



CESSNA CITATION EXCEL (MODEL 560 XL)

AVIASUR

CC-ARA CC-DCZ CC-DDA

A. Operation limits

1.-SPEEDS LIMITATIONS (KIAS, MACH OR KNOTS)	
MMO (ABV 26.515')	
VMO (BTN 8.000' AND 26.515')	
VMO (BLW 8.000')	
VFE (T/O AND APP)	
VFE (LAND)	
VLE	
VLO	
VLO RETRACTING	
VSb	
VTIRE (GROUND SPEED)	
VMCG	
VMCA	
V TURBULENCE	
V MIN. IN ICE	
V MAX. AUTOPILOT	
MAX. CROSS WIND (Not limiting)	
MAX. TAIL WIND	
MAX. FLAPS EXTENDED 15°	
MAX. FLAPS EXTENDED	

2.- FUEL (POUNDS)	
Type to utilize	
MAX. fuel	
Unbalance	

3.-WEIGHT (POUNDS)	
MAX. Ramp	
MAX. Take-off	
MAX. Landing	
MAX. ZFW	
MAX. Baggage compartment	

4.-STARTER LIMITATIONS					
Battery start limit					

5.- OPERATIONS			
Item	Quantity	Limitation	Restriction
Vortex generators			
Boundary layer Energizers			

6.- ALTITUDE LIMITATION (feet)	
Service ceiling	
Take-off / landing	

7.- TEMPERATURE LIMITATION	
Take-off / landing	
Take-off / landing	

8.- POWERPLANT	
MAX.ITT	
Oil pressure	
Oil consumption	

9.- TAKE-OFF THRUST	
Normal Take-off	
Emergency	

10.- AUTOPILOT (MIN. Altitude)	
On route	
No precision APP	
ILS	

11.- TAIL DE-ICE (speed/ temperature)	
BLW 150 KIAS	
ABV 150 KIAS	

B. EMERGENCIES / ABNORMAL PROCEDURES

A. Engine failure or any other emergency during takeoff

- I. **SPEED BELOW V-1**
 - 1.TAKEOFF>
- II. **SPEED AT OR ABOVE V-1**
 2. CLIMB.....>
 3. WING XFLOW (if wing anti-ice is on) >

B. LH or RH engine fire (engine fire warning)

- 1.THROTTLE (AFFECTED ENGINE)>
 - ***(IF SWITCHLIGHT REMAINS ILLUMINATED)***
- 2.ENGINE FIRE Switchlight (affected side)>
- 3.Either illuminated BOTTLE ARMED Switchlight.....>

C. Emergency restart – two engines

- 1.-IGNITION Switches.....>
- 2.-FUEL BOOST pump switches.....>
- 3.-Throttles.....>

D. Emergency evacuation

- 1.PARK BRAKE.....>
- 2.Throttles.....>
- 3.LH ENGINE FIRE Switch.....>
- 4.LH BOTTLE ARMED Switchlight.....>
5. RH ENGINE FIRE Switch.....>
6. RH BOTTLE ARMED Switchlight.....>
- 7.APU MASTER Switch.....>
8. BATT Switch.....>

E. APU fire (fire warning illuminated)

- 1.- APU FIRE warning Switchlight

F. Electrical fire or smoke

- 1.Oxygen Masks.....>
2. Microphone Switches.....>

G. BATT O'TEMP (battery overtemperature)

1. Amperage>
2. BATT switch>
3. Amperage>

H. CAB ALT (cabin decompression)

1. Oxygen Masks.....>
2. Microphone switches.....>
3. Emergency descent.....>

I. Emergency descent

- 1.AP TRIM DISC Button>
2. IGNITION Switches.....>
3. Throttles.....>
4. Speed Brakes>
- 5.Airplane Pitch Attitude>

J. Environmental system smoke or odor

- 1.Oxygen Masks.....>
2. Microphone Switches.....>

K. Smoke removal

1. Oxygen Masks>
2. Microphone Switches.....>

L. Thrust reverser inadvertent deployment during takeoff

I.SPEED BELOW V-1

1. Takeoff>

II.SPEED AT OR ABOVE V-1

2. Emergency STOW Switch (affected engine)>
3. Throttle (affected engine)>
4. Climb.....>

M. Thrust reverser inadvertent in-flight deployment

1. Control Wheel/ AP TRIM DISC button>
- 2.Emergency STOW switch (affected engine)>
- 3.Throttle (affected engine)>
4. Airspeed>

N. Thrust reverser unlock annunciator illuminated in flight

- 1.Emergency STOW Switch (affected engine)>
2. Thrust Reverser Levers>

O. Wheel brake failure

1. BRAKE pedals>
2. EMER BRAKE Handle.....>

P. Electric elevator runaway trim

- 1.AP TRIM DISC button>

Q. Autopilot malfunction

- 1.AP TRIM DISC Button.....>

R. Inadvertent stall (stick shaker, buffet, and/or roll-off)

- 1. AP TRIM DISC button.....>
- 2. Pitch Attitude>
- 3. Roll Attitude>
- 4. Throttles>