

NTSB Operations Group  
WPR19FA230 | Oroville, California

Textron Aviation

CE-560XL Airplane Flight Manual Excerpts



FAA APPROVED

Airplane Flight Manual

# Citation *Excel*

SERIAL 560XL -5001 THRU -5500



Member of GAMA

FAA Approved in normal category based on 14 CFR Part 25. This document must be carried in the airplane at all times, and be kept within reach of the pilot during all flight operations. This manual includes the material required to be furnished to the pilot by 14 CFR Part 25 and the applicable special conditions.

APPROVED BY *Everett W. Pittman*

Everett W. Pittman, Manager  
Aircraft Certification Office  
Federal Aviation Administration  
Wichita, Kansas

SERIAL NUMBER \_\_\_\_\_

REGISTRATION NUMBER \_\_\_\_\_

DATE OF APPROVAL 4/22/98

COPYRIGHT © 1998  
CESSNA AIRCRAFT COMPANY  
WICHITA, KANSAS, USA

56XFM-13

REISSUE REVISION 13

**22 APRIL 1998**

23 JULY 2015

U.S.

**OPERATING LIMITATIONS****NOTICE**

CERTIFICATION AND OPERATIONAL LIMITATIONS ARE CONDITIONS OF THE TYPE AND AIRWORTHINESS CERTIFICATES AND MUST BE COMPLIED WITH AT ALL TIMES AS REQUIRED BY LAW.

**CERTIFICATION STATUS**

This airplane is certified in accordance with FAR 25.

**WEIGHT LIMITATIONS**

|                                       |               |
|---------------------------------------|---------------|
| Maximum Design Ramp Weight .....      | 20,200 Pounds |
| Maximum Design Takeoff Weight .....   | 20,000 Pounds |
| Maximum Design Landing Weight .....   | 18,700 Pounds |
| Maximum Design Zero Fuel Weight ..... | 15,000 Pounds |
| Minimum Flight Weight .....           | 12,400 Pounds |
| Maximum Tailcone Baggage Weight ..... | 700 Pounds    |

Takeoff weight is limited by the most restrictive of the following requirements:

|                                                                 |                                                                            |
|-----------------------------------------------------------------|----------------------------------------------------------------------------|
| Maximum Certified Takeoff Weight .....                          | 20,000 Pounds                                                              |
| Maximum Takeoff Weight Permitted by<br>Climb Requirements ..... | Refer to Procedures for Use of Takeoff<br>Performance Tables in Section IV |

|                            |                                                                            |
|----------------------------|----------------------------------------------------------------------------|
| Takeoff Field Length ..... | Refer to Procedures for Use of Takeoff<br>Performance Tables in Section IV |
|----------------------------|----------------------------------------------------------------------------|

Landing weight is limited by the most restrictive of the following requirements:

|                                                                                       |                                                                                         |
|---------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------|
| Maximum Certified Landing Weight .....                                                | 18,700 Pounds                                                                           |
| Maximum Landing Weight Permitted by<br>Climb Requirements or Brake Energy Limit ..... | Refer to Procedures for Use of Approach<br>and Landing Performance Tables in Section IV |

|                        |                                                                                         |
|------------------------|-----------------------------------------------------------------------------------------|
| Landing Distance ..... | Refer to Procedures for Use of Approach<br>and Landing Performance Tables in Section IV |
|------------------------|-----------------------------------------------------------------------------------------|

**CENTER-OF-GRAVITY LIMITS**

|                                         |                     |
|-----------------------------------------|---------------------|
| Center-of-Gravity Limits Envelope ..... | Refer to Figure 2-1 |
|-----------------------------------------|---------------------|

**WEIGHT AND BALANCE DATA**

The airplane must be operated in accordance with the approved loading schedule. Refer to Weight and Balance Data Sheet and FAA Approved Model 560XL Citation Excel Weight and Balance Manual.



