



CHANGE TO ENGINE START WITH APU GENERATOR

1/1/2009

Cessna redesigned the electrical system for the XLS+ so the APU does not participate during main engine start. **Cessna has incorporated this modification during production of the latest XLS aircraft.**

The first engine start will ALWAYS count as one start against the battery. Reminder, the APU generator is never used to assist with ANY engine start on the newer production XLS aircraft. There are several Temporary Changes in section II and III of the AFM, (56FMA TC-R02-13 thru TC-R02-19), which deal with this change.

In these instances, starting the APU followed by two engine starts will count as one and two-thirds starts against the battery. (APU = $\frac{1}{3}$, 1st Engine = 1, 2nd Engine = $\frac{1}{3}$). Pay particular attention to these limitations if you need to move the aircraft to deice and/or anti-ice, or reposition to another FBO.

This change does however have an advantage. The electrical system has been redesigned and the APU GEN power is now directed to the Avionics BUS during engine start. This allows the avionics switch to remain ON during engine start.

REVIEW

- **Battery** Start Limit: 3 Engine Starts in 1 Hour
- **Starter Limit: 3 Engine Starts in 30 min with a 90 Sec. Rest Between Start Cycles**