

FOKKER 100 PERFORMANCE TABLES

TAKE OFF SPEEDS

Engine: R&R TAY 620-15

FLAP 0

AIRCRAFT WEIGHT (kg)	AIRSPEED (kt)		
	V1 = Vr	V2	Vfto
28 000	111	119	148
30 000	116	123	153
32 000	120	128	158
34 000	125	132	163
36 000	130	135	168
38 000	134	139	172
40 000	138	143	177
42 000	142	146	181
44 000	147	150	185

Engine Correction: For every 5 deg C above 30 deg C OAT: V1 and Vr: + 1 kt

Engine: R&R TAY 620-15

FLAP 8

AIRCRAFT WEIGHT (kg)	AIRSPEED (kt)			
	V1 = Vr	V2	Vfr	Vfto
28 000	107	113	119	148
30 000	112	117	123	153
32 000	116	121	128	158
34 000	120	125	132	163
36 000	123	128	135	168
38 000	127	132	139	172
40 000	131	135	143	177
42 000	135	138	146	181
44 000	139	142	150	185

Engine Correction: For every 5 deg C above 30 deg C OAT: V1 and Vr: + 1 kt

Engine: R&R TAY 620-15

FLAP 15

AIRCRAFT WEIGHT (kg)	AIRSPEED (kt)			
	V1 = Vr	V2	Vfr	Vfto
28 000	104	110	119	148
30 000	109	114	123	153
32 000	113	118	128	158
34 000	117	121	132	163
36 000	121	125	135	168
38 000	125	128	139	172
40 000	129	131	143	177
42 000	132	134	146	181
44 000	136	138	150	185

Engine Correction: For every 5 deg C above 30 deg C OAT: V1 and Vr: + 1 kt

LANDING SPEEDS

AIRCRAFT WEIGHT (kg)	Vref (kt)		
	FLAP 0	FLAP25	FLAP42
28 000	129	117	109
30 000	134	122	112
32 000	138	126	116
34 000	142	129	120
36 000	146	134	123
38 000	150	136	127
40 000	154	140	130
42 000	158	145	133
44 000	162	147	136

Dry conditions	Wet conditions																																
<p style="font-size: small; margin: 0;">ENGINE R&R TAY 620-15 AIRPORT ALTITUDE 0 ft FLAP 42</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center; margin-top: 5px;"> <thead> <tr> <th>AIRCRAFT WEIGHT (kg)</th> <th>REQUIRED RUNWAY LENGTH (m)</th> </tr> </thead> <tbody> <tr><td>28 000</td><td>1100</td></tr> <tr><td>30 000</td><td>1155</td></tr> <tr><td>32 000</td><td>1200</td></tr> <tr><td>34 000</td><td>1255</td></tr> <tr><td>36 000</td><td>1300</td></tr> <tr><td>38 000</td><td>1360</td></tr> <tr><td>39 900</td><td>1400</td></tr> </tbody> </table> <p style="font-size: small; margin-top: 5px;">Corrections: per kt headwind : - 8 m per kt tailwind : + 27 m per 1000 ft above sea level : + 35 m</p> <p style="font-size: small; margin-top: 5px;">Conditions: Dry runway All braking means serviceable</p>	AIRCRAFT WEIGHT (kg)	REQUIRED RUNWAY LENGTH (m)	28 000	1100	30 000	1155	32 000	1200	34 000	1255	36 000	1300	38 000	1360	39 900	1400	<p style="font-size: small; margin: 0;">ENGINE R&R TAY 620-15 AIRPORT ALTITUDE 0 ft FLAP 42</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center; margin-top: 5px;"> <thead> <tr> <th>AIRCRAFT WEIGHT (kg)</th> <th>REQUIRED RUNWAY LENGTH (m)</th> </tr> </thead> <tbody> <tr><td>28 000</td><td>1400</td></tr> <tr><td>30 000</td><td>1480</td></tr> <tr><td>32 000</td><td>1580</td></tr> <tr><td>34 000</td><td>1680</td></tr> <tr><td>36 000</td><td>1770</td></tr> <tr><td>38 000</td><td>1870</td></tr> <tr><td>39 900</td><td>1960</td></tr> </tbody> </table> <p style="font-size: small; margin-top: 5px;">Corrections: per kt headwind : - 20 m per kt tailwind : + 64 m per 1000 ft above sea level : + 60 m</p> <p style="font-size: small; margin-top: 5px;">Conditions: Vref Poor braking action Normal max reverse thrust selection</p>	AIRCRAFT WEIGHT (kg)	REQUIRED RUNWAY LENGTH (m)	28 000	1400	30 000	1480	32 000	1580	34 000	1680	36 000	1770	38 000	1870	39 900	1960
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FLIGHT PLANNING

