

SECTION II
LIMITATIONS

TABLE OF CONTENTS

	Page		Page
INTRODUCTION	2- 1	LIMIT MANEUVERING LOAD FACTORS	2- 8
AIRSPED LIMITATIONS	2- 1	TYPES OF OPERATION LIMITS	2- 8
AIRSPED INDICATOR MARKINGS	2- 3	FUEL LIMITATIONS	2- 8
POWER PLANT LIMITATIONS	2- 3	MAXIMUM OPERATING ALTITUDE LIMIT	2- 8
POWER PLANT INSTRUMENT MARKINGS	2- 5	OUTSIDE AIR TEMPERATURE LIMITS	2- 8
REVERSE POWER LIMITATIONS	2- 6	CABIN PRESSURIZATION LIMITS	2- 8
MANEUVER LIMITS	2- 6	MAXIMUM SEATING LIMITS	2- 8
WEIGHT LIMITS	2- 6	SYSTEMS AND EQUIPMENT LIMITS	2-10
CENTER OF GRAVITY LIMITS	2- 6	PLACARDS	2-10
APPROVED GROSS WEIGHT-CENTER OF GRAVITY ENVELOPE	2- 7		

INTRODUCTION

This section of the Pilot's Operating Handbook presents the operating limitations, the significance of such limitations, instrument markings, color coding and basic placards necessary for the safe operation of the airplane, its power plants, standard systems and standard equipment. The limitations included in this section and Section IX have been approved by the Federal Aviation Administration. Observance of these operating limitations is required by law.

NOTE

Refer to Section IX of this handbook for amended operating limitations, operating procedures, performance data and other necessary information for airplanes equipped with specific options.

AIRSPED LIMITATIONS

SPEED	KCAS	KIAS	REMARKS
Maneuvering VA*	149 (10,325 lb) 139 (8750 lb) 130 (7500 lb) 119 (6000 lb)	148 137 128 117	Do not make abrupt control movements above this speed. To do so could result in structural damage and possible loss of the airplane. *Straight line variation between points.
Maximum Flap extended VFE	180 (20°) 140 (40°)	180 140	Do not exceed this speed for the given flap setting.

Figure 2-1. Airspeed Limitations (Sheet 1 of 2)

PILOT'S OPERATING HANDBOOK

ROCKWELL
COMMANDER
690B

SECTION II
LIMITATIONS

SPEED	KCAS	KIAS	REMARKS
Maximum Landing Gear Operating V _{LO}	200	201	Do not extend landing gear above this speed.
Maximum Landing Gear Extended V _{LE}	200	201	Do not exceed this speed with landing gear extended.
Air Minimum Control V _{MCA}	86	83	This is the minimum flight speed at which the airplane is controllable with a bank of not more than 5 degrees with one engine inoperative and the remaining engine operating at takeoff power.
Best Single Engine Rate-of-Climb V _{YSE}	125	123	This speed delivers the greatest gain in altitude in the shortest time with one engine inoperative at sea level, standard day conditions and 10,325 lbs. weight.
Recommended Safe One Engine Inoperative V _{SSE}	98	95	Inflight engine cuts below this speed are prohibited.
Maximum Operating M _{MO} (MACH NO)	0.52	-	Do not exceed this airspeed or mach number in any operation.
V _{MO} * (Knots) ALTITUDE (FEET)			
SL - 19,000			
21,000			
23,000			
25,000			
27,000			
29,000			
31,000			
Maximum Landing Light Extension			
* Straight Line Variation between points.			

Figure 2-1. Airspeed Limitations (Sheet 2 of 2)

ZERO THRUST STALL SPEEDS

The variation of Zero Thrust Stall Speeds with Bank Angle, Flight Configuration, and Airplane Weight is shown in Figure 5-9 for Takeoff, Cruise, and Landing Configurations.

