



**I - Model NA-265, Model NA-265-20, Model NA-265-30** (cont'd)

Engine Limits Oil inlet temperature 121°C 250°F

Maximum permissible air bleed extraction of total engine airflow

Two engine operation (each engine)	
Idle to maximum continuous	4.0%
Maximum continuous through takeoff	3.0%
One engine operation	
Idle to maximum continuous	4.4%
Maximum continuous through takeoff	3.7%

NOTE: Thrust setting: Appropriate thrust setting curves (EPR) in FAA Approved Airplane Flight Manual must be used for control of the engine thrust.

Engines installed must meet the minimum thrust coefficient (Cg) as shown in the following table. Engines are to be equipped with 443 series tapered P<sub>T5</sub> probes.

P <sub>T5</sub> /PO	1.2	1.4	1.6	1.8	2.0	2.2	2.4	2.6
Cg - P and WA Acceptance Test*	.850	.870	.890	.905	.918	.925	.934	.938
Cg - installed in NA-265**	.897	.908	.915	.920	.923	.926	.927	.928

\*With jet nozzle and exhaust pipe per PWA Drawing No. 403201

\*\*With tail pipe per NR Drawing No. 265-420023-11

Oil

Aircraft Turbine Engine Lubricant conforming to P&W Specification PWA 521, as revised.

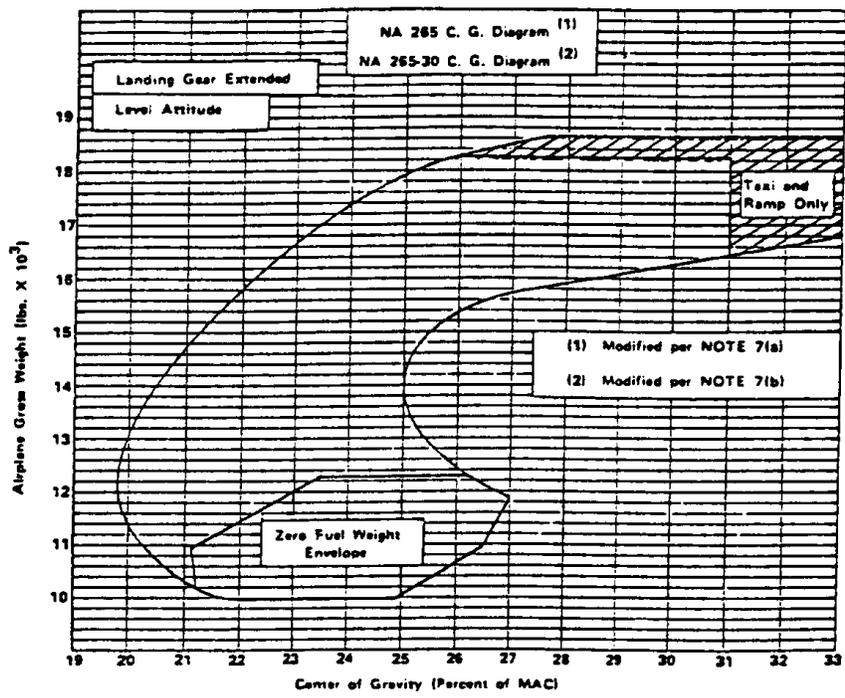
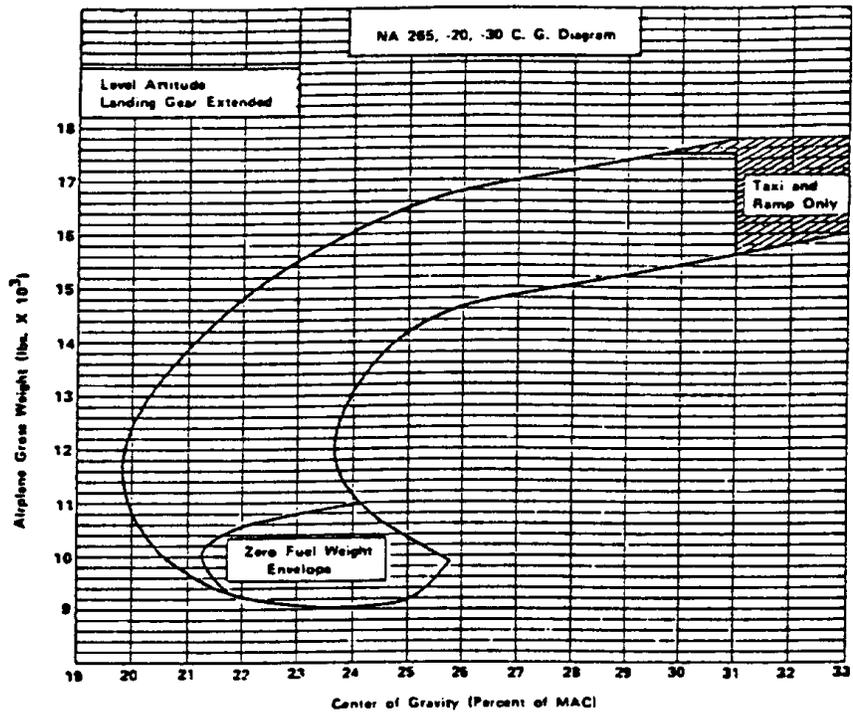
Airspeed Limits (CAS)

	NA-265	NA-265-20 NA-265-30
VMO (Max. operating at S.L.)	333K	333K
VMO (Max. operating - 21,340 ft.)	346K	346K
VMO (Max. Operating above 21,340 ft.)	.765M	.765M
VA (Maneuvering at S.L.)	218K	205K
VA (Maneuvering - 39,000 ft.)	236K	--
MA (Maneuvering above 39,000 ft.)	.765M	--
VA (Maneuvering - 40,500 ft.)	--	228K
MA (Maneuvering above 40,500 ft.)	--	.765M
VFE (Flaps down 23.5° (100%) indicated)	183K	183K
VLO (Landing gear operating)	183K	183K
VLE (Landing gear extended)	183K	183K
VSB (Speed brake extension)	Any speed	Any speed
(Speed brake retraction)	Any speed	Any speed
V (Fuel jettisoning)	Any speed	Any speed

NOTE: For variation between values shown and corresponding IAS Limits, for the airspeed system installed, refer to FAA Approved Airplane Flight Manual.

For Buffet Envelope and Limit Maneuvering Load Factor variation with airspeed, weight, fuel loading and altitude, refer to FAA Approved Airplane Flight Manual.

