

## Part II

### Chapter 1—Engine and AAPP Limitations

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#### 1 Limitations—Conway Mk. 201

(a)

<i>Power rating</i>	<i>Time-limit (per flight)</i>	<i>RPM %</i>	<i>EGT °C</i>
Maximum . . . . .	5 mins.	104	690
Intermediate . . . . .	2 hours	103	665
Max. Continuous . . . . .	—	101.5	630
Ground idling . . . . .	—	48±1	430
During starts:			
Normal start . . . . .	} Moment- arily	—	600
Operational rapid start . . . . .		—	690

(b) *Oil pressures*

Minimum at ground idling . . . . .	12 PSI
Minimum at 80% and above . . . . .	28 PSI
Normal at 90% and above . . . . .	40 PSI

#### 2 Limitations—Artouste AAPP Mk. 112 and Mk. 113

<i>Condition</i>		<i>RPM</i>	<i>Max. JPT °C</i>	<i>Duration</i>
<i>Air load</i>	<i>Elect. load</i>			
Max. . . . .	10 kW	33,200/35,200	595	1 min.
Blow-off . . . . .	48 kW (60 kVA)	33,200/35,200	570	5 mins.
Blow-off . . . . .	32 kW (80 kVA)	33,200/35,200	530	5 secs.
Blow-off . . . . .	32 kW (40 kVA)	33,200/35,200	525	Continuous
Blow-off . . . . .	Nil	33,200/35,200	500	Continuous
Blow-off . . . . .	Nil	23,000/25,000	500	Continuous

Max. JPT during starts or accelerations is 700°C

#### 3 Engine anti-icing

Engine and engine intake anti-icing is cleared for use when flight in icing conditions is unavoidable.

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