ASSOCIATED CONDITIONS

Power (Both Engines)	ZERO THRUST AT 110% OF STALL SPEED		
Configuration	TAKEOFF	CRUISE	LANDING
Wing Flaps	0 DEG	0 DEG	40 DEG
Landing Gear	EXTENDED	RETRACTED	EXTENDED
Environmental System	ON or OFF		
Ice Protection Systems	OFF		
Trim Speed	140% OF STALL SPEEDS		
Stall Entry Rate	UNIFORMLY DECREASING AT 1 KT/SEC		

EXAMPLE

GIVEN:	Gross Weight	9500 LB
	Configuration	TAKEOFF
	Bank Angle	30 DEG
FIND:	Stall Speed Fig. 5-9	85 KCAS

- NOTES: 1. The figure illustrates that increasing bank angle increases stall speeds while decreasing the airplane weight will reduce the stall speeds.
2. Increasing the power will reduce the stall speed, but reducing the stall entry rate will increase stall speeds.

ZERO THRUST STALL SPEEDS
VERSUS
AIRPLANE WEIGHT AND BANK ANGLE

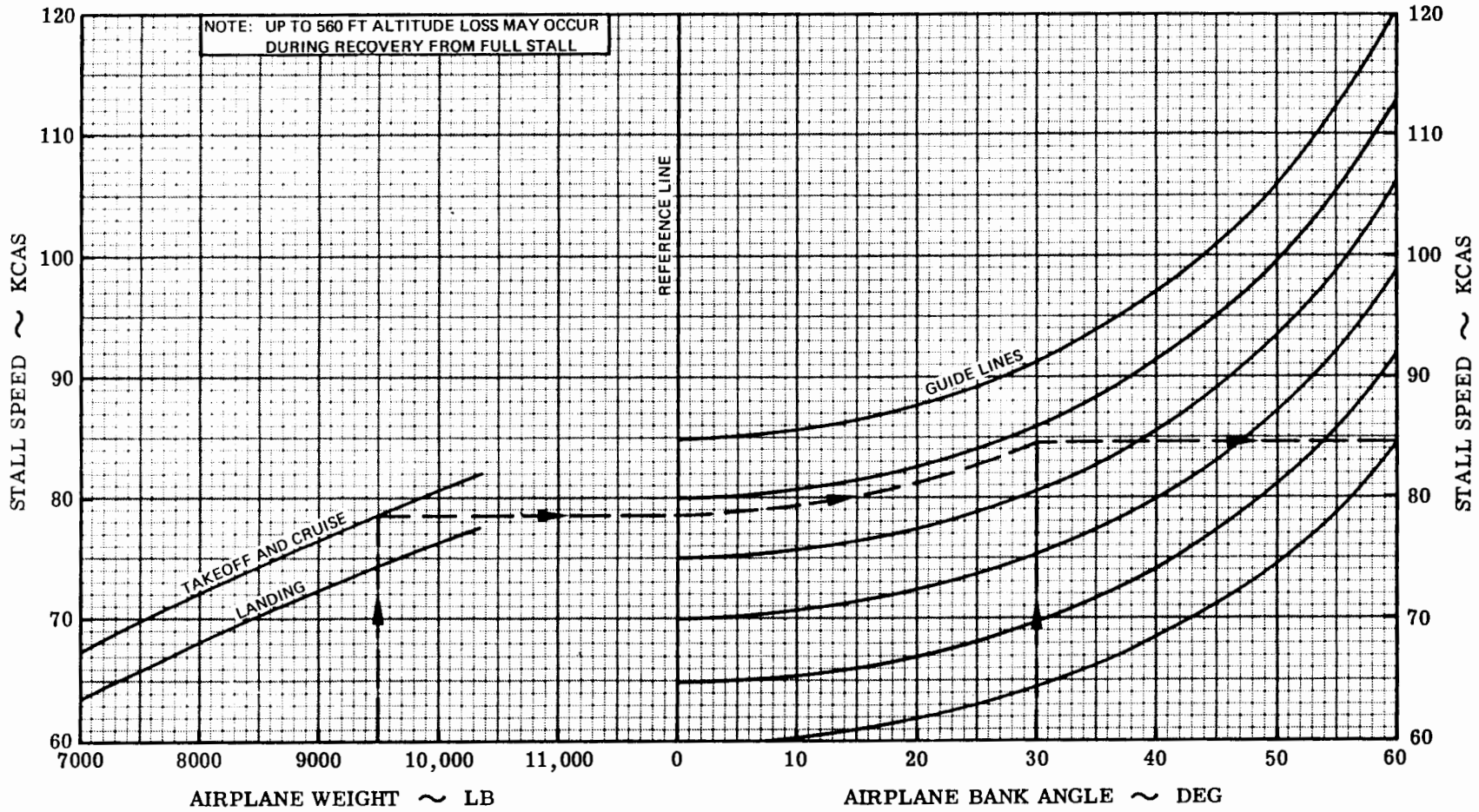


Figure 5-9.

AIR MINIMUM CONTROL SPEED (VMCA)

The Air Minimum Control Speed is defined as the minimum speed at which it is possible to recover control of the airplane when one engine is suddenly made inoperative in the Configuration given below, and to maintain it in straight flight at that speed with a Bank Angle not in excess of 5 degrees. A Heading change of not more than 20 degrees is permitted before recovery is complete.

ASSOCIATED CONDITIONS

Power

Prior to Engine Failure
Both Engines TAKEOFF POWER

After Engine Failure
Operative Engine TAKEOFF POWER
Inoperative Engine PROPELLER WINDMILLING/NTS

Wing Flaps 0 DEG
