brief transient change. Record the stabilised differential pressure on each selection.

LH	RH
PSI	PSI

Return the PRESS SOURCE switch to NORM.

8 HIGH MACH RUN **above FL 264**

NOTE: This test must not be carried out in turbulent conditions.
Carry out an acceleration to 0.725 Indicated Mach Number (IMN) aiming to complete by FL 300. Use maximum continuous thrust (MCT) and an initial pitch attitude of 10 degrees nose down is likely to be required to achieve the appropriate acceleration. At 0.725 IMN apply small elevator and aileron inputs in turn checking for normal response. Close throttles to idle for recovery and extend the speedbrakes.

IMN at which high speed warning (HSW) first sounds on both combined speed indicators (CSI)		(0.70 - 0.705)
any abnormal trim changes during acceleration or speedbrake selection	SAT/UNSAT	
any unusual control characteristics or engine behaviour.	SAT/UNSAT	

9 ENGINE SHUTDOWN AND RELIGHT

Recommended FL350 (Max FL350)

Set the landing altitude to 9000 feet in preparation for the cabin altitude warning check.
Idle the right engine for 2 minute and then shut it down. Start the stop watch. Accept a drift down with MCT set on the operating engine aiming to re-light using the windmill technique at 210 KIAS after a 3 minute shutdown period and with the ITT <100ºC.

Altitude			IOAT	
Windmilling	N1		N2	(minimum 8%)

Time to ITT rise		sec (10 sec max)
Max ITT		º C (700 ºC maximum)
Time to stabilised Flight Idle		sec
Any abnormality during relight, spool up	SAT/UNSAT	

10 HIGH IAS RUN

FL 240 to FL 160

NOTE: Flying conditions must not be significantly turbulent for this test. Between FL 240 and 160 carry out an acceleration to 290 KIAS. Trim in all axes up to Vmo and make small control inputs above Vmo to assess the control characteristics. Close throttles during recovery and extend the speedbrakes

Airspeed at which HSW first sounds on both CSIs		(275-276 KIAS)
Any buffet or unusual vibrations	SAT/UNSAT	
Engine behaviour	SAT/UNSAT	
Trim change on speedbrake selection	SAT/UNSAT	

11 FUNCTIONING - PRESSURISATION AND OXYGEN **below FL170**

Carry out the following checks:

11.1 Crew oxygen equipment check. Put on crew oxygen masks, and check satisfactory oxygen flow and functioning of mask mikes.

SAT/UNSAT

11.2 Cabin altitude warning check
With the pressurisation mode in MANUAL bring the cabin altitude UP and record the cabin altitude at which the 'CAB ALT ‘ caption illuminates.

(9,650 - 10,350 feet)) [ft]

11.3 Passenger oxygen drop-out
Continue to take the cabin UP in MANUAL
Monitor the cabin rate of climb and record the cabin altitude at which passenger oxygen mask drop-out occurs (14,000 - 15,000 feet). [ft]

11.4 When the cabin reaches 15,000 feet select EMER on the pressure source select switch to activate the emergency pressurisation and check that the red ‘CAB ALT’ caption extinguishes about 9000 feet. Re-pressurise with minimum rate selected. When the pressurisation rate has stabilised at a comfortable level return the pressurisation to AUTO.

12. STALLING

FL150 to 8000ft AGL

Prior to each stall trim the aircraft at 1.3 times the stall speed for the appropriate weight and configuration with power at idle with the ignitors on (see page 15). Aim for a steady speed reduction of 1 kt/sec on the approach to the stall, and accept the descending flight path that this will give. Note that a minimum speed defined by stick hard back may be reached before the aircraft performs a classic stall (nose drop). If this happens, recover without delay on reaching full back stick and record the speed when full back stick is reached, which is the scheduled stall speed, and the minimum speed reached.

Tolerances Stall Warning ± 4 kts
Stall Speed ± 4 kts

Stall with Flap 0, Gear Up and Idle Power.

Zero Fuel Weight	lb	Fuel Contents	lb
Aircraft Weight			
Trim Speed	kts	Elevator Trim	
Scheduled Stall Warning	kts	Actual Stall Warning	kts
Scheduled Stall Speed	kts	Stall Speed	kts
		Stall Warning Margin	kts
Stalling Behaviour			

Stall with Flap 15º, Gear Up and Power Idle.

