UNUSABLE FUEL

Unusable fuel is the fuel remaining in the fuel tanks when the fuel quantity indicator reads zero. This fuel is not usable in flight.

SINGLE-POINT REFUELING

1. Single-point refueling operations must be accomplished per the procedures contained on the placard installed on the single-point refueling access door.
2. Refueling Pressure Range . . . . . 10 to 55 PSI
3. Defueling Pressure Range . . . . . 0 to -10 PSI

TAKEOFF AND LANDING OPERATIONAL LIMITS

1. Maximum Altitude Limit. . . . . 14,000 Feet
2. Maximum Tailwind Component. . . . . 10 Knots
3. Maximum Ambient Temperature. . . . . Refer to Figure 2-110-5
4. A satisfactory preflight check of each of the following systems must be accomplished in accordance with Section III, Normal Procedures, prior to takeoff, unless the associated system or component has been deferred per an approved Minimum Equipment List (MEL):
   a. PITOT/STATIC ANTI-ICE buttons and associated white **P/S COLD** CAS messages
   b. Static ports and surrounding fuselage skin
   c. Pitot Tubes (left, right, and standby)
   d. Primary stabilizer trim and associated amber **AP STAB TRIM INOP** CAS message
   e. GTC Systems Test and Auto Test
   f. Autopilot engage and disengage check
   g. Bleed Air Systems
   h. Crew Oxygen Masks
   i. WING XFLOW ANTI-ICE button and associated white **A/I WING XFLOW OPEN** CAS message (for operations in icing conditions)
   j. Angle of Attack and Stall Warning Systems
   k. Standby Flight Display Pre-Flight Test
   l. Rudder Bias System
5. The stabilizer trim must be set for takeoff in accordance with Figure 3-710-1.
6. PASS OXY knob must be set to AUTO prior to takeoff if carrying passengers.
7. The autopilot and yaw damper must be disengaged for takeoff and landing.
8. The lavatory doors must be latched open for takeoff and landing.
9. Takeoff and landings are limited to paved runway surfaces.
10. Except where otherwise specified by AFM procedure, speedbrakes must be stowed prior to 500 feet AGL for landing.

(Continued Next Page)

OPERATIONS AUTHORIZED

1. This airplane is approved for day and night, VFR and IFR operations, and flight into known icing conditions.
2. This airplane is not certified for ditching under 14 CFR Part 25.801.
3. This airplane is eligible for over-water operations with applicable equipment specified in the appropriate operating rules.

LOAD FACTOR

1. Flaps UP . . . . . -1.0G to +2.75G
2. Flaps 1, 2 or FULL . . . . . 0.0G to +2.0G
3. Maximum Duration - Zero G or Less . . . . . 20 Seconds

NOTE

These accelerations limit the angle of bank in turns and limit the severity of pull-up maneuvers.

4. Maximum landing sink rate . . . . . 600 Feet per Minute

MANEUVER LIMITS

1. Aerobatic maneuvers, including spins, are prohibited.
2. Intentional stalls are prohibited above FL180. Intentional full stalls are limited to idle thrust only.
3. Refer to Figure 2-310-1 for maximum maneuvering speeds.

MAXIMUM ALLOWABLE FLIGHT TIME TO A SUITABLE AIRPORT

Flight must remain within 180 minutes of a suitable airport for landing. This limitation is due to:

1. Standby flight instruments back-up battery endurance time.
2. Baggage/cargo compartment fire protection.

SUPPLEMENTAL OXYGEN SYSTEM

1. Smoking is prohibited when oxygen is being used, or following use of passenger oxygen until all masks have been re-installed in their canisters.
2. Service oxygen system with Aviator's Breathing Oxygen per MIL-O-27210. The use of medical oxygen is not approved.
3. The following airplane certification requirements are in addition to the requirements of applicable operating rules. The most restrictive requirement (certification or operating) must be observed.
   a. Crew oxygen masks are not approved for sustained operation at a cabin altitude greater than 40,000 feet.
   b. Passenger oxygen masks are not approved for sustained operation at a cabin altitude greater than 25,000 feet.
   c. The pressure-demand crew oxygen masks must be properly stowed in their containers to qualify as a quick-donning mask.
   d. For airplanes equipped with the EROS MLD20-505 oxygen masks, crew members must familiarize themselves with proper use of the smoke goggle clip-on procedure.

THRUST REVERSERS

1. A satisfactory preflight check of the thrust reversers must be accomplished in accordance with Section III, Normal Procedures on the first flight of the day and on any flight that is predicated on the use of the thrust reversers for performance or the first flight after any maintenance action has been performed on the airplane.
2. Reverse thrust must be decreased to the idle reverse position at 65 KIAS on landing roll.
3. Deployment of the thrust reversers for more than 30 seconds with the APU operating is prohibited.
4. Static ground operation of the engines is limited to IDLE if the thrust reversers are deployed.
5. The use of thrust reversers is prohibited during touch-and-go landings.
6. The use of thrust reversers to back the airplane is prohibited.

ANGLE-OF-ATTACK AND STICK SHAKER SYSTEM

1. The angle-of-attack indicating system may be used as a reference, but does not replace the airspeed display in the PFD as a primary instrument.
2. The angle-of-attack system can be used as a reference for approach speed (V_{REF}) at all airplane weights, CG locations, and flap positions. V_{REF} is indicated by approximately 0.6 on the AOA gauge and by the green circle on the pilot's and copilot's airspeed indicators.

STANDBY FLIGHT DISPLAY

1. The L3 Communications Avionics Systems Pilot's Guide for the Electronic Standby Instrument System Model GH-3900.2, Part Number 0040-34400-01 Release 1.2 or later applicable revision, must be available to the flight crew.
2. The standby flight display (including pre-flight test, attitude, heading, altitude, and airspeed) must be functioning prior to takeoff.