Landing Gear RETRACTED
Environmental System ON or OFF
Ice Protection Systems OFF

THE AIR MINIMUM CONTROL SPEED DEMONSTRATED WITH 5 DEG BANK ANGLE IS:

Air Minimum Control Speed = 83 KIAS

LEVEL FLIGHT CRUISE PERFORMANCE SUMMARIES, MAXIMUM RANGE AT CONSTANT POWER

Level Flight Cruise Performance for Maximum Range at Constant Power is summarized in Figures 5-25 thru 5-29. Fuel Flow, Shaft Horsepower, and True Airspeed is presented for varying Pressure Altitude, Airplane Weight, and Indicated Outside Air Temperature.

ASSOCIATED CONDITIONS

Power (Both Engines)	MAXIMUM RANGE AT CONSTANT POWER
Wing Flaps	0 DEG
Landing Gear	RETRACTED
Environmental System	ON
Ice Protection Systems	OFF
Electrical System	NOT MORE THAN 300 AMP TOTAL

TECHNIQUE

Obtain and maintain Shaft Horsepower given in the chart. Approach the cruise altitude from a slightly higher altitude with a shallow dive. Trim the airplane in a stabilized condition with zero rate of climb.

EXAMPLE

GIVEN:	Cruise Type	MAXIMUM RANGE AT CONSTANT POWER
	Outside Air Temperature	ISA +20°C
	Pressure Altitude	17,000 FT
	Airplane Weight	9500 LB

FIND: From Fig. 5-29 ISA +20°C

PRESSURE ALTITUDE FT	FUEL FLOW LB/HR/ENG	SHP HP/ENG	9000 LB		10,000 LB	
			CAS KCAS	TAS KTAS	CAS KCAS	TAS KTAS
16,000	208	300	168	223	165	218
18,000	203	300	166	227	162	222

Interpolate between both Altitude and Weight to find:

Fuel Flow	206 LB/HR/ENGINE
Shaft Horsepower	300 HP/ENGINE
True Airspeed	223 KTAS
Calibrated Airspeed	166 KCAS