**I - Model NA-265, Model NA-265-20, Model NA-265-30** (cont'd)  
C.G. Range



The landing gear retraction moment is -380 in.-lb. and results in a negligible forward movement of the C.G. When the airplane is loaded within the above C.G. envelope limits as applicable at both the start of takeoff and zero fuel weights, and the restrictions concerning crew and passenger movement specified in the FAA Approved Load and Balance Schedule are complied with, the airplane will remain within the approved C.G. limits.

**I - Model NA-265, Model NA-265-20, Model NA-265-30** (cont'd)

Maximum Weight (in Pounds)

Airplane Model	NA-265, -20, -30	NA-265 Modified per Note 7(a) NA-265-30 Modified per Note 7(b)		
Equipped with brake P/N	9541544	9543102	9543102	9550338
Anti-skid installed and operational	No	No	Yes	Yes
Ramp and taxi	17,760	17,760	18,650	18,650
Start of takeoff	17,450	17,450	18,340	18,340
Airborne	17,375	17,375	18,265	18,265
Airborne (no fuselage fuel)	16,527	--	--	--
Zero fuel	10,984	10,984	12,250	12,250
Landing	13,000	14,000	17,500	17,500

NOTE: Fuel jettison valves required for operation in excess of 105 percent of the maximum landing weight. Refer to the FAA Approved Airplane Flight Manual for fuel jettisoning procedures. See NOTE 1

Minimum Crew 2 pilots

Maximum Passengers 4 - NA-265, -20, -30  
7 - NA-265 when modified per NOTE 7(a)  
NOTE: See NOTE 1(a) and (b)

Maximum Baggage

Airplane Model	Airplane Serial Numbers	Location	Inches from Datum	Capacity (pounds)	Max. Load (p.s.f.)	C.G. Inches from Datum
NA-265 NA-265-20 NA-265-30	265-1 thru 265-88 270-1 thru 270-6 277-1 thru 277-10 285-1 thru 285-32	Forward	145-206	250	100	180
NA-265	276-1 thru 276-55	Forward Aft	145-206 298-320	250 170	100 50	180 315
NA-265 Modified per NOTE 7(a)	265-1 thru 265-88 276-1 thru 276-55	Forward Aft	145-206 298-320	270 340	100 50	180 309

Fuel Capacity

Fuel at 6.50 lb/gal.	Pressure Refueling (lbs.)		Gravity Refueling (lbs.)		C.G. Inches from Datum
	Total	Usable	Total	Usable	
2 wing tanks	6,021	5,867	5,951	5,797	256
1 fuselage tank	1,046	1,043	1,065	1,063	345

See NOTE 1(c) for system fuel

Oil Capacity 1.6 gal./engine, 12 pounds each. C.G. is 324 inches from datum.  
This weight must be included in the aircraft empty weight.

Maximum Operating Altitude 45,000 feet

NOTE: Pressure cabin service life is based on the following pressurization limits which must not be exceeded.

Airplane Model	Airplane Altitude (feet)	Cabin Altitude (feet)
NA-265, NA-265-20, and NA-265-30	Sea Level to 8,000 8,000 to 45,000	Ambient Pressure 8,000

**I - Model NA-265, Model NA-265-20, Model NA-265-30** (cont'd)

Serial Numbers Eligible

Civil Model	Rockwell International Serial No.	Military Model	Military Model Deviation NR Report No.
NA-265	265-1 thru 265-88 276-1 thru 276-55	USAF T-39A	NA-62-399
NA-265-20	270-1 thru 270-6	USAF T-39B	NA-62-636
NA-265-30	277-1 thru 277-10 285-1 thru 285-32	USAF T-39B	NA-62-637

NOTE: Military Aircraft bearing the above serial numbers and having been issued Form ACA-970, Conformity Certificate - Military Aircraft, are eligible for FAA Certificate of Airworthiness when brought into the type design configuration as referenced in the deviation report. In addition, a supplemental name plate must be installed adjacent to the original name plate, listing the name of the modifier, the date of modification, and the civil model designation. The original name plate, however, must not be removed. See NOTE 5.

Fatigue Life Limits

See NOTE 3(b).

**II - Model NA-265-40 (Transport Aircraft), Approved April 17, 1963**

Engines

2 Pratt & Whitney Turbo Wasp JT12A-6A  
or 2 Pratt & Whitney Turbo Wasp JT12A-8

NOTE: Engines may be intermixed on airplane S/N 282-1 through 282-97. See FAA Approved Airplane Flight Manual for Operating Limitations. Airplane S/N 282-98 and subsequent require two JT12A-8 engines.

Fuel

Commercial Aircraft Turbine Engine Fuel conforming to PWA Specification PWA 522 as revised.

Fuel Controls

Hamilton Standard JFC-46-8 Hydro-Mechanical Controls (JT12A-8 engine)

Hamilton Standard JFC-46-4 Hydro-Mechanical Controls (JT12A-6A engine)

Engine Limits

See Section I for Engine Model JT12A-6A, Engine Limits  
Engine Model (See Fatigue Life Limits Data for All Models and NOTE 7(d)) JT12A-8

Static thrust (See Engine Data Sheet 1E9, NOTE 5).

Takeoff (5 min.)	3,300 lbs.
Maximum continuous	3,000 lbs.
Maximum permissible engine rotor operating speed	16,700 r.p.m.

Maximum permissible gas temperature at the turbine outlet

Takeoff	718°C	1,325°F
Maximum continuous	655°C	1,211°F
Maximum acceleration (2 min.)	718°C	1,325°F
Starting (momentary)	525°C	977°F

Oil inlet temperature

121°C 250°F

Maximum permissible air bleed extraction of total engine airflow

Two engine operation (each engine)

Idle to maximum continuous	4.0%
Maximum continuous through takeoff	3.0%

**II - Model NA-265-40** (cont'd)

## Engine Limits (cont'd)

One engine operation	
Idle to maximum continuous	4.4%
Maximum continuous through takeoff	3.7%

NOTE: Thrust setting: Appropriate thrust setting curves (EPR) in FAA Approved Airplane Flight Manual must be used for control of the engine thrust.

## Oil

Aircraft Turbine Engine Lubricant conforming to P&W Specification PWA 521, as revised.

