

Part II—Limitations

Chapter 1—Engine Limitations

List of Contents

	<i>Para.</i>		<i>Para.</i>
Engine limitations—Olympus Mk. 104	1	Oil temperature limitations (Mod. 1996)	3
Oil pressure limitations	2	Engine anti-icing system	4

1 Engine limitations—Olympus Mk. 104 (Uprated)

(a) The principal engine limitations are:

<i>Conditions</i>	% RPM	JPT °C
Maximum (10 mins. limit)	99.5-100	640
Maximum continuous	96-97	615
Approach idling	32 (min.)	—
Ground idling	31.5 to 32.5	—

(b) In steady conditions, with all engines at the same demanded thrust, no engine should be more than 30°C hotter or 2% RPM slower than the mean of the others. Refer to Part III, Chap. 2, para. 3 for handling instructions.

(c) There is a restriction on the use of throttle settings between 62½% and 76½% RPM below 10,000 feet at speeds in excess of 250 knots. All times within this band should be logged and recorded in the F700 at the end of every flight. ▶

2 Oil pressure limitations

Normal (at Max. continuous RPM and above) 50-60 PSI
 Minimum (at 90% RPM and above) . . . 35 PSI

3 Oil temperature limitations (Mod. 1996)

With all engines at the same RPM, the oil temperature of any one engine must not show a true rise of 15°C, or more than 10°C for longer than 5 minutes, above that for any other engine.

4 Engine anti-icing system

Operation below 55% RPM in icing conditions is limited to 2 minutes duration.

This file was downloaded
from the RTFM Library.

Link: www.scottbouch.com/rtfm

Please see site for usage terms,
and more aircraft documents.