ISA -20° C
LEVEL FLIGHT CRUISE PERFORMANCE
MAXIMUM RANGE AT CONSTANT POWER

PRESSURE ALTITUDE FT	IOAT °C	SHP HP/ENG	FUEL FLOW LB/HR/ENG	AIRSPEEDS KNOTS							
				7000 LB		8000 LB		9000 LB		10,000 LB	
				CAS	TAS	CAS	TAS	CAS	TAS	CAS	TAS
S. L.	-2	350	305	207	199	205	198	204	197	202	195
2000	-6	340	292	203	201	201	200	200	198	198	196
4000	-10	330	279	199	203	197	201	196	200	194	198
6000	-14	320	265	195	205	193	203	191	201	189	199
8000	-18	310	252	191	206	189	204	187	202	184	200
10,000	-22	300	241	187	208	185	206	182	203	180	200
12,000	-25	300	233	185	212	183	210	180	207	178	204
14,000	-29	300	225	183	217	181	214	178	211	175	208
16,000	-33	300	218	181	221	179	219	176	215	173	212
18,000	-37	300	213	179	226	177	223	174	220	171	216
20,000	-41	300	208	177	231	175	228	172	224	169	219
22,000	-46	300	202	176	236	173	232	170	228	166	223
24,000	-48	300	196	174	241	171	237	168	233	163	227
26,000	-50	300	190	171	247	168	243	165	238	160	231
27,000	-50	300	188	170	250	167	246	163	241	158	234
29,000	-50	300	184	167	257	164	252	160	246	155	238
31,000	-50	300	179	164	264	161	259	156	252	151	243

- NOTES: 1. SEE THE IOAT CORRECTION CHART TO OBTAIN TRUE OAT.
2. ABOVE 26,000 FT PRESSURE ALTITUDE, IOAT HAS BEEN LIMITED TO THE MINIMUM CERTIFICATED OPERATING TEMPERATURE.

Figure 5-25.

ISA -10° C
LEVEL FLIGHT CRUISE PERFORMANCE
MAXIMUM RANGE AT CONSTANT POWER

PRESSURE ALTITUDE FT	IOAT ° C	SHP HP/ENG	FUEL FLOW LB/HR/ENG	AIRSPEEDS KNOTS							
				7000 LB		8000 LB		9000 LB		10,000 LB	
				CAS	TAS	CAS	TAS	CAS	TAS	CAS	TAS
S. L.	8	350	305	205	201	204	200	202	198	200	197
2000	4	340	288	201	203	200	202	198	200	196	198
4000	0	330	275	197	205	196	203	194	201	191	199
6000	-4	320	261	193	207	191	205	189	203	187	200
8000	-8	310	248	189	209	187	207	185	204	182	201
10,000	-12	300	237	185	210	183	208	181	205	178	202
12,000	-15	300	229	183	215	181	212	179	209	176	206
14,000	-19	300	221	181	219	179	217	177	213	173	210
16,000	-23	300	215	180	224	177	221	175	218	171	214
18,000	-27	300	210	178	229	175	226	172	222	169	217
20,000	-31	300	205	176	234	173	230	170	226	166	221
22,000	-34	300	199	174	239	171	235	168	231	164	225
24,000	-38	300	193	172	244	169	240	166	235	161	229
26,000	-42	300	189	170	249	167	245	163	240	158	233
27,000	-44	300	187	169	252	166	247	162	242	157	235
29,000	-48	300	183	167	258	164	253	159	247	154	239
31,000	-49	300	179	164	264	161	259	156	252	151	243

- NOTES: 1. SEE THE IOAT CORRECTION CHART TO OBTAIN TRUE OAT.
2. AT 31,000 FT PRESSURE ALTITUDE, IOAT HAS BEEN LIMITED TO THE MINIMUM CERTIFICATED OPERATING TEMPERATURE.

Figure 5-26.

ISA
LEVEL FLIGHT CRUISE PERFORMANCE
MAXIMUM RANGE AT CONSTANT POWER

PRESSURE ALTITUDE FT	IOAT ° C	SHP HP/ENG	FUEL FLOW LB/HR/ENG	AIRSPEEDS KNOTS							
				7000 LB		8000 LB		9000 LB		10,000 LB	
				CAS	TAS	CAS	TAS	CAS	TAS	CAS	TAS
S. L.	18	350	298	203	203	202	202	200	200	198	198
2000	14	340	285	199	205	198	203	196	202	194	200
4000	10	330	272	195	207	194	205	192	203	190	201
6000	6	320	258	191	209	190	207	187	205	185	202
8000	2	310	245	187	211	185	208	183	206	180	203
10,000	-1	300	234	183	212	181	210	179	207	176	204
12,000	-5	300	226	181	217	179	214	177	211	174	208
14,000	-9	300	218	180	221	177	219	175	215	171	211
16,000	-13	300	212	178	226	175	223	173	220	169	215
18,000	-17	300	207	176	231	173	228	170	224	167	219
20,000	-21	300	202	174	236	171	233	168	228	164	223
22,000	-24	300	197	172	241	169	237	166	233	162	227
24,000	-28	300	191	170	247	167	242	163	237	159	231
26,000	-32	300	187	168	252	165	247	161	242	156	235
27,000	-34	300	185	167	255	164	250	160	244	155	236
29,000	-38	300	181	165	260	162	255	157	249	152	240
31,000	-41	300	178	163	266	159	261	155	253	149	244