CRUISE LEVEL SELECTION

Following table presents the cruise level to destination or alternate as a function of distance. The table is valid for the following speed schedule.

Climb 250 / 280 / M.70
 Cruise 280 / M.70
 Descent M.70 / 280 / 250

TRIP DISTANCE (nm)	100	150	200	250	300	350
CRUISE LEVEL	100	200	250	290	330	350

Following table presents the maximum initial cruise level as a function of aircraft weight and temperature. The table is valid for a climb speed schedule of 250 / 280 / M.70. The table can also be used to determine the maximum obtainable flight level for step climb.

INITIAL CRUISE LEVEL engine R&R TAY 620-15

Aircraft Weight (kg)	MAX INITIAL CRUISE LEVEL			
	ISA and below	ISA + 10 deg C	ISA + 15 deg C	ISA + 20 deg C
36.000	350	350	350	350
38.000	350	350	340	330
40.000	350	340	320	310
42.000	340	330	310	290
44.000	330	310	280	260

CLIMB

Following table is provided for a climb speed schedule of 250 / 280 / M.70 and for ISA (International Standard Atmosphere) temperature conditions. Climb distance, time, and fuel are presented from brake release to the top of climb.

CLIMB FL	ISA									SPEED 250 / 280 / M.70	
	DISTANCE (nm)									TIME (min)	
	FUEL (kg)									TAKE-OFF WEIGHT (kg)	
	28.000	30.000	32.000	34.000	36.000	38.000	40.000	42.000	44.000		
110	13	14	15	16	17	19	20	21	23	4	7
	4	4	5	5	5	6	6	7	7	6	7
	288	312	337	363	390	419	448	480	513	448	513
130	16	18	19	21	22	24	26	27	29	5	8
	5	5	5	6	6	7	7	8	8	7	8
	328	355	384	414	445	478	512	548	586	478	586
150	20	22	24	26	28	30	32	34	37	5	10
	5	6	6	7	7	8	8	9	10	8	10
	369	400	432	466	502	539	577	618	661	539	661
170	24	27	29	31	34	36	39	42	45	6	11
	6	7	7	8	8	9	10	10	11	9	11
	411	446	482	520	560	602	645	691	740	602	740
190	29	32	34	37	40	43	47	50	54	7	12
	7	7	8	9	9	10	11	12	12	10	12
	454	494	534	577	621	668	717	769	824	668	824
210	35	38	41	44	48	52	56	60	64	8	14
	8	8	9	10	11	11	12	13	14	11	14
	500	544	589	637	687	739	794	852	914	739	914
230	40	44	48	52	56	61	65	70	76	9	16
	9	9	10	11	12	13	14	15	16	13	16
	548	596	646	699	754	812	874	939	1009	812	1009
250	47	52	56	61	66	72	77	84	90	10	18
	10	11	11	12	13	14	16	17	18	14	18
	599	652	708	767	829	894	963	1037	1117	894	1117
270	56	61	67	72	79	85	93	101	110	11	21
	11	12	13	14	15	17	18	19	21	17	21
	657	716	778	848	914	988	1068	1153	1246	988	1246
290	63	69	76	83	90	98	107	117	127	12	23
	12	13	14	16	17	18	20	22	23	18	23
	703	768	836	908	984	1067	1156	1253	1359	1067	1359
310	71	78	85	93	102	111	122	134	148	13	26
	13	14	16	17	19	20	22	24	26	20	26
	748	818	892	970	1055	1146	1246	1356	1479	1146	1479
330	79	86	95	104	114	126	139	154	172	14	30
	14	16	17	19	20	22	25	27	30	22	30
	792	867	948	1034	1127	1228	1341	1469	1617	1228	1617
350	87	96	105	116	128	142	158	178	204	15	35
	15	17	19	20	22	25	27	31	35	22	35
	836	917	1004	1097	1200	1315	1445	1599	1789	1315	1789