## Airspeed Limits (CAS)

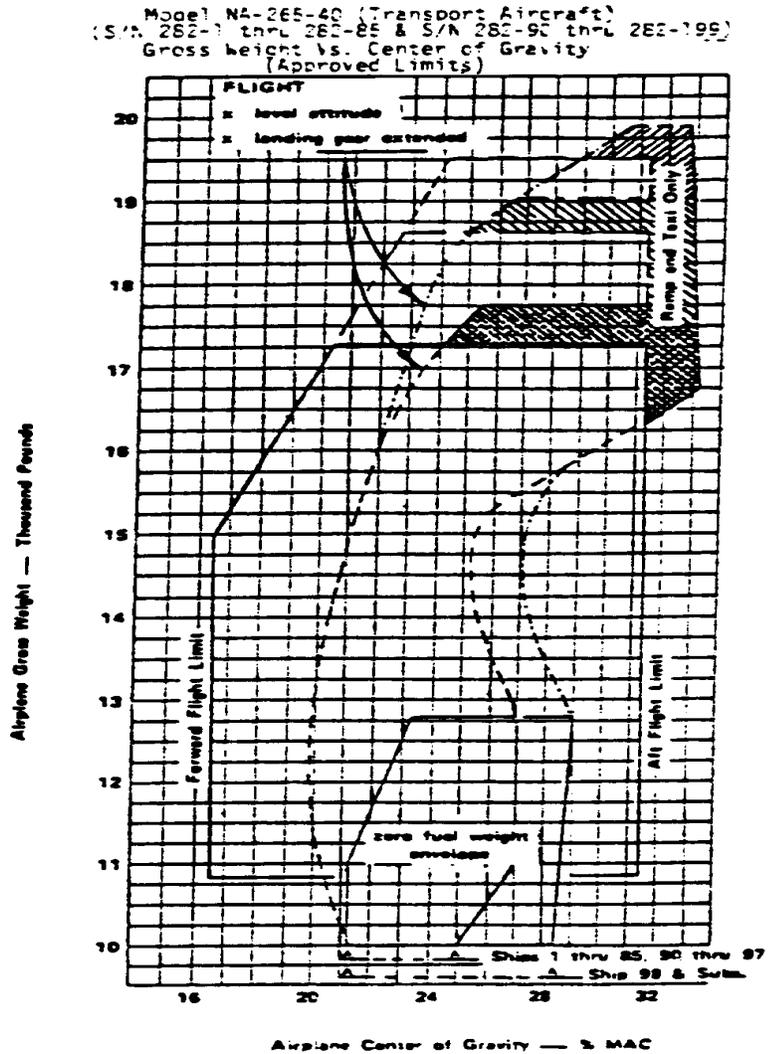
	S/N 282-1 thru 282-62 not modified per Note 6	S/N 282-1 thru 282-62 modified per Note 6 SN 282-63 & subsequent
VMO (Max. operating) (at S.L.)	333K	350K
VMO (at 21,340 ft.)	346K	--
MMO (above 21,340 ft.)	.765M	--
VMO (at 21,130 ft.)	--	365K
MMO (above 21,130 ft.)	--	.800M
VA (Maneuvering) (at S.L.)	195K	197K
VA (at 42,500 ft.)	218K	--
VA (at 44,180 ft.)	--	220K
MA (above 42,500 ft.)	.765M	--
MA (above 44,180 ft.)	--	.800M
VFE (Flaps down 15.7°) (66% indicated)	225K	225K
VFE (Flaps down 23.5°) (100% indicated)	179K	179K
VLO (Landing gear operating)	179K	179K
VLE (Landing gear extended)	179K	179K
VSB (Speed brake extension)	Any speed	Any speed
(Speed brake retraction)	Any speed	Any speed
V (Fuel jettisoning)	Any speed	Any speed
VTR (Minimum operating, max. reverse thrust)	60K	60K

NOTE: For variation between values shown and corresponding IAS limits, for the airspeed system installed, refer to FAA Approved Airplane Flight Manual.

For Buffet Envelope and Limit Maneuvering Load Factor variation with airspeed, weight, fuel, loading and altitude, refer to FAA Approved Airplane Flight Manual.

**II - Model NA-265-40** (cont'd)  
C.G. Range

Model NA-265-40 (Transport Aircraft)  
(S/N 282-1 thru 282-85 & S/N 282-90 thru 282-199)  
Gross weight vs. Center of Gravity  
(Approved Limits)

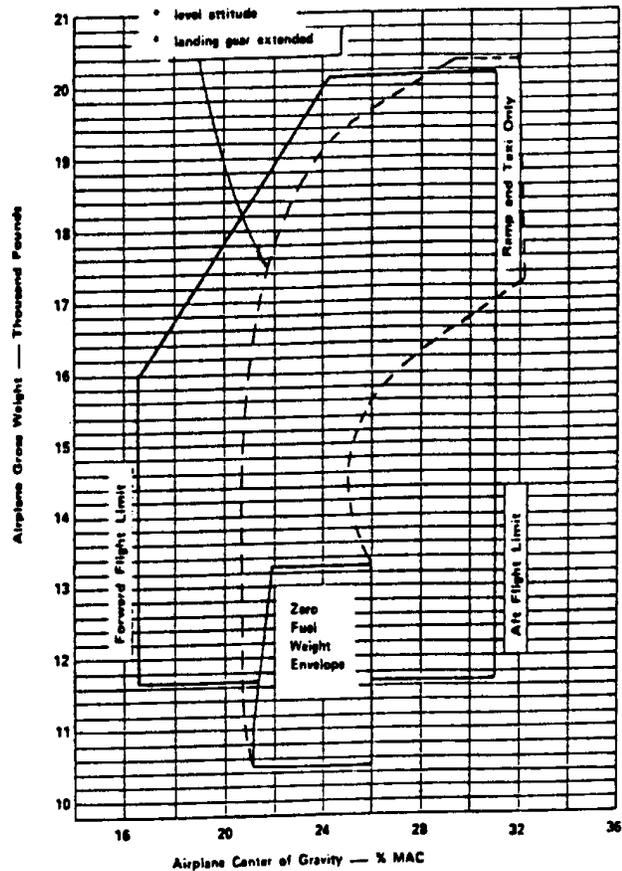


The landing gear retraction moment is -500 in.-lbs. and results in a negligible movement of the C.G. When the airplane is loaded within the above C.G. envelope limits as applicable at both start of takeoff and zero fuel weights, and the restrictions concerning crew and passenger movement specified in the FAA Approved Load and Balance Schedule are complied with, the airplane will remain within the approved C.G. limits.

**II - Model NA-265-40** (cont'd)

Model NA-265-40 (Transport Aircraft)  
 Serial Numbers 282-86 Thru -89  
 Gross Weight Vs. Center of Gravity  
 (Approved Limits)

## FLIGHT



The landing gear retraction moment is -500 in.-lbs. and results in a negligible movement of the C.G. When the airplane is loaded within the above C.G. envelope limits as applicable at both start of takeoff and zero fuel weights, and the restrictions concerning crew and passenger movement specified in the FAA Approved Load and Balance Schedule are complied with, the airplane will remain within the approved C.G. limits.