NOTE: SEE THE IOAT CORRECTION CHART TO OBTAIN TRUE OAT.

Figure 5-27.

ISA +10° C
LEVEL FLIGHT CRUISE PERFORMANCE
MAXIMUM RANGE AT CONSTANT POWER

PRESSURE ALTITUDE FT	IOAT °C	SHP HP/ENG	FUEL FLOW LB/HR/ENG	AIRSPEEDS KNOTS							
				7000 LB		8000 LB		9000 LB		10,000 LB	
				CAS	TAS	CAS	TAS	CAS	TAS	CAS	TAS
S. L.	28	350	296	201	205	200	203	198	202	196	200
2000	24	340	282	197	207	196	205	194	203	192	201
4000	20	330	269	194	209	192	207	190	205	188	202
6000	16	320	255	190	211	188	209	186	206	183	203
8000	13	310	242	185	212	183	211	181	207	178	204
10,000	9	300	231	181	216	179	212	177	209	174	205
12,000	5	300	224	180	219	177	216	175	213	172	209
14,000	1	300	216	178	223	176	221	173	217	169	213
16,000	-3	300	210	176	228	173	225	171	221	167	217
18,000	-7	300	205	174	233	171	230	168	226	165	221
20,000	-11	300	200	172	238	169	235	166	230	162	224
22,000	-14	300	195	170	244	167	239	164	235	159	228
24,000	-18	300	190	168	249	165	244	161	239	157	232
26,000	-22	300	185	166	254	163	250	159	244	154	236
27,000	-24	300	183	165	257	162	252	158	246	152	238
29,000	-28	300	179	163	263	160	258	155	251	149	242
31,000	-31	300	176	161	269	157	263	152	255	146	245

NOTE: SEE THE IOAT CORRECTION CHART TO OBTAIN TRUE OAT.

Figure 5-28.

ISA +20° C
LEVEL FLIGHT CRUISE PERFORMANCE
MAXIMUM RANGE AT CONSTANT POWER

PRESSURE ALTITUDE FT	IOAT °C	SHP HP/ENG	FUEL FLOW LB/HR/ENG	AIRSPEEDS KNOTS							
				7000 LB		8000 LB		9000 LB		10,000 LB	
				CAS	TAS	CAS	TAS	CAS	TAS	CAS	TAS
S. L.	38	350	294	200	206	198	205	196	203	194	201
2000	34	340	281	196	208	194	207	192	205	190	202
4000	30	330	267	192	210	190	208	188	206	186	204
6000	27	320	254	188	212	186	210	184	208	181	205
8000	23	310	241	184	214	182	212	179	209	176	205
10,000	19	300	230	180	216	177	213	175	210	172	206
12,000	15	300	222	178	220	176	218	173	214	169	210
14,000	11	300	214	176	225	174	222	171	218	167	214
16,000	7	300	208	174	230	171	227	168	223	165	218
18,000	3	300	203	172	235	170	231	166	227	162	222
20,000	0	300	198	170	240	167	236	164	231	160	225
22,000	-4	300	193	168	246	165	241	162	236	157	229
24,000	-8	300	188	166	251	163	246	159	240	154	233
26,000	-12	300	184	164	257	161	252	157	245	151	237
27,000	-14	300	182	163	260	160	254	155	248	150	239
29,000	-18	300	178	161	265	157	260	153	252	147	242
31,000	-22	300	169	156	267	152	259	145	249	136	233

NOTE: SEE THE IOAT CORRECTION CHART TO OBTAIN TRUE OAT.