CRUISE

Cruise and long-range cruise information is given for ISA temperature conditions. Following table is provided for cruise 280 / M.70. Fuel flow per engine (FF/ENG) and TAS are shown as a function of aircraft weight and flight level (FL).

FL	TAS (kt)	ISA								
		FF / ENG engine R&R TAY 620-15 (kg / hr)								
		ACTUAL AIRCRAFT WEIGHT (kg)								
		28.000	30.000	32.000	34.000	36.000	38.000	40.000	42.000	44.000
110	327	1005	1016	1028	1041	1055	1069	1084	1100	1118
130	337	984	996	1008	1021	1036	1051	1067	1084	1101
150	347	968	981	994	1008	1023	1038	1054	1070	1089
170	358	958	971	984	998	1014	1030	1047	1065	1083
190	369	951	965	980	994	1010	1026	1043	1061	1080
210	380	948	961	976	992	1007	1024	1042	1060	1079
230	392	946	960	975	990	1005	1022	1041	1060	1079
250	404	945	960	975	990	1007	1024	1042	1062	1083
270	417	949	962	976	992	1009	1029	1049	1070	1091
290	414	880	895	912	930	949	970	991	1015	1041
310	410	815	833	851	872	893	915	941	969	999
330	406	760	779	800	821	846	873	903	938	979
350	403	712	732	755	781	810	844	884	927	983

Following table is provided for long-range cruise 280 / M.70. Fuel flow per engine (FF/ENG) and TAS are shown as a function of aircraft weight and flight level (FL).

FL	LONG RANGE CRUISE								
	TAS / MACH (kt / - -) engine R&R TAY 620-15								
	FF / ENG (kg / hr)								
	ACTUAL AIRCRAFT WEIGHT (kg)								
	28.000	30.000	32.000	34.000	36.000	38.000	40.000	42.000	44.000
110	285/448	286/450	293/461	303/477	314/494	324/510	331/521	336/529	340/535
	835	856	896	948	1003	1058	1100	1135	1169
130	291/462	299/474	308/488	317/518	327/518	331/525	334/530	338/536	343/544
	813	853	899	945	994	1027	1056	1089	1127
150	296/473	306/489	318/508	326/510	330/527	335/536	341/544	345/551	347/555
	783	830	882	923	954	990	1027	1061	1090
170	307/494	320/515	327/526	331/533	336/540	340/547	343/553	347/558	351/565
	772	825	861	893	925	957	988	1020	1057
190	318/516	324/527	329/534	335/544	340/552	343/557	349/564	354/575	359/583
	759	794	824	860	894	924	958	1002	1041
210	324/530	330/540	335/548	339/554	342/560	348/570	356/582	360/590	368/601
	735	769	801	830	859	899	944	981	1029
230	328/541	333/550	338/557	343/566	352/581	355/586	363/599	370/610	376/619
	706	738	769	805	850	882	929	972	1016
250	333/555	337/561	344/572	350/583	357/593	365/607	372/618	378/628	386/642
	685	713	751	789	829	876	919	961	1013
270	334/561	345/579	351/589	359/603	367/616	373/626	382/641	389/653	936/663
	655	701	737	781	825	866	915	961	1009
290	345/583	351/544	360/610	367/621	378/640	384/650	391/661	400/627	405/685
	649	685	730	769	822	864	909	965	1019
310	352/601	360/615	369/629	379/647	384/656	394/672	400/683	411/702	420/717
	638	679	721	770	810	863	909	972	1031
330	360/620	370/638	379/653	387/667	397/684	406/699	415/714	419/722	423/729
	629	675	718	764	817	872	926	975	1028
350	372/646	381/662	392/681	398/691	410/713	415/721	420/730	421/732	414/720
	627	672	723	768	829	877	928	974	993