**II - Model NA-265-40** (cont'd)  
Maximum Weight (in Pounds)

Airplane Model	NA-265-40			NA-265-40 Modified Per:					NA-265-40
	S/N 282-1 thru S/N 282-97		S/N 282-98 and subsequent	S/N 282-1 thru 282-97 only NOTE 7(c)			NOTE 7(f)	NOTE 7(e)	S/N 282-86 thru -89 (FAA) Note 7(e)
Equipped with Brake P/N	9542384	9542384	9550338	9543102	9543102	9550338	9550338	9550338	9550338
Anti-Skid Installed and Operational	no	yes	no	no	yes	no	no	no	yes
Ramp and Taxi	17,760	18,650	19,035	17,760	18,650	18,650	19,035	19,922	20,372
With JT12A-8 Start of Takeoff Airborne	17,450 17,375	18,650 18,650	18,650 18,650	17,450 17,375	18,650 18,650	18,650 18,650	18,650 18,650	19,612 19,537	20,172 20,172
With JT12A-6A Start of Takeoff Airborne	17,450 17,375	18,340 18,340	N/A N/A	17,450 17,450	18,650 18,265	18,650 18,265	18,650 18,650	N/A N/A	N/A N/A
Zero Fuel Landing	12,800 14,000	12,800 15,000	12,800 17,500	12,800 14,000	12,800 17,500	12,800 17,500	12,800 17,500	12,800 17,500	13,300 17,500

Minimum Crew 2 pilots

NOTE: The delivery configuration minimum flight crew is one pilot and one flight crew assistant. No persons other than the flight crew may be carried. See FAA Approved Airplane Flight Manual (Addendum A) for additional limitations.

Maximum Passengers 7

Maximum Baggage

Location	In. from Datum	Capacity (pounds)	Capacity* (pounds)	Max. load (p.s.f.)	In. from Datum
Forward	145-206	200	270	100	170
Aft	298-320	340	510	50	311

\*When airplane is modified per NOTE 7(e).

Fuel Capacity

Fuel at 6.70 lbs./gal.:

	Pressure Refueling (lbs.)		Gravity Refueling (lbs.)		C.G. Inches from Datum
	Total	Usable	Total	Usable	
2 wing tanks	6,206	6,047	6,134	5,975	256
1 fuselage tank	1,078	1,075	1,098	1,096	345

See NOTE 1(c) for system fuel.

Oil Capacity

1.6 gal./engine, 12 pounds each. C.G. is 324 inches from Datum. This weight must be included in the aircraft empty weight.

Maximum Operating Altitude

45,000 feet

NOTE: Pressure cabin service life is based on the following pressurization limits which must not be exceeded:

<u>Airplane Altitude</u>	<u>Cabin Altitude</u>
Sea Level to 21,000 ft.	Sea Level
21,000 ft. to 40,000 ft.	8.2 p.s.i. differential
40,000 ft. to 45,000 ft.	8,000 ft. altitude

Serial Nos. Eligible

282-1 through 282-199

Fatigue Life Limits

See NOTE 3(b)

**III - Model NA-265-60 (Transport Aircraft), Approved April 28, 1967**

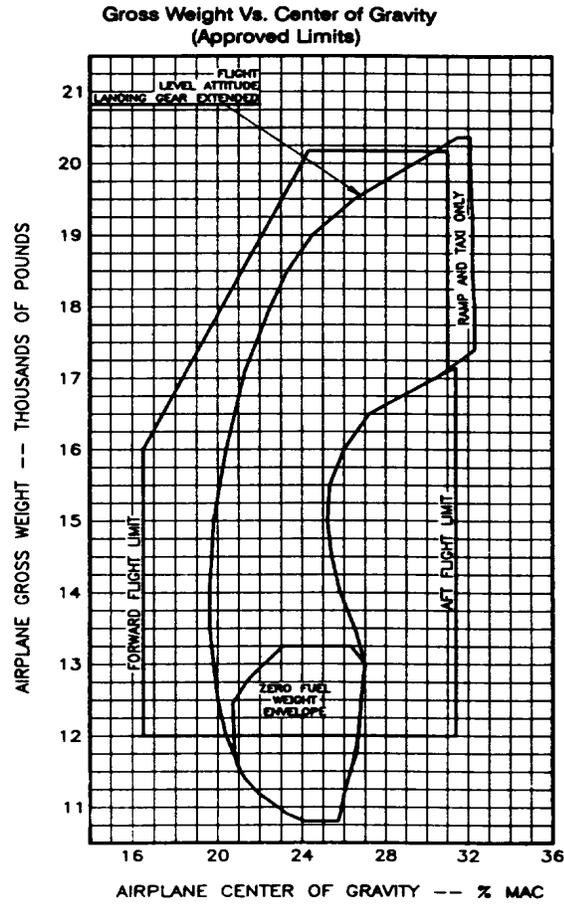
Engines	2 Pratt and Whitney Turbo Wasp JT12A-8		
Fuel	Commercial Aircraft Turbine Engine Fuel conforming to PWA Specification PWA 522 as revised.		
Fuel Controls	Hamilton Standard JFC-46-8 Hydro-Mechanical Controls		
Engine Limits	See Section II for Engine Model JT12A-8, Engine Limits.		
Oil	Aircraft Turbine Engine Lubricant conforming to PWA Specification PWA 521, as revised.		
Airspeed Limits	$V_{MO}$ (Max. operating)	(at S.L.)	350K
	$V_{MO}$	(at 21,130 ft.)	365K
	$V_{MO}$	(above 21,130 ft.)	.800M
	$V_A$	(at S.L.)	195K
	$V_A$	(at 44,300 ft.)	220K
	$M_A$	(above 44,300 ft.)	.800M
	$V_{FE}$ (Flaps Down 16.7 deg.) (66% ind.)		225K
	$V_{FE}$ (Flaps Down 25 deg.) (100% ind.)		180K
	$V_{LO}$ (Landing Gear Operating)		180K
	$V_{LE}$ (Landing Gear Extended)		180K
	$V_{SB}$ (Speed Brake Extension)		Any Speed
	(Speed Brake Retraction)		Any Speed
	$V$ (Fuel Jettisoning)		Any Speed
	$V_{TR}$ (Minimum operating, Full reverse thrust)		60K

NOTE: For variation between values shown and corresponding IAS limits, for the airspeed system installed, refer to FAA Approved Airplane Flight Manual.

For Buffet Envelope and Limit Maneuvering Load Factor variation with airspeed, weight, fuel loading, and altitude, refer to FAA Approved Airplane Flight Manual.

