

PART 2

Chapter 2 — ENGINE LIMITATIONS

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1 Engine limitations Avon Mk 210

<i>Power Rating</i>	<i>Time Limit per flight ◀ OR per hour ▶</i>	<i>RPM per cent</i>	<i>JPT °C (max)</i>
Maximum cold power (or any degree of reheat)	15 mins (combined)	100 ± 0.5 max	775
Intermediate	30 mins	97.5 max	740
Max continuous	Unrestricted	95 max	705
Approach	Unrestricted	60 min	—
Slow idle	Unrestricted	31-34	625
Ground fast idle	Unrestricted	58 min	625

NOTE 1: 700°C must not be exceeded during starts.

NOTE 2: Under adverse conditions of hot day and/or tailwind running, the ground idling, ground fast idling and taxiing temperatures may be allowed to exceed the limit up to 675°C.

NOTE 3: During climbs at maximum conditions the governed speed may be permitted to rise to 102.5% RPM, but the maximum JPT must not be exceeded. Below ISA conditions, down to minus 30°C, governed speed will be maintained.

NOTE 4: During certain engine accelerations, temperatures in excess of the limiting JPT may be experienced. Full control to 775°C should be established by the JPT controller within 5 seconds. If, due to JPT controller malfunction, control is not established within this period, temperatures up to 800°C may be tolerated for a further 10 seconds whilst manual control is being taken.

◀ NOTE 5: The maximum continuous reheat running time is 15 minutes; if further time is required the reheat must be cancelled and re-selected. This applies to all degrees of reheat and included in this period is any time spent with maximum cold power selected. ▶

2 Oil pressure

The oil pressure warning lights must be extinguished at 45% RPM.

3 Minimum starting temperature

The minimum ambient temperature for engine starting is:

Pre-mod Avon 3707 minus 40°c

◀ Post-mod Avon 3707 minus 15°c ▶

In temperatures below these values, the engine must be heated as necessary before starting.

◀4 Fuel

The following fuels (containing FSII) are approved for use:

AVTUR—NATO Code F34—JP Equivalent: JP 1

AVTAG—NATO Code F40—JP Equivalent: JP 4

NOTE 1: The following emergency substitute fuels (NATO Codes F35, F42, F44 and F45) may also be used, in which case FSII should, if possible, be added. The content should be 0·10% to 0·15% by volume.

NOTE 2: Use of the emergency substitute fuels without the addition of FSII may lead to the formation of ice in the fuel system and fungus in the fuel tanks. ▶