DESCENT

Following table presents descent distance, flight time, and fuel used from the top of descent to 2.000 ft including deceleration. The table is valid for an aircraft weight of 38.000 kg. The information is based on the following descent schedule:

-If the top of descent is above FL 300, descent to FL 300 with a constant rate of 1000 ft/min; at FL 300 idle thrust is selected.

-If the top of descent is below FL300, idle thrust is selected.

The speed schedule is M.70/280 down to FL 100.

-At FL 100, decelerate to 250 kt IAS and descend with idle thrust to a pressure altitude of 2000 ft.

-At 2000 ft decelerate to the green dot speed + 20 kt, which is the initial approach speed.

DESCENT

ISA
38.000 kg

SPEED M.70 / 280/ 250
engine R&R TAY 620-15

FL	DISTANCE (nm)					TIME (min)	FUEL (kg)
	HEADWIND		0 KT	TAILWIND			
	60 KT	30 KT		30 KT	60 KT		
140	27	31	35	39	42	7	67
160	32	36	40	44	48	8	74
180	35	40	45	50	55	9	80
200	40	45	50	55	60	10	86
220	43	49	55	61	67	11	92
240	49	55	61	67	73	12	98
260	54	60	66	72	78	12	104
280	57	64	71	78	85	13	109
300	61	68	75	82	89	14	113
320	73	81	89	97	105	16	157
340	84	93	102	110	118	18	197
350	90	99	109	119	128	19	217

HOLDING

Following table presents EPR/N1, FF/ENG, and IAS at the all-engine minimum drag speed as a function of aircraft weight and altitude.

ALL-ENGINE HOLDING

MINIMUM DRAG SPEED

AIRCRAFT WEIGHT (kg)	EPR(-) / N1 (%) engine R&R TAY 620-15 FF / ENG (kg/hr) / IAS (kt)					
	ALTITUDE					
	1500 ft	5000 ft	10.000 ft	15.000 ft	20.000 ft	25.000 ft
28.000	1.15/50.7 729/165	1.17/53.0 692/165	1.21/56.3 639/165	1.25/59.5 587/166	1.30/63.0 559/166	1.36/66.3 539/167
30.000	1.16/52.4 750/171	1.19/54.6 715/171	1.22/57.9 666/171	1.26/61.2 616/172	1.32/64.5 594/172	1.38/67.8 573/173
32.000	1.17/53.7 782/177	1.19/55.9 745/176	1.23/59.1 692/176	1.28/62.6 652/178	1.34/65.9 630/178	1.41/69.1 607/179
34.000	1.18/64.9 812/181	1.21/57.3 776/182	1.24/60.6 724/183	1.29/64.0 689/183	1.35/67.2 665/184	1.43/70.5 643/185
36.000	1.19/56.3 845/187	1.22/58.6 807/187	1.26/61.9 753/187	1.31/65.3 725/188	1.37/68.5 699/189	1.45/71.8 680/190
38.000	1.20/57.5 877/192	1.23/59.9 841/192	1.27/63.2 790/193	1.33/66.5 762/194	1.39/69.6 735/194	1.47/73.2 718/196
40.000	1.21/58.8 909/197	1.24/61.0 869/198	1.28/64.3 827/198	1.34/67.6 799/199	1.41/70.7 770/199	1.49/74.5 759/202
42.000	1.22/59.8 943/202	1.25/62.2 901/202	1.30/65.5 864/203	1.36/68.7 834/204	1.43/71.8 806/204	1.51/75.8 798/207
44.000	1.23/60.9 976/206	1.26/63.4 932/207	1.31/66.6 900/208	1.37/69.7 869/209	1.44/73.0 844/209	1.53/77.0 838/211
46.000	1.24/62.0 1010/212	1.27/64.4 970/212	1.32/67.6 937/212	1.39/70.6 905/213	1.46/74.1 883/215	1.55/78.2 882/216