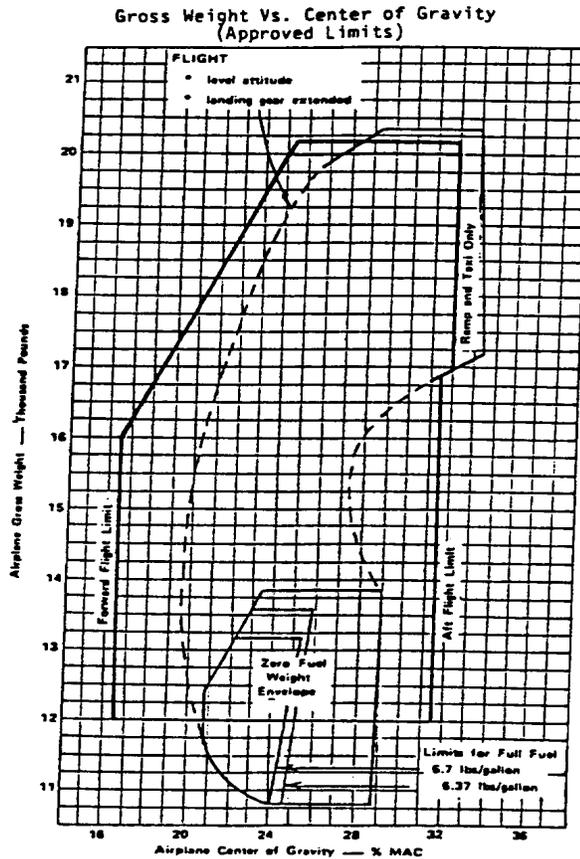
**III - Model NA-265-60** (cont'd)  
C.G. Range

Model NA-265-60 (Transport Aircraft)  
Serial Numbers 306-1 Thru 306-63 (See NOTE 8)



**III - Model NA-265-60** (cont'd)

Model NA-265-60 (Transport Aircraft)  
S/N 306-64 and Subsequent Airplanes (See NOTE 8)



The landing gear retraction moment is -475 in.-lb. and results in a negligible movement of the C.G. When the airplane is loaded within the above C.G. envelope limits as applicable at both start of takeoff and zero fuel weights and the restrictions concerning crew and passenger movement specified in the FAA Approved Load and Balance Schedule are complied with, the airplane will remain within the approved C.G. limits.

**Maximum Weights**

(In pounds - With or without anti-skid equipment)

Ramp and taxi	20,372
Start of takeoff	20,172
Airborne	20,172
Zero fuel	13,250 (S/N 306-1 through 306-63) (See NOTE 8)
Zero fuel	13,800 (S/N 306-64 and subsequent) (See NOTE 8)
Landing	17,500

**Minimum Crew**

2 pilots

NOTE: Delivery configuration minimum flight crew is one pilot and one flight crew assistant. No persons other than the flight crew may be carried. See FAA Approved Airplane Flight Manual (Addendum A) for additional limitations.

**Maximum Passengers**

10

**III - Model NA-265-60** (cont'd)

## Maximum Baggage

Location	Inches from Datum	Capacity (Pounds)	Max. Load (p.s.f.)	Inches from Datum
Forward	143-206	300	100	170
Aft	336-371	510	80	342

## Fuel Capacity

Fuel at 6.70 lbs./gal.

	Pressure Refueling (lbs.)		Gravity Refueling (lbs.)		C.G. Inches from Datum
	Total	Usable	Total	Usable	
2 wing tanks	6,206	6,047	6,134	5,975	273
1 fuselage tank	1,078	1,075	1,098	1,096	383

See NOTE 1(c) for system fuel

## Oil Capacity

1.6 gal./engine, 12 pounds each. C.G. is 362 inches from Datum. This weight must be included in the aircraft empty weight.

## Maximum Operating Altitude

45,000 feet

NOTE: Pressure cabin service life is based on the following pressurization limits which must not be exceeded:

<u>Airplane Altitude</u>	<u>Cabin Altitude</u>
Sea Level to 21,000 ft.	Sea level
21,000 ft. to 40,000 ft.	8.2 p.s.i. differential
40,000 ft. to 45,000 ft.	8,000 ft. altitude

## Serial Nos. Eligible

306-1 through 306-199

## Fatigue Life Limits

See NOTE 3(b)

**IV - Model NA-265-70 (Transport Aircraft), Approved June 17, 1970**

## Engines

2 Pratt and Whitney Turbo Wasp JT12A-8

## Fuel

Commercial Aircraft Turbine Engine Fuel conforming to PWA Specification PWA 522, as revised.

## Fuel Controls

Hamilton Standard JFC-46-8 Hydro-Mechanical Controls

## Engine Limits

See Section II for Engine Model JT12A-8, Engine Limits

## Oil

Aircraft Turbine Engine Lubricant conforming to PWA Specification PWA 521, as revised.

## Airspeed Limits (CAS)

$V_{MO}$ (Max. operating)	(at S.L.)	350K
$V_{MO}$	(at 21,130 ft.)	365K
$M_{MO}$	(above 21,130 ft.)	.800M
$V_A$ (Maneuvering)	(at S.L.)	221K
$V_A$	(at 40,000 ft.)	243K
$M_A$	(above 40,000 ft.)	.800M
$V_{FE}$ (Flaps Down 16.7°)	(66% indicated)	225K
$V_{FE}$ (Flaps Down 25°)	(100% indicated)	180K
$V_{LO}$ (Landing Gear Operating)		180K
$V_{LE}$ (Landing Gear Extended)		180K

**IV - Model NA-265-70** (cont'd)  
Airspeed Limits (cont'd)

V <sub>SB</sub>	(Speed Brake Extension)	Any Speed
	(Speed Brake Retraction)	Any Speed
V	(Fuel Jettisoning)	Any Speed
V <sub>TR</sub>	(Minimum operating, Full reverse thrust)	60K