Zero Fuel Weight	lb	Fuel Contents	lb
Aircraft Weight			
Trim Speed	kts	Elevator Trim	
Scheduled Stall Warning	kts	Actual Stall Warning	kts
Scheduled Stall Speed	kts	Stall Speed	kts
		Stall Warning Margin	kts
Stalling Behaviour			

Stall with Flap 40º, Gear Down, and Idle Power.

Zero Fuel Weight	lb	Fuel Contents	lb
Aircraft Weight			
Trim Speed	kts	Elevator Trim	
Scheduled Stall Warning	kts	Actual Stall Warning	kts
Scheduled Stall Speed	kts	Stall Speed	kts
		Stall Warning Margin	kts
Stalling Behaviour			

13 FUNCTIONING Any convenient FL

13.1 Generator reset

Trip and reset each generator in turn.

LEFT	RIGHT
SAT/UNSAT	SAT/UNSAT

13.2 Speedbrake operation

Select throttles to idle and speedbrakes out. Increase power on each engine in turn and check that the speedbrakes retract automatically before 88% N_2.

LEFT	RIGHT
%	%

13.3 Gear free fall

Carry out this check between 170 & 190 KIAS. Pull the gear control C/B and then select the gear handle down. Pull the mechanical uplocks release handle. Check that the release handle will lock and unlock in the full aft position. Do not pull the inner ring (fires emergency air bottle). Check that the gear free falls and that three greens are obtained. It may be necessary to yaw the aircraft and increase speed to 190 KIAS to lock the main wheels down. Reset the release handle to its normal position and reset the gear control C/B. Select gear up on normal system. If for any reason the next test is omitted, the gear must be recycled on the normal system before selecting down for landing.

SAT/UNSAT

13.4 Normal operation of gear and flap

Time the following selections, all made at 170 KIAS: (flap limit speed 173 KIAS)

gear down		(< 6.5 seconds)
flap 0º to 40º		(< 8 seconds)
flap40º to 0º		(< 6 seconds)
gear up		(< 7 seconds)

<u>Ensure landing gear CB is reset</u>

13.5 Emergency dump

Reduce cabin differential pressure to between 1.0 and 0.5 psi and operate emergency dump switch. The differential pressure should dissipate almost immediately. Reselect switch to normal. SAT/UNSAT

14 LANDING

Carry out a normal landing. If thrust reversers are fitted, deploy within limitations to a high reverse thrust setting. Record any unusual aspects.

15 EMERGENCY BRAKE

When clear of the runway at a very slow taxi speed and just before the final stop on stand, progressively apply the pneumatic brakes. Note that there is no differential braking using this system. Record braking action normal.

SAT/UNSAT

Note: Brakes will require bleeding after use of pneumatic system.

16 Check for the presence and legibility of all placards.

17. Analyse climbs and record results on front sheet.

Scheduled speeds

V2 (FLAPS 15º) Knots IAS

3000 feet	WEIGHT - pounds											
ºC	14800	14500	14000	13500	13000	12500	12000	11500	11000	10500	10000	9000
-30	121	120	119	119	118	117	117	116	116	116	115	115
-25	121	120	119	119	118	117	117	116	116	116	115	115
-20	121	120	119	119	118	117	117	116	116	116	115	115
-15	121	120	119	119	118	117	117	116	116	115	115	115
-10	121	120	119	119	118	117	117	116	116	115	115	115
-5	121	120	119	119	118	117	117	116	116	115	115	115
0	120	120	119	118	118	117	116	116	116	115	115	115
5	120	119	119	118	117	117	116	115	115	115	114	114
10	119	119	118	117	116	116	115	115	114	114	114	113
15	119	118	116	115	114	114	113	112	112	112	111	111
20	118	117	115	113	112	111	111	110	110	109	109	108
25	117	116	114	113	111	109	109	108	107	107	106	106
30	117	116	114	112	110	108	107	106	105	105	104	104
35	117	116	114	111	109	108	106	104	103	102	102	101
40	117	116	114	111	109	107	105	103	102	100	99	98

4000 feet	WEIGHT - pounds											
ºC	14800	14500	14000	13500	13000	12500	12000	11500	11000	10500	10000	9000
-30	121	120	119	119	118	117	117	116	116	115	115	115
-25	121	120	119	119	118	117	117	116	116	115	115	115
-20	121	120	119	118	118	117	117	116	116	115	115	115
-15	120	120	119	118	118	117	117	116	116	115	115	115
-10	120	120	119	118	118	117	117	116	116	115	115	115
-5	120	120	119	118	118	117	116	116	116	115	115	115
0	120	119	119	118	117	116	116	115	115	115	114	114
5	119	119	118	117	116	116	115	115	114	114	113	113
10	119	118	116	115	115	114	113	113	112	112	112	111
15	118	117	115	114	113	112	111	111	110	110	110	109
20	118	116	115	113	111	110	109	109	108	108	107	107
25	117	116	114	112	110	109	107	106	106	105	105	104
30	117	116	114	112	110	108	106	104	104	103	103	102
35	117	116	114	111	109	107	106	104	102	101	100	100
40			114	111	109	107	105	103	101	100	98	97