Figure 5-29.

LEVEL FLIGHT CRUISE PERFORMANCE SUMMARIES, HIGH CRUISE POWER

Level Flight Cruise Performance for High Cruise Power is summarized in Figures 5-30 thru 5-34. Fuel Flow, Shaft Horsepower, and True Airspeed is presented for varying Pressure Altitude, Airplane Weight and Indicated Outside Air Temperature.

ASSOCIATED CONDITIONS

Power (Both Engines)	HIGH CRUISE POWER (885°C ITT, 96% RPM)
Wing Flaps	0 DEG
Landing Gear	RETRACTED
Environmental System	ON
Ice Protection Systems	OFF
Electrical System	NOT MORE THAN 300 AMP TOTAL

TECHNIQUE

Obtain and maintain Shaft Horsepower given in the chart. Approach the cruise altitude from a slightly higher altitude with a shallow dive. Trim the airplane in a stabilized condition with zero rate of climb.

EXAMPLE

GIVEN	Cruise Type	HIGH CRUISE POWER (885°C ITT, 96% RPM)
	Outside Air Temperature	ISA -10°C
	Pressure Altitude	17,000 FT
	Airplane Weight	9500 LB

FIND: From Fig. 5-31 ISA -10°C

PRESSURE ALTITUDE FT	FUEL FLOW LB/HR/ENG	SHP HP/ENG	9000 LB		10,000 LB	
			CAS KCAS	TAS KTAS	CAS KCAS	TAS KTAS
16,000	330	611	233	289	231	287
18,000	313	577	226	289	224	287

Interpolate between both altitude and weight to find:

Fuel Flow	322 LB/HR/ENGINE
Shaft Horsepower	594 HP/ENGINE
True Airspeed	288 KTAS
Calibrated Airspeed	229 KCAS

ISA -20° C
LEVEL FLIGHT CRUISE PERFORMANCE
HIGH CRUISE POWER

PRESSURE ALTITUDE FT	IOAT °C	SHP HP/ENG	FUEL FLOW LB/HR/ENG	AIRSPEEDS KNOTS							
				7000 LB		8000 LB		9000 LB		10,000 LB	
				CAS	TAS	CAS	TAS	CAS	TAS	CAS	TAS
S. L.	-1	552	372	243	234	243	234	243	234	243	234
2000	-5	565	367	243	241	243	241	243	241	243	241
4000	-8	578	362	243	248	243	248	243	248	243	248
6000	-12	592	357	243	255	243	255	243	255	243	255
8000	-16	604	352	243	262	243	262	243	262	243	262
10,000	-19	619	350	243	270	243	270	243	270	243	270
12,000	-23	633	349	243	278	243	278	243	278	243	278
14,000	-27	649	347	243	286	243	286	243	286	243	286
16,000	-30	654	348	243	295	243	295	242	294	240	292
18,000	-34	619	332	237	297	236	295	234	294	233	292
20,000	-38	577	312	229	296	228	294	226	292	224	290
22,000	-42	541	294	222	296	220	294	218	292	216	289
24,000	-46	503	273	214	295	212	293	210	290	208	287
26,000	-48	461	251	204	293	202	290	200	287	197	283
27,000	-48	438	241	199	291	197	288	194	285	191	280
29,000	-48	394	220	188	288	185	284	182	279	178	274
31,000	-48	354	201	177	284	174	279	170	273	165	265

- NOTES: 1. SEE THE IOAT CORRECTION CHART TO OBTAIN TRUE OAT.
 2. SHP AND FUEL FLOW VALUES ARE AVERAGES FOR THE WEIGHT RANGE FROM 7000 THRU 10,000 LB.
 3. IN SOME CASES CAS HAS BEEN LIMITED TO THE MAXIMUM OPERATING SPEED OF 243 KCAS.
 4. ABOVE 26,000 FT PRESSURE ALTITUDE, IOAT HAS BEEN LIMITED TO THE MINIMUM CERTIFICATED OPERATING TEMPERATURE.

Figure 5-30.