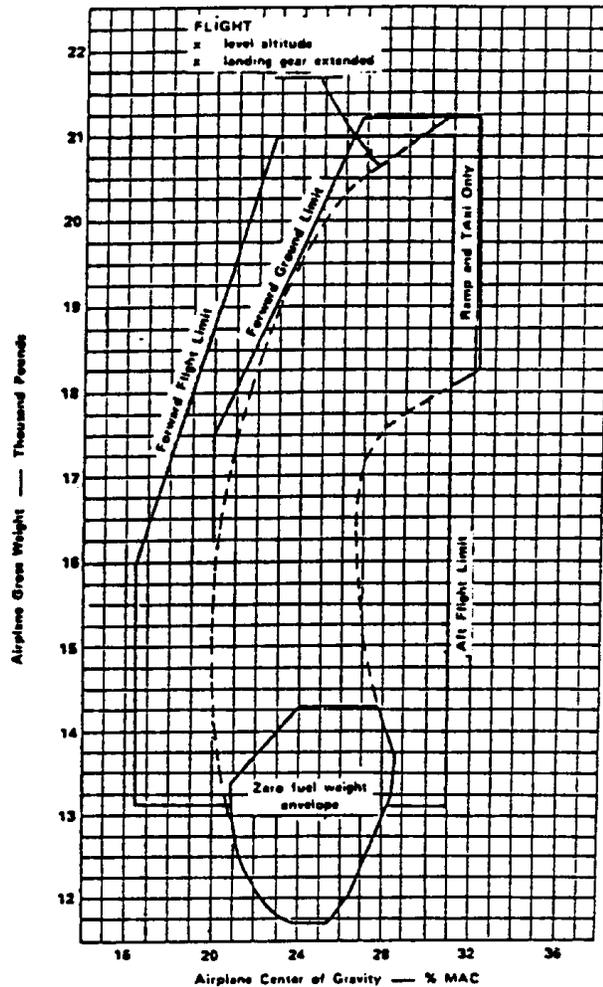
NOTE: For variation between values shown and corresponding IAS limits, for the airspeed system installed, refer to FAA Approved Airplane Flight Manual.

For Buffet Envelope and Limit Maneuvering Load Factor variation with airspeed, weight, fuel loading, and altitude, refer to FAA Approved Airplane Flight Manual.

C.G. Range

Model NA-265-70 (Transport Aircraft)  
Gross Weight vs. Center of Gravity  
(Approved Limits)

**Model NA-265-70 (Transport Aircraft)  
Gross Weight vs. Center of Gravity  
(Approved Limits)**



The landing gear retraction moment is +591 in.-lb. and results in a negligible movement of the C.G. When the airplane is loaded within the above C.G. envelope limits as applicable at both start of takeoff and zero fuel weights and the restrictions concerning crew and passenger movement specified in the FAA Approved Load and Balance Schedule are complied with, the airplane will remain within the approved C.G. limits.

**IV - Model NA-265-70** (cont'd)

Maximum Weights (In pounds - With or without anti-skid equipment)  
 Ramp and taxi 21,200  
 Start of takeoff 21,000  
 Airborne 21,000  
 Zero fuel 14,300  
 Landing 18,500

NOTE: Fuel jettison valves are required for operation in excess of 105 percent of the maximum landing weight. Refer to the FAA Approved Airplane Flight Manual for fuel jettisoning procedures. See NOTE 1.

Minimum Crew 2 pilots

NOTE: Delivery configuration minimum flight crew is one pilot and one flight crew assistant. No persons other than the flight crew may be carried. See FAA Approved Airplane Flight Manual (Addendum A) for additional limitations.

Maximum Passengers 10

Maximum Baggage

Location	Inches from Datum	Capacity (Pounds)	Max. Load (p.s.f.)	Inches from Datum
Forward	143-206	300	100	170
Aft	336-371	510	80	342

Fuel Capacity Fuel at 6.70 lbs./gal.

	Pressure Refueling (lbs.)		Gravity Refueling (lbs.)		C.G. Inches from Datum
	Total	Usable	Total	Usable	
2 wing tanks	6,206	6,047	6,134	5,975	273
1 fuselage tank	1,338	1,333	1,369	1,365	383

See NOTE 1(c) for system fuel

Oil Capacity 1.6 gal./engine, 12 pounds each. C.G. is 362 inches from Datum. This weight must be included in the aircraft empty weight.

Maximum Operating Altitude 45,000 feet

NOTE: Pressure cabin service life is based on the following pressurization limits which must not be exceeded:

<u>Airplane Altitude</u>	<u>Cabin Altitude</u>
Sea Level to 21,000 ft.	Sea Level
21,000 ft. to 40,000 ft.	8.2 p.s.i. differential
40,000 ft. to 45,000 ft.	8,000 ft. altitude

Serial Nos. Eligible NA-370-1 through 370-199

Fatigue Life Limits See NOTE 3(b)

**V - Model NA-265-80 (Transport Aircraft), Approved November 30, 1973 (FAA Flight Inspection Aircraft), Approved April 15, 1975** NOTE: See Serial Numbers Eligible, page 20

Engines 2 General Electric Aft Turbofan CF700-2D-2  
 "B" Suffix Serial Number

**V - Model NA-265-80** (cont'd)

Fuel	Aviation Turbine Fuels conforming to General Electric Specification D50TF2, Current Revision		
Fuel Controls	General Electric MFC-2		
Engine Limits	Engine Model CF700-2D-2		
	Static Thrust (see Engine Data Sheet E7EA, as revised)		
	Takeoff	4,500 lbs.	
	Maximum Continuous	4,120 lbs.	
	Maximum Permissible Engine Rotor Speed	16,700 r.p.m.	(101.2%)
	Maximum Permissible Fan Rotor Speed	9,000 r.p.m.	(105.0%)
	Maximum Permissible Exhaust Gas Temperatures		
	Takeoff (5 min.)	1365°F	(741°C)
	Maximum Continuous	1335°F	(724°C)
	Starting (2 sec.)	1670°F	(910°C)
	Oil Reservoir Temperature		
	Steady State	365°F	(185°C)
	Maximum Permissible Bleed Air		
	Extraction of Compressor Inlet Airflow	6.0%	

NOTE: Thrust Setting: Appropriate Thrust Setting Curves (EPR) in FAA Approved Airplane Flight Manual must be used for Control of Engine Thrust.

If the EGT obtained, when using the chart MAXIMUM CONTINUOUS THRUST EPR SETTING, is less than 670° C. below 20,000 feet or 695° at or above 20,000 feet pressure altitude, increased performance may be obtained by increasing the EGT to 670°/695° C. If the EGT obtained when setting the chart EPR exceeds 670°/695° C., then maintain chart EPR setting and observe the 724° C. EGT limit.

