



ENGINE INSTRUMENTS

N₁ Fan Speed

Normal 20 to 100%
Red Line 100%
Transient 102% 20 Secs.

N₂ Turbine Speed

Takeoff 101.8%
Max Continuous 101.8%
Transient 103% 20 Secs.
Ground Idle (Min.) 47%
Flight Idle (Min.) 51.5%

ITT

Normal 0°- 720°C
Red Line 720°C
(670°C / 7 Secs. Max. for Start)

Oil Temperature

Normal 10° to 121°C
Red Line 121°C
(-40°C Min. for Start)

Oil Pressure

Red Line (Min) 20 PSI
Yellow Band 20 to 45 PSI
Green Band 45 to 140 PSI
Red Line 140 PSI
Red Triangle (Max) 250 PSI (5 min.)

Oxygen Pressure Indicator

Yellow Band 0 to 400 PSI
Green Band 1600 to 1800 PSI
Red 2000 PSI

Crew Masks: 40,000'

Passenger Masks: 25,000'



Cabin Pressure Differential:

Pressure Relief	9.5 PSID
Green Band	9.6 PSID
Red	9.7 PSID

XLS

N₁ Fan Speed

Normal	20 to 100%
Red Line	100%
Transient	102% 20 Secs.

N₂ Turbine Speed

Normal Operating	102.8%
Flashing Red Light, Steady Digital Readout	> 102.9%

ITT

Continuous	720°C
Yellow	720°C -740°C
Red Line	740°C
Transient	760°C 20 Secs.

(670°C / 7 Secs. Max. for Start)

Oil Temperature

Normal	10° to 121°C
Red Line	121°C

(-40°C Min. for Start)

Oil Pressure

Red Line (Min)	20 PSI
Yellow Band	20 to 45 PSI
Green Band	45 to 160 PSI
Red Line	160 PSI
Red Triangle (Max)	250 PSI (400 secs.)

(approx. 6 1/2 min.)



AIRSPEED LIMITS

M _{MO} (Above 26,515ft)	0.75 Mach (Indicated)
V _{MO} (Below 8,000ft)	260 KIAS
V _{MO} (8,000ft to 26,515ft)	305 KIAS
Autopilot Operation	305 KIAS or 0.75 Mach Indicated
V _A	Varies with Weight & Altitude
V _{SB}	No Limit
V _{LE}	250 KIAS
V _{LO}	200 KIAS
V _{FE} (flaps 7° or 15°).....	200 KIAS
V _{FE} (flaps 35°, fully extended)	175 KIAS
Turbulence Air Penetration	180 KIAS
Max Tire Ground Speed	165 KIAS
Min Speed in Icing.....	160 KIAS
<i>(* except for approach & landing)</i>	
V _{MCG} (AB, Rudder Bias)	81 KIAS
V _{MCA}	90 KIAS

L/R Ignition ON prior to reducing power to less than 70% N2

AutoPilot (Minimum Altitude)

180' AGL Precision

300' AGL Non Precision

1000' AGL Enroute

A/P Operarion is **Prohibited** if any Comparison Monitor is Illuminated

Cold Soak:

2 Hours or Longer in ambient temp of -18°C or colder, the cabin must be at a minimum of 10°C (50°F) prior to departure.

-40°C Minimum Ambient Temp for Ground Starting

WARNING

DO NOT retract flaps above 200 KIAS. Associated stabilizer movement can cause a significant nose down pitch upset

Altimeters: (RVSM)

±50' Departurte Airfield

±75' of Each Other

In Flight: **±200'** of Each Other

De-Ice Boots Operation

A/S 150 > KIAS **-35° C**

A/S < 150 KIAS **-40° C**



WEIGHT LIMITS

Max. Ramp Weight	20,200lbs	* XLS *20,400 lbs
Max. Takeoff Weight	20,000lbs	* 20,200 lbs
Max. Landing Weight	18,700lbs	
Max. Zero Fuel Weight (ZFW)	15,000lbs	* 15,100 lbs
Minimum Flight Weight (Gust Loading) ..	12,400lbs	
Max. Fuel Imbalance (Normal)	400lbs	
Max Fuel Imbalance (Emergency)	800lbs	
Tailcone Baggage Compartment	700lbs	

** Takeoff Weight may be to be reduced to meet climb requirements or takeoff field length.

** Landing Weight may have to be reduced to make climb requirements, brake energy limits, or for landing distance.

- Forward Cabinet (Vacuum / Jepps) - 20 lbs
- Rear Cabin Cargo Area (AED) - 80 lbs
- Maximum Floor Loading -100 lbs/ft²
- Aft Cabin Closet - 20 lbs
- Aft Exterior Cargo Area -700 lbs
- Maximum Floor Loading -100 lbs/ft² (74 cu. ft.)

ALTITUDES

Max. Operating Altitude **45,000ft**
Max. Takeoff/Landing **14,000ft**

AMBIENT TEMPERATURES

Max. Temp Takeoff & Landing **ISA +39°C**
Min. Temp Takeoff & Landing **-54°C**
Minimum Ambient Temp for Ground Starting **-40°C**

WINDS

- Direct 90° Crosswind - Dry/Wet
24 Kts
- Contaminated Runway
Runway > 150' in Width - 15 kts
< 150' in Width - 10 kts

Max. Tailwind Component **10KTS**



MISCELLANEOUS LIMITS

Engine Starts:

Max. ITT **670°C 7 Secs.**

N₁ Indication By **25% N₂**

Gen. Assist Start Operating Engine Stable, GND IDLE

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

*Gen. Assist Start Equals 1/3 Battery Start

GPU Amperage set **800 to 1000** Max.

THRUST REVERSERS

Max. Reverse Thrust 75% of Takeoff Thrust

Landing Thrust to Idle @ 60 KIAS / Stow @ 40 KIAS

Max. Allowable Deploy Time 3 min/10 Min. Period

Touch and Go Landings **Prohibited**

Preflight Check Conducted Prior to Each Flight

Use to Back Airplane **Prohibited**

LANDING GEAR & BRAKES

Antiskid Must Be Operational For Takeoff

GROUND HANDLING

Lektro Nose-Lift Tugs:

Model No. AP 8600

Model No. AP 8700

Model No. AP 8750

No Other Lektro Models of Nose-Lift Tugs are Approved.

Towing Restrictions:

95° Turning - Maximum

(60° When Towing if the Control Lock is Engaged)

Nose Wheel Steering: 20°

Engine Oil: Exxon/BP 2380

Lav Service: **Approx. 1.5 – 2.0 Gals Fluid**

SPECIFICATIONS



Length	52' 10"
Height	17' 2"
Wingspan	55' 8"
Wheelbase	14' 11"
Turn Radius	70' 7" (Wing) 38' (Wheel)
Door Width	24"
Height	57"
Cabin Aisle	13"
Height	5' 8"

Left & Right Ignition must be selected **ON** prior to reducing power to less than 70% N₂

WARNING

DO NOT retract flaps above 200 KIAS. Associated stabilizer movement can cause a significant nose pitch upset.

AUTOPILOT OPERATIONS

- One Pilot must remain in his seat with seat belt fastened during all A/P operations.
- A/P operations are prohibited in any comparison monitor is illuminated.
- Minimum Altitude for A/P Operation:
 - 1000' AGL Enroute
 - 300' AGL Non Precision Approach
 - 180' AGL Precision Approach