

**PART 2**

**LIMITATIONS**



## PART 2 LIMITATIONS

### 101. Engine limitations - Avon Mk.210

(1)

| POWER RATING                                                         | TIME LIMIT             | PERCENTAGE<br>r.p.m. | MAX. J.P.T.<br>°C |
|----------------------------------------------------------------------|------------------------|----------------------|-------------------|
| DURING STARTS                                                        |                        |                      | 700               |
| MAX. TAKE-OFF &<br>OPERATIONAL NECESSITY<br>(with or without reheat) | 15 minutes<br>combined | 100 ± 0.5            | 775               |
| INTERMEDIATE                                                         | 30 minutes             | 97.5 max.            | 740               |
| MAX. CONTINUOUS                                                      | unrestricted           | 95.0 max.            | 705               |
| APPROACH                                                             | unrestricted           | 60.0 min.            | 525               |
| GROUND IDLING                                                        | unrestricted           | 31-34                | 625               |

#### Note...

1. If 700°C j.p.t. should be reached during starts, close the H.P. cock immediately.
2. There is a setting tolerance of ± 0.5% r.p.m. on governed speed. Governed speed may increase with altitude due to governor creep, but r.p.m. should not be allowed to exceed 102.5% and j.p.t. must not exceed the maximum.

- (2) The oil pressure warning must be out above 45% r.p.m.

## PART 2    LIMITATIONS

### 102.    Airframe limitations

- (1)    Airframe limitations and flight restrictions are as set out in the current R.D. (A) Form 13 for the particular aircraft, modified by any subsequent R.D. (A) Form 94.
  
- (2)    The limits of protection afforded by the oxygen regulator and the various combinations of aircrew equipment assemblies are:-

| MK.20 TYPE REGULATOR<br>WITH VARIOUS A.E.A's                                  | LIMITING<br>ALTITUDE | TIME LIMIT<br>TO 40,000 FT.<br>COCKPIT ALTITUDE | INITIATE<br>DESCENT<br>IN:- |
|-------------------------------------------------------------------------------|----------------------|-------------------------------------------------|-----------------------------|
| A13A/4, P or Q mask                                                           | 45,000 ft.           | 1½ min.                                         | 1 min.                      |
| P or Q mask with<br>sleeveless jerkin and<br>anti-g trousers                  | 50,000 ft.           | 2 min.                                          | ½ min.                      |
| Partial pressure<br>helmet with sleeve-<br>less jerkin and<br>anti-g trousers | 66,000 ft.           | 4 min.                                          | 1 min.                      |
| Partial pressure<br>helmet with sleeved<br>type jerkin and<br>anti-g trousers | 70,000 ft.           | ◀ 4 min. ▶                                      | 1 min.                      |

**Note...**

*Aerodynamic suck will cause the cockpit altitude to exceed aircraft altitude by up to 8000 ft. if the canopy is lost.*

RESTRICTED