Oil	Aircraft Gas Turbine Lubricating Oil conforming to General Electric Specification D50TFI, current revision.		
Airspeed Limits (CAS)	V <sub>MO</sub> (Max. operating)	(at S.L.)	350K
	V <sub>MO</sub>	(at 21,200 ft.)	365K
	M <sub>MO</sub>	(above 21,200 ft.)	.800M
	V <sub>A</sub> (Maneuvering)	(at S.L.)	221K
	V <sub>A</sub>	(at 40,000 ft.)	243K
	M <sub>A</sub>	(above 40,000 ft.)	.800M
	V <sub>FE</sub> (Flaps Down 16.7°)	(66% indicated)	225K
	V <sub>FE</sub> (Flaps Down 25°)	(100% indicated)	180K
	V <sub>LO</sub> (Landing Gear Operating)		180K
	V <sub>LE</sub> (Landing Gear Extended)		180K
	(Landing-Taxi Lights Extended Speed)		250K
	V <sub>SB</sub> (Speed Brake Extension)		Any Speed
	(Speed Brake Retraction)		Any Speed

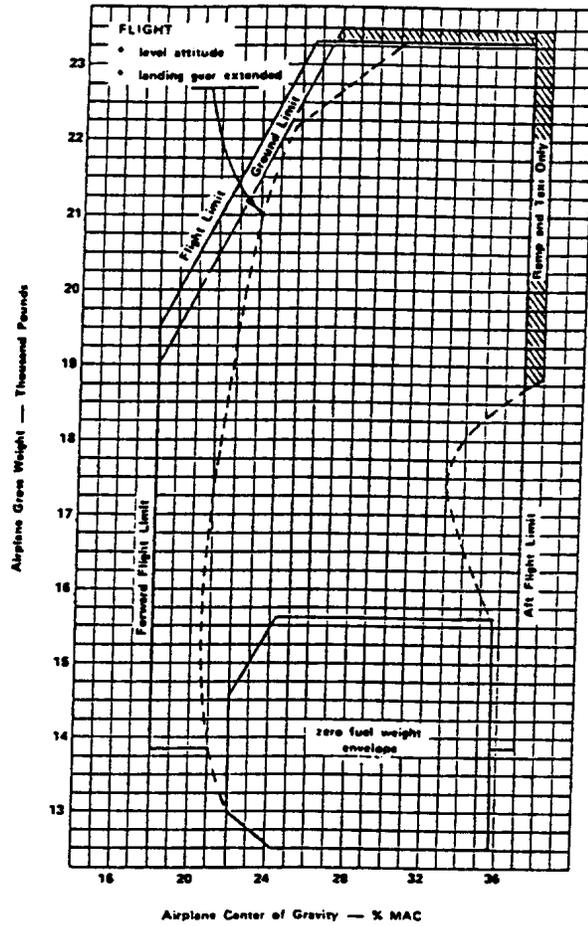
NOTE: For variation between values shown and corresponding IAS limits, for the airspeed system installed, refer to FAA Approved Airplane Flight Manual.

For Buffet and Stall Warning Envelope and Limit Maneuvering Load Factor variation with airspeed, weight, fuel loading, and altitude, refer to FAA Approved Airplane Flight Manual.

**V - Model NA-265-80** (cont'd)  
C.G. Range

Model NA-265-80 (Transport Aircraft)  
Gross Weight vs. Center of Gravity  
(Approved Limits)

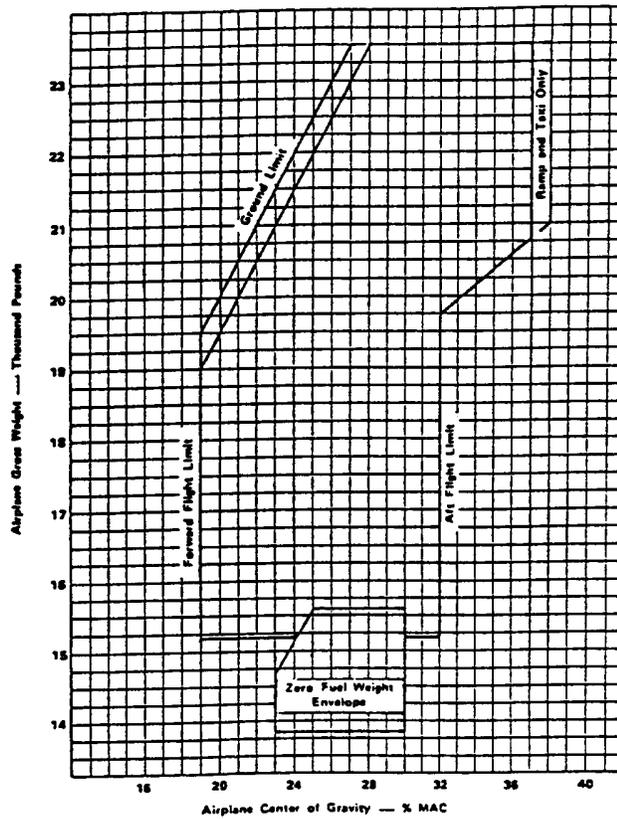
Model NA-265-80 (Transport Aircraft)  
Gross Weight Vs. Center of Gravity  
(Approved Limits)



The landing gear retraction moment is +591 in.-lb. and results in a negligible movement of the C.G. When the airplane is loaded within the above C.G. envelope limits as applicable at both start of takeoff and zero fuel weights and the restriction concerning crew and passenger movement specified in the FAA Approved Load and Balance Schedule are complied with, the airplane will remain within the approved C.G. limits.

**V - Model NA-265-80** (cont'd)

Model NA-265-80 (FAA Flight Inspection Aircraft) \*  
Gross Weight Vs. Center of Gravity  
(Approved Limits)



\*NOTE: The FAA Flight Inspection Aircraft Serial Nos. are 380-5, -10, -14, -16, -18, -20, -22, -24, -26, -28, -29, -31, -33, -35, and -37

Maximum Weights	(In pounds)	
	Ramp and Taxi	23,500
	Start of Takeoff	23,300
	Airborne	23,300
	Zero Fuel	15,620
	Landing	22,000

Minimum Crew 2 pilots

NOTE: Delivery configuration minimum flight crew is one pilot and one flight crew assistant. No persons other than the flight crew may be carried. See FAA Approved Airplane Flight Manual (Addendum A) for additional limitations.

Maximum Passengers 10 (4 cabin occupants - FFIA)

Maximum Baggage

Location	Inches from Datum	Capacity (Pounds)	Max. Load (p.s.f.)	Inches from Datum
FFIA Cabin	215-241	180	100	237
Forward	143-206	300	100	170
Aft	336-371	510	80	342

**V - Model NA-265-80** (cont'd)

Fuel Capacity

Fuel at 6.70 lbs./gal.

	Pressure Refueling (lbs.)		Gravity Refueling (lbs.)		C.G. Inches from Datum
	Total	Usable	Total	Usable	
2 wing tanks	6,206	6,047	6,134	5,975	273
1 fuselage tank	1,078	1,333	1,369	1,365	383
Total Fuel	7,544	7,380			

See NOTE 1(c) for System Fuel.

Oil Capacity

4 qt./tank/engine, 15 pounds total. C.G. is 364 inches from Datum.  
This weight must be included in the aircraft empty weight.Maximum Operating  
Altitude

45,000 feet

NOTE: Pressure cabin service life is based on the following pressurization limits which must not be exceeded.

Airplane Altitude

Sea Level to 21,000 ft.

21,000 ft. to 40,000 ft.