ISA -10° C
LEVEL FLIGHT CRUISE PERFORMANCE
HIGH CRUISE POWER

PRESSURE ALTITUDE FT	IOAT ° C	SHP HP/ENG	FUEL FLOW LB/HR/ENG	AIRSPEEDS KNOTS							
				7000 LB		8000 LB		9000 LB		10,000 LB	
				CAS	TAS	CAS	TAS	CAS	TAS	CAS	TAS
S. L.	9	567	374	243	239	243	239	243	239	243	239
2000	6	580	369	243	245	243	245	243	245	243	245
4000	2	594	364	243	253	243	253	243	253	243	253
6000	-2	606	359	243	260	243	260	243	260	243	260
8000	-5	621	355	243	267	243	267	243	267	243	267
10,000	-9	636	354	243	275	243	275	243	275	243	275
12,000	-13	651	352	243	284	243	284	243	284	243	284
14,000	-16	646	349	242	291	241	290	240	288	238	287
16,000	-20	611	330	235	292	234	290	233	289	231	287
18,000	-24	577	313	228	292	227	291	226	289	224	287
20,000	-28	539	295	221	292	219	290	218	288	216	286
22,000	-32	507	278	214	292	212	290	210	288	208	285
24,000	-36	472	259	206	292	205	289	202	286	200	282
26,000	-40	439	242	199	290	197	287	194	283	191	279
27,000	-42	423	234	195	289	193	286	190	282	187	278
29,000	-46	390	219	187	287	184	283	181	278	177	273
31,000	-48	354	201	177	284	174	279	170	273	165	265

- NOTES: 1. SEE THE IOAT CORRECTION CHART TO OBTAIN TRUE OAT.
 2. SHP AND FUEL FLOW VALUES ARE AVERAGES FOR THE WEIGHT RANGE FROM 7000 THRU 10,000 LB.
 3. IN SOME CASES CAS HAS BEEN LIMITED TO THE MAXIMUM OPERATING SPEED OF 243 KCAS.
 4. AT 31,000 FT PRESSURE ALTITUDE, IOAT HAS BEEN LIMITED TO THE MINIMUM CERTIFICATED OPERATING TEMPERATURE.

Figure 5-31.

ISA
LEVEL FLIGHT CRUISE PERFORMANCE
HIGH CRUISE POWER

PRESSURE ALTITUDE FT	IOAT °C	SHP HP/ENG	FUEL FLOW LB/HR/ENG	AIRSPEEDS KNOTS							
				7000 LB		8000 LB		9000 LB		10,000 LB	
				CAS	TAS	CAS	TAS	CAS	TAS	CAS	TAS
S. L.	19	581	377	243	243	243	243	243	243	243	243
2000	16	594	372	243	250	243	250	243	250	243	250
4000	12	608	367	243	257	243	257	243	257	243	257
6000	8	622	363	243	265	243	265	243	265	243	265
8000	5	639	360	243	273	243	273	243	273	243	273
10,000	1	642	358	243	281	242	280	241	279	240	277
12,000	-3	619	344	238	284	237	282	236	281	234	279
14,000	-7	591	326	232	285	231	284	230	282	228	280
16,000	-11	562	309	226	286	225	285	223	283	221	281
18,000	-14	532	294	220	287	218	285	217	283	215	281
20,000	-18	499	277	213	287	211	285	209	282	207	280
22,000	-22	471	262	206	287	204	285	202	282	200	279
24,000	-26	440	245	199	287	197	284	194	280	191	276
26,000	-30	408	228	191	286	189	282	186	278	182	273
27,000	-32	394	221	187	285	185	281	182	277	178	271
29,000	-36	363	206	179	283	177	278	173	272	168	265
31,000	-40	335	192	172	280	168	275	164	268	158	259

- NOTES: 1. SEE THE IOAT CORRECTION CHART TO OBTAIN TRUE OAT.
 2. SHP AND FUEL FLOW VALUES ARE AVERAGES FOR THE WEIGHT RANGE FROM 7000 THRU 10,000 LB.
 3. IN SOME CASES CAS HAS BEEN LIMITED TO THE MAXIMUM OPERATING SPEED OF 243 KCAS.