Corrections:

Per 10 deg C above standard temperature, N1: + 1.5 per cent;
FF/ENG + 2 per cent.

Per 10 deg C below standard temperature, N1: - 1.5 per cent;
FF/ENG: - 1.5 per cent.

If holding is a racetrack pattern, fuel consumption: + 5 per cent.

TRIP TIME AND FUEL DATA

Following tables provided trip time and fuel data from take-off till 2000 ft above destination for stage lengths from 100 nm up to 950 nm with intervals of 50 nm. First two tables are valid for a take-off weight of 38.000 kg, zero wind, and for ISA temperatures. Second two tables provide the same information for stage lengths from 1000 nm up to 2000 nm with intervals of 100 nm. These two tables are valid for a take-off weight of 44.450 kg. The information is based on airports of destination and departure at sea level and air conditioning in the normal mode.

The following speed schedule is applicable:

Climb : 250 / 280 / M.70

Cruise : 280 / M.70

Descent : M.70 / 280 / 250

The required block fuel is calculated as follows:

Taxi fuel: Normally 100 kg. For prolonged taxi times use 15 kg/min.

+

Trip fuel: Obtained from trip time and fuel table

+

Route reserve: According state and/or company rules; usually six per cent of the trip fuel.

+

Alternate fuel: Obtained from trip time and fuel table.

+

Holding fuel: According state and/or company rules; usually 45 min.

- NOTES:
1. For approach and landing add 175 kg and six minutes.
 2. For conditions above ISA increase the fuel with two per cent per 10 deg C above ISA.

CRUISE ALTITUDE							engine R&R TAY 620-15						
GROUND DIST (nm)	13.000		15.000		17.000		19.000		21.000		23.000		
	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	
	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	
100	0:21	829	0:21	823	0:21	821	0:21	823	:	---	:	---	
150	0:30	1139	0:30	1120	0:29	1107	0:29	1098	0:29	1094	0:28	1094	
200	0:39	1447	0:38	1416	0:38	1392	0:37	1373	0:37	1360	0:36	1345	
250	0:48	1755	0:47	1711	0:46	1676	0:45	1648	0:44	1626	0:43	1594	
300	0:57	2063	0:56	2006	0:54	1959	0:53	1922	0:52	1892	0:51	1843	
350	1:06	2369	1:04	2300	1:03	2242	1:01	2195	1:00	2156	0:59	2121	
400	1:15	2675	1:13	2593	1:11	2525	1:10	2468	1:08	2421	1:07	2377	
450	1:24	2980	1:21	2886	1:20	2806	1:18	2740	1:16	2684	1:14	2632	
500	1:32	3285	1:30	3178	1:28	3087	1:26	3011	1:24	2947	1:22	2887	
550	1:41	3589	1:39	3469	1:36	3368	1:34	3282	1:32	3210	1:30	3141	
600	1:50	3892	1:47	3760	1:45	3648	1:42	3552	1:40	3471	1:37	3394	
650	1:59	4195	1:56	4050	1:53	3927	1:50	3822	1:48	3733	1:45	3647	
700	2:08	4497	2:05	4340	2:01	4206	1:58	4092	1:55	3994	1:53	3900	
750	2:17	4799	2:13	4629	2:10	4484	2:07	4360	2:03	4254	2:00	4152	
800	2:26	5099	2:22	4918	2:18	4761	2:15	4629	2:11	4513	2:08	4404	
850	2:35	5400	2:31	5205	2:27	5038	2:23	4896	2:19	4773	2:16	4655	
900	2:44	5699	2:39	5493	2:35	5314	2:31	5163	2:31	5163	2:23	4906	
950	2:52	5998	2:48	5780	2:43	5590	2:39	5430	2:35	5289	2:31	5156	
CLB:TAS (kt)	291		299		308		316		324		332		
DIST (nm)	24		30		36		43		52		61		
CRZ:TAS(kt)	337		347		358		369		380		392		
IAS (kt)	280		280		280		280		280		280		
FF/ENG (kg/h)	1042		1028		1020		1015		1013		1011		
DES:TAS (kt)	286		293		299		305		311		317		
DIST(nm)	29		33		38		43		48		53		