5000 feet	WEIGHT - pounds											
ºC	14800	14500	14000	13500	13000	12500	12000	11500	11000	10500	10000	9000
-30	121	120	120	119	118	118	117	117	116	116	116	115
-25	121	120	120	119	118	118	117	116	116	116	115	115
-20	121	120	120	119	118	117	117	116	116	116	115	115
-15	121	120	119	119	118	117	117	116	116	116	115	115
-10	121	120	119	119	118	117	117	116	116	115	115	115
-5	120	120	119	118	118	117	116	116	116	115	115	115
0	119	119	118	117	116	116	115	115	114	114	114	113
5	119	118	117	116	115	114	114	113	113	112	112	112
10	118	117	116	114	113	112	112	111	111	110	110	110
15	118	117	115	113	111	110	110	109	109	108	108	107
20	117	116	114	112	111	109	108	107	107	106	106	105
25	117	116	114	112	110	108	106	105	104	104	103	103
30	117	116	114	111	109	108	106	104	102	102	101	100
35			114	111	109	107	105	103	102	100	99	98
40			114	111	109	107	105	103	101	99	97	96

6000 feet	WEIGHT - pounds											
ºC	14800	14500	14000	13500	13000	12500	12000	11500	11000	10500	10000	9000
-30	121	121	120	119	118	118	117	117	116	116	116	116
-25	121	121	120	119	118	118	117	117	116	116	116	115
-20	121	120	120	119	118	118	117	117	116	116	116	115
-15	121	120	120	119	118	118	117	116	116	116	115	115
-10	121	120	120	119	118	117	117	116	116	116	115	115
-5	120	119	118	118	117	116	116	115	115	115	114	114
0	119	118	117	116	115	115	114	113	113	113	112	112
5	118	117	116	114	113	113	112	112	111	111	110	110
10	118	117	115	113	112	111	110	110	109	109	108	108
15	117	116	114	113	111	109	108	108	107	107	106	106
20	117	116	114	112	110	108	107	106	105	105	104	104
25	117	116	114	111	110	108	106	104	103	102	102	101
30	117	116	114	111	109	107	105	104	102	100	100	99
35			114	111	109	107	105	103	101	99	98	97
40					109	107	105	103	100	99	97	94

7000 feet	WEIGHT - pounds											
ºC	14800	14500	14000	13500	13000	12500	12000	11500	11000	10500	10000	9000
-30	121	120	120	119	118	118	117	117	116	116	115	115
-25	121	120	120	119	118	117	117	116	116	116	115	115
-20	121	120	119	119	118	117	117	116	116	115	115	115
-15	120	120	119	118	117	117	116	116	116	115	115	115
-10	120	119	118	118	117	116	116	115	115	114	114	114
-5	119	118	117	116	115	115	114	114	115	113	112	112
0	119	117	116	114	114	113	112	112	113	111	111	110
5	118	117	115	113	112	111	111	110	111	109	109	108
10	117	116	115	113	111	109	109	108	109	107	107	106
15	117	116	114	112	110	109	107	106	108	105	105	104
20	117	116	114	112	110	108	106	104	106	103	103	102
25	117	116	114	111	109	107	106	104	104	101	100	100
30			114	111	109	107	105	103	102	100	98	98
35					109	107	105	103	101	99	97	95
40					109	107	105	103	101	98	97	93

Stall speeds Knots IAS

AUW LBS	Flaps up			Flaps 15º			Flaps 40º		
	Trim	Warn	Stall	Trim	Warn	Stall	Trim	Warn	Stall
14,800	129	109	99	124	104	95	117	100	90
14,500	127	108	98	122	103	94	116	98	89
14,000	125	106	96	120	101	92	113	96	87
13,500	122	104	94	117	99	90	111	94	85
13,000	120	102	92	114	97	88	108	92	83
12,500	117	100	90	112	95	86	105	90	81
12,000	114	97	88	111	92	85	103	88	79
11,500	112	95	86	108	90	83	100	86	77
11,000	109	93	84	105	88	81	98	84	75
10,500	107	91	82	103	86	79	96	82	74
10,000	104	89	80	100	84	77	94	79	72