Figure 5-32.

ISA +10° C
LEVEL FLIGHT CRUISE PERFORMANCE

HIGH CRUISE POWER

PRESSURE ALTITUDE FT	IOAT °C	SHP HP/ENG	FUEL FLOW LB/HR/ENG	AIRSPEEDS KNOTS							
				7000 LB		8000 LB		9000 LB		10,000 LB	
				CAS	TAS	CAS	TAS	CAS	TAS	CAS	TAS
S. L.	30	594	380	243	247	243	247	243	247	243	247
2000	26	608	376	243	254	243	254	243	254	243	254
4000	22	623	372	243	262	243	262	243	262	243	262
6000	19	623	367	243	269	242	268	241	267	239	265
8000	15	602	350	238	271	237	270	235	269	234	267
10,000	11	577	333	232	273	231	272	230	270	228	269
12,000	7	557	319	227	276	226	274	225	273	223	271
14,000	3	534	303	222	278	220	276	219	274	217	272
16,000	-1	510	288	216	280	215	277	213	275	211	273
18,000	-5	486	275	210	280	209	278	207	276	204	273
20,000	-9	457	260	204	281	202	278	200	275	197	272
22,000	-13	433	246	197	281	195	279	193	275	190	271
24,000	-17	405	230	190	281	188	278	185	274	182	269
26,000	-21	377	215	183	280	181	276	177	271	173	265
27,000	-23	364	208	180	279	177	275	173	269	169	263
29,000	-27	335	194	172	277	168	271	164	265	159	256
31,000	-31	310	181	164	274	160	268	155	259	148	248

- NOTES: 1. SEE THE IOAT CORRECTION CHART TO OBTAIN TRUE OAT.
 2. SHP AND FUEL FLOW VALUES ARE AVERAGES FOR THE WEIGHT RANGE FROM 7000 THRU 10,000 LB.
 3. IN SOME CASES CAS HAS BEEN LIMITED TO THE MAXIMUM OPERATING SPEED OF 243 KCAS.

Figure 5-33.

ISA +20° C
LEVEL FLIGHT CRUISE PERFORMANCE
HIGH CRUISE POWER

PRESSURE ALTITUDE FT	IOAT ° C	SHP HP/ENG	FUEL FLOW LB/HR/ENG	AIRSPEEDS KNOTS							
				7000 LB		8000 LB		9000 LB		10,000 LB	
				CAS	TAS	CAS	TAS	CAS	TAS	CAS	TAS
S. L.	38	599	385	243	251	243	251	242	250	241	249
2000	36	586	371	239	255	238	254	237	253	236	251
4000	32	568	355	235	257	234	256	233	255	231	253
6000	28	550	338	230	260	229	258	228	257	226	255
8000	24	531	323	225	262	224	261	223	259	221	257
10,000	20	510	308	220	264	219	262	217	261	216	259
12,000	17	494	295	215	266	214	265	213	263	211	261
14,000	13	475	280	210	269	209	267	207	264	205	262
16,000	9	456	267	205	270	204	268	202	266	199	263
18,000	5	436	255	200	272	198	270	196	267	193	263
20,000	1	412	242	194	273	192	270	189	266	186	262
22,000	-3	393	229	188	274	186	270	183	266	180	262
24,000	-7	369	215	182	274	179	270	176	265	172	259
26,000	-11	344	201	175	273	172	268	168	262	163	255
27,000	-13	333	195	171	272	168	267	164	260	158	252
29,000	-17	307	181	164	270	160	263	155	255	148	244
31,000	-21	284	170	156	267	152	259	145	249	136	233

- NOTES: 1. SEE THE IOAT CORRECTION CHART TO OBTAIN TRUE OAT.
 2. SHP AND FUEL FLOW VALUES ARE AVERAGES FOR THE WEIGHT RANGE FROM 7000 THRU 10,000 LB.
 3. IN SOME CASES CAS HAS BEEN LIMITED TO THE MAXIMUM OPERATING SPEED OF 243 KCAS.

Figure 5-34.