CRUISE ALTITUDE							engine R&R TAY 620-15						
GROUND DIST (nm)	25.000		27.000		29.000		31.000		33.000		35.000		
	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	
	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	
100	:	---	:	---	:	---	:	---	:	---	:	---	
150	0:28	1094	:	---	:	---	:	---	:	---	:	---	
200	0:36	1345	0:35	1343	0:35	1337	:	---	:	---	:	---	
250	0:43	1594	0:43	1586	0:43	1567	0:43	1555	0:43	1551	:	---	
300	0:51	1843	0:50	1829	0:50	1797	0:50	1773	0:50	1760	0:50	1756	
350	0:58	2092	0:57	2071	0:57	2026	0:57	1991	0:58	1968	0:58	1958	
400	1:05	2340	1:04	2312	1:04	2254	1:05	2208	1:05	2176	1:05	2159	
450	1:13	2588	1:11	2553	1:12	2482	1:12	2425	1:12	2383	1:13	2360	
500	1:20	2835	1:19	2793	1:19	2710	1:19	2641	1:20	2590	1:20	2559	
550	1:28	3082	1:26	3033	1:26	2936	1:27	2856	1:27	2796	1:28	2758	
600	1:35	3328	1:33	3272	1:33	3163	1:34	3071	1:34	3001	1:35	2956	
650	1:42	3573	1:40	3511	1:41	3388	1:41	3285	1:42	3206	1:42	3154	
700	1:50	3819	1:47	3750	1:48	3614	1:49	3499	1:49	3410	1:50	3351	
750	1:57	4063	1:55	3987	1:55	3838	1:56	3712	1:57	3613	1:57	3547	
800	2:05	4307	2:02	4225	2:02	4063	2:03	3924	2:04	3816	2:05	3742	
850	2:12	4551	2:09	4462	2:10	4286	2:11	4137	2:11	4018	2:12	3937	
900	2:20	4794	2:16	4698	2:17	4509	2:18	4348	2:19	4220	2:20	4131	
950	2:27	5037	2:23	4934	2:24	4732	2:25	4559	2:26	4421	2:27	4324	
CLB:TAS (kt)	341		350		358		363		368		372		
DIST (nm)	62		85		98		111		126		142		
CRZ:TAS(kt)	404		417		414		411		407		403		
IAS (kt)	280		280		269		257		246		235		
FF/ENG (kg/h)	1011		1014		953		897		852		817		
DES:TAS (kt)	323		329		333		341		349		356		
DIST(nm)	58		63		67		76		90		103		