Power tables

Cessna Citation 550 Bravo
Take-off power N1% RPM

RAT ºC	2000	3000	4000	5000	6000	7000	8000	9000	10000
-12	88.1	89.1	90.0	91.2	92.5	93.9	93.9	93.9	93.9
-10	88.4	89.4	90.4	91.6	92.9	93.8	93.8	93.8	93.8
-8	88.7	89.7	90.7	92.0	93.2	93.7	93.7	93.7	93.7
-6	89.1	90.0	91.0	92.3	93.6	93.6	93.6	93.6	93.6
-4	89.4	90.4	91.4	92.6	93.5	93.5	93.5	93.5	93.5
-2	89.8	90.7	91.7	93.0	93.3	93.3	93.3	93.3	93.3
0	90.1	91.0	92.1	93.2	93.2	93.2	93.2	93.2	93.2
2	90.4	91.4	92.4	93.0	93.0	93.0	93.0	93.0	93.0
4	90.8	91.7	92.7	92.9	92.9	92.9	92.9	92.9	92.9
6	91.1	92.0	92.7	92.7	92.7	92.7	92.7	92.7	92.7
8	91.4	92.5	92.5	92.5	92.5	92.5	92.5	92.5	92.5
10	91.8	92.3	92.3	92.3	92.3	92.3	92.3	92.3	92.3
12	92.0	92.0	92.0	92.0	92.0	92.0	92.0	92.0	92.0
14	91.8	91.8	91.8	91.8	91.8	91.8	91.8	91.8	91.8
16	91.4	91.4	91.4	91.4	91.4	91.4	91.4	91.4	91.4
18	91.1	91.1	91.1	91.1	91.1	91.1	91.1	91.1	91.1
20	90.8	90.8	90.8	90.8	90.8	90.8	90.8	90.8	90.8

Cessna Citation 550 Bravo
Maximum Continuous power N1% RPM below 30,000 feet ; environmental systems on ; A/I off

RAT ºC	8000	9000	10000	11000	12000	13000	14000	15000	16000	17000	18000	19000	20000
-22	90.4	91.9	92.8	92.8	92.8	92.8	92.8	92.8	92.8	92.8	92.8	92.8	92.8
-20	90.7	92.3	92.7	92.7	92.7	92.7	92.7	92.7	92.7	92.7	92.7	92.7	92.7
-18	91.0	92.6	92.6	92.6	92.6	92.6	92.6	92.6	92.6	92.6	92.6	92.6	92.6
-16	91.4	92.4	92.4	92.4	92.4	92.4	92.4	92.4	92.4	92.4	92.4	92.4	92.4
-14	91.7	92.2	92.2	92.2	92.2	92.2	92.2	92.2	92.2	92.2	92.2	92.2	92.2
-12	92.0	92.0	92.0	92.0	92.0	92.0	92.0	92.0	92.0	92.0	92.0	92.0	92.0
-10	91.8	91.8	91.8	91.8	91.8	91.8	91.8	91.8	91.8	91.8	91.8	91.8	91.8
-8	91.6	91.6	91.6	91.6	91.6	91.6	91.6	91.6	91.6	91.6	91.6	91.6	91.6
-6	91.4	91.4	91.4	91.4	91.4	91.4	91.4	91.4	91.4	91.4	91.4	91.4	91.4
-4	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2	91.2
-2	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9	89.9
0	90.7	90.7	90.7	90.7	90.7	90.7	90.7	90.7	90.7	90.7	90.7	90.7	90.7
2	90.4	90.4	90.4	90.4	90.4	90.4	90.4	90.4	90.4	90.4	90.4	90.4	90.4
4	90.1	90.1	90.1	90.1	90.1	90.1	90.1	90.1	90.1	90.1	90.1	90.1	90.1
6	89.7	89.7	89.7	89.7	89.7	89.7	89.7	89.7	89.7	89.7	89.7	89.7	89.7
8	89.4	89.4	89.4	89.4	89.4	89.4	89.4	89.4	89.4	89.4	89.4	89.4	89.4
10	89.0	89.0	89.0	89.0	89.0	89.0	89.0	89.0	89.0	89.0	89.0	89.0	89.0
12	88.6	88.6	88.6	88.6	88.6	88.6	88.6	88.6	88.6	88.6	88.6	88.6	88.6