Dara

## PART 2

# Chapter 2 — ENGINE LIMITATIONS

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1 Engine limitations Avon Mk 210

Power Rating	Time Limit per flight OR per hour	RPM per cent	JPT °C (max)
Maximumcold power (or any degree of reheat)		$100 \pm .5$ 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 I: 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 taxying temperatures may be allowed to exceed the limit up to 675°c.

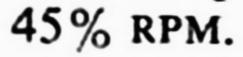
NOTE 3: During climbs at maximum conditions the governed speed may be permitted to rise to 102.5% RPM, but the maximum JPT must not be exceeded. Below ISA conditions, down to minus 30°C, governed speed will be maintained.

NOTE 4: During certain engine accelerations, temperatures in excess of the limiting JPT may be experienced. Full control to  $775^{\circ}$ 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  $800^{\circ}$ 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







## **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.

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