CRUISE ALTITUDE							engine R&R TAY 620-15						
GROUND DIST (nm)	13.000		15.000		17.000		19.000		21.000		23.000		
	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	
	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	
1000	3:02	6646	2:57	6416	2:52	6226	2:48	6056	2:44	5910	2:39	5772	
1100	3:20	7266	3:14	7012	3:09	6801	3:04	6612	2:59	6450	2:55	6295	
1200	3:38	7884	3:32	7605	3:26	7373	3:20	7165	3:15	6987	3:10	6816	
1300	3:55	8499	3:49	8195	3:43	7943	3:37	7716	3:31	7522	3:25	7334	
1400	4:13	9111	4:06	8784	3:59	8510	3:53	8265	3:47	8054	3:41	7850	
1500	4:31	9721	4:23	9369	4:16	9075	4:09	8810	4:02	8584	3:56	8364	
1600	:	----	4:41	9952	4:33	9637	4:25	9354	4:18	9112	4:11	8876	
1700	:	----	:	----	:	----	4:42	9895	4:34	9637	4:27	9385	
1800	:	----	:	----	:	----	:	----	:	----	4:42	9892	
1900	:	----	:	----	:	----	:	----	:	----	:	----	
2000	:	----	:	----	:	----	:	----	:	----	:	----	

CLB:TAS (kt)	291	300	308	316	325	333
DIST (nm)	30	37	45	55	65	77
CRZ:TAS(kt)	337	347	358	369	380	392
IAS (kt)	280	280	280	280	280	280
FF/ENG (kg/h)	1068	1055	1049	1044	1043	1042
DES:TAS (kt)	286	293	299	306	311	317
DIST(nm)	29	34	39	43	49	54

CRUISE ALTITUDE							engine R&R TAY 620-15						
GROUND DIST (nm)	25.000		27.000		29.000		31.000		33.000		35.000		
	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	TIME	FUEL	
	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	hr:min	kg	
1000	2:35	5649	2:32	5557	2:32	5376	2:33	5239	2:34	5158	2:35	5143	
1100	2:50	6157	2:46	6053	2:47	5848	2:48	5692	2:49	5596	2:50	5574	
1200	3:05	6663	3:00	6547	3:01	6318	3:03	6141	3:04	6031	3:05	5999	
1300	3:20	7167	3:15	7038	3:16	6785	3:17	6587	3:19	6462	3:20	6420	
1400	3:35	7668	3:29	7527	3:30	7249	3:32	7031	3:33	6890	3:35	6837	
1500	3:50	8167	3:44	8014	3:45	7711	3:47	7472	3:48	7315	3:50	7250	
1600	4:04	8664	3:58	8499	3:59	8171	4:01	7910	4:03	7736	4:05	7661	
1700	4:19	9159	4:12	8981	4:14	8629	4:16	8346	4:18	8155	4:20	8069	
1800	4:34	9651	4:27	9461	4:28	9084	4:30	8780	4:32	8571	4:34	8473	
1900	:	----	4:41	9939	4:43	9537	4:45	9211	4:47	8984	4:49	8873	
2000	:	----	:	----	4:57	9987	4:60	9639	5:02	9393	5:04	9271	
CLB:TAS (kt)	342	352	360	367	372	377							
DIST (nm)	92	112	130	151	177	211							
CRZ:TAS(kt)	404	417	414	411	407	403							
IAS (kt)	280	280	269	257	246	235							
FF/ENG (kg/h)	1043	1049	991	943	907	887							
DES:TAS (kt)	323	329	333	340	349	356							
DIST(nm)	59	64	68	77	77	105							

MAXIMUM OPERATING WEIGHTS:

The maximum operating weights are:

Maximum Take-off Weight (MTOW)	44.450 kg (98.000 lb).
Maximum Landing Weight (MLW)	39.915 kg (88.000 lb)
Maximum Zero Fuel Weight (MZFW)	36.740 kg (81.000 lb)
Maximum Taxi Weight (MTW)	44.680 kg (99.500 lb)

FUEL

Tank Arrangements and Identifications

The fuel is stored in wing tanks which contain an integral collector tank, and a center tank.

Loading

USABLE FUEL TANK QUANTITIES			
	Wing tanks	Center tank	Total
Liters	9.680	3.140	12.820
US gallons	2.557	830	3.387
IMP gallons	2.130	691	2.821
Kilograms	7.744	2.512	10.256
Pounds	17.073	5.538	22.611