**FAA APPROVED**  
**Airplane Flight Manual**

# **Citation** *Excel*

**MODEL 560XL**  
**560-5001 AND ON**

## **SUPPLEMENT 39**

### **AIRPLANES CERTIFIED TO IRISH CONFIGURATION**

This FAA Approved Airplane Flight Manual Supplement is approved by the U.S. Federal Aviation Administration (FAA) on behalf of the Irish Aviation Authority (IAA) in accordance with Irish Civil Airworthiness Requirements. This Supplement was prepared in accordance with FAA requirements of 14 CFR 25, FAA Special Conditions and 14 CFR 36 Noise Standards.

**APPROVED BY**

Ron Rathgeber, Manager  
Aircraft Certification Office  
Federal Aviation Administration  
Wichita, Kansas

**DATE OF APPROVAL** 8 Feb 2002

COPYRIGHT © 2002  
CESSNA AIRCRAFT COMPANY  
WICHITA, KANSAS, USA

56XFM-S39-02

**8 FEBRUARY 2002**

**REVISION 2 26 AUGUST 2002**

**U.S. S39-1**

## ABNORMAL PROCEDURES

### NO TAKEOFF WARNING (NO TAKEOFF CAUTION LIGHT ON AND AURAL WARNING)

1. Takeoff – ABORT.
2. Flap Position – CHECK.
3. Speed Brakes – RETRACT.
4. Elevator Trim – CHECK.
5. STAB MIS COMP Light – CHECK.
6. Parking Brake – RELEASE.

## NORMAL PROCEDURES

The use of GPS for terminal navigation and approach is prohibited.

## PERFORMANCE

No change.

## DESCRIPTION

Citation Model 560XL airplanes certified to Irish configuration include an engine fire bell as an aural warning in addition to the red LH/RH ENG FIRE warning light.



FAA APPROVED

## Airplane Flight Manual

# Citation *Excel*

MODEL 560

560-5167, -5183, -5185, -5228,  
-5230, -5259, -5266 and -5343

## SUPPLEMENT 57

### AIRPLANES BUILT TO THE U.K. BUILD STANDARD

This Airplane Flight Manual Supplement is approved by the US Federal Aviation Administration (FAA) on behalf of the European Aviation Safety Agency (EASA).

APPROVED BY

*for* Margaret Kline, Manager  
Aircraft Certification Office  
Federal Aviation Administration  
Wichita, Kansas

DATE OF APPROVAL

6/25/07

COPYRIGHT © 2007  
CESSNA AIRCRAFT COMPANY  
WICHITA, KANSAS, USA

**25 JUNE 2007**

56XFM-S57-01

REVISION 1

3 JANUARY 2008 U.S. S57-1

## EMERGENCY PROCEDURES (Continued)

3. APU Bleed Air Valve Switch - CLOSED.
4. APU Generator Switch - OFF.
5. APU MASTER Switch - ON.
6. If APU FIRE Warning Light Remains Illuminated - LAND as soon as possible.
7. If amber APU FUEL VALVE FAIL Annunciator Illuminates - LAND as soon as possible.

### NOTE

Indicates fuel supply has not shut off from wing tank.

8. APU Master Switch - OFF (after landing).

## ABNORMAL PROCEDURES

For airplanes with the optional APU installed, reference supplement 56XFM-S16, latest revision:

### APU FUEL VALVE FAIL (APU Fuel Valve not in Commanded Position)

Illumination indicates that the APU fuel valve has not achieved the commanded position. Refer problem to maintenance prior to flight, or, if in flight, after landing.

## MISCELLANEOUS

### ■ NO TAKEOFF (NO TAKEOFF WARNING)

1. Takeoff - ABORT.
2. Flap Position - CHECK.
3. Speed Brakes - RETRACT.
4. Elevator Trim - CHECK.
5. STAB MIS COMP Light - CHECK.
6. Parking Brake - RELEASE.

## NORMAL PROCEDURES

No change.

## PERFORMANCE

No change.

## DESCRIPTION

The following are modifications that impact the operation of airplanes built to the U.K. Build Standard:

- An amber APU FUEL Valve Fail Annunciator is installed on the panel. This annunciator indicates fuel supply has not shut off from the wing tanks.
- The NO TAKEOFF annunciator will illuminate when the parking brake is set.
- An audible warning bell will accompany the illumination of the Fire Lights on the glare shield when an engine fire is detected.
- The interior buss automatically shuts down when both generators fail.