40,000 ft. to 45,000 ft.

Cabin Altitude

Sea Level

8.2 p.s.i. differential

8,000 ft. altitude

Serial Nos. Eligible

380-1 through 380-199 (380-5, -10, -14, -16, -18, -20, -22, -24, -26, -28, -29, -31, -33, -35, -37 for FFIA). Modification in accordance with Sabreliner Corporation Top Drawing RSC380016 is required to change an FAA Flight Inspection Aircraft (FFIA) to Transport configuration.

Fatigue Life Limits

See NOTE 3(b)

**VI - Model NA-265-65 (Transport Aircraft), Approved November 28, 1979**

Engines

2 AiResearch Mfg. Co. TFE731-3R-1D Turbofan

Fuel

Turbine Engine Commercial Aircraft Fuel Conforming to AiResearch Mfg. Co. Specifications EMS53111, EMS53112, and EMS53116

Fuel Controls

AiResearch Mfg. Co. P/N 3070800-7 (Hydromechanical)  
AiResearch Mfg. Co. P/N 2101144-2 (Electronic Computer)

Engine Limits

Static Thrust (see Engine Data Sheet E6WE-5)

Takeoff (5 min.)	<u>Non-APR</u> 3700 lbs.	<u>APR</u> 3880 lbs.
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Maximum Continuous	3700 lbs.	
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Low Pressure Compressor (LPC), Rotor Speed N <sub>1</sub>	21,000 r.p.m. (101.5%)	
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High Pressure Compressor (HPC), Rotor Speed N <sub>2</sub>	29,692 r.p.m. (100%)	29,989 r.p.m. (101%)
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Interstage Turbine Temp. (ITT) Takeoff (5 min.)	1665°F (907°C)	1705°F
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(929°C)

Maximum Continuous Starting	1625°F 1665°F	(885°C) (907°C)
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**VI - Model NA-265-65** (cont'd)

## Engine Limits (cont'd)

Fan Gearbox Oil Temperature		
Up to 30,000 Feet	260°F	(127°C)
Above 30,000 Feet	284°F	(140°C)
Maximum Transient (2 min.)	300°F	(149°C)
Bleed Air Extraction Of Compressor (Core) Airflow		
Total	8%	
Low Pressure Compressor Bleed	5%	
High Pressure Compressor Bleed		
Above 30% Max. Continuous	3%	
Below 30% Max. Continuous	5%	

NOTE: Thrust Setting: Appropriate thrust setting curves (NI) in FAA Approved Airplane Flight Manual shall be used for setting engine thrust.

## Oil

Synthetic Commercial Turbine Engine Lubricating Oil Conforming to AiResearch Mfg. Co. Specification EMS53110, Type 2

Airspeed Limits  
(CAS)

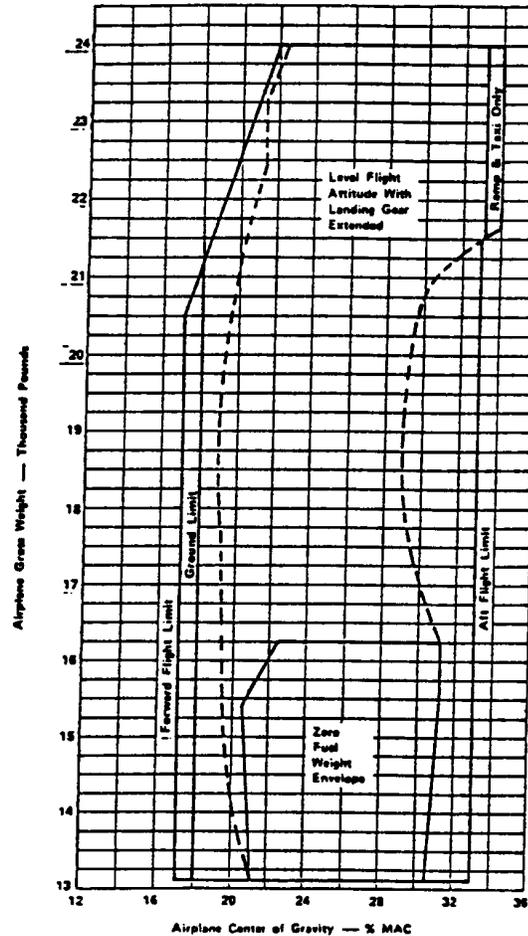
V <sub>MO</sub> (Max. Operating)	(at S.L.)	347K
V <sub>MO</sub>	(at 25,000 ft.)	347K
M <sub>MO</sub>	(above 25,000 ft.)	.825M
V <sub>A</sub> (Maneuvering)	(S.L. to 45,000 ft.)	209K
V <sub>FE</sub> (Flaps Down 10°)		250K
V <sub>FE</sub> (Flaps Down 20°)		225K
V <sub>FE</sub> (Flaps Down 36°)		180K
V <sub>LO</sub> (Landing Gear Operating)		180K
V <sub>LE</sub> (Landing Gear Extended)		180K
V <sub>SP</sub> (Spoiler Extension)		Any Speed
(Spoiler Retraction)		Any Speed
V <sub>TR</sub> (Minimum Operating, Full Reverse Thrust)		60K

When equipped with optional speed brake:

V <sub>SB</sub> (Speed Brake Extension)	Any Speed
(Speed Brake Retraction)	Any Speed

**VI - Model NA-265-65** (cont'd)  
C.G. Range

Model NA-265-65 (Transport Aircraft)  
Gross Weight Vs. Center of Gravity  
(Approved Limits)



The landing gear retraction moment is -250 in.-lb. and results in a negligible movement of the C.G. When the airplane is loaded within the above C.G. envelope limits as applicable at both start of takeoff and zero fuel weights and the restrictions concerning crew and passenger movement specified in the FAA Approved Load and Balance Schedule are complied with, the airplane will remain within the approved C.G. limits.

Maximum Weights

(In pounds - with or without anti-skid equipment)

Ramp and Taxi	24,000
Start of Takeoff	24,000
Airborne	24,000
Zero Fuel	16,250
Minimum Flight	13,730
Landing	21,755

Minimum Crew

2 Pilots

NOTE: Delivery configuration minimum flight crew is one pilot and one flight crew assistant. No persons other than the flight crew may be carried. See FAA Approved Airplane Flight Manual (Addendum B) for additional limitations.

**VI - Model NA-265-65** (cont'd)

Maximum Passengers 10

Maximum Baggage

Location	Inches from Datum	Capacity (Pounds)	Max. Load (p.s.f.)	Inches from Datum
Forward	143-206	300	100	170
Aft	336-371	510	80	342

Fuel Capacity

Fuel at 6.70 lbs./gal.

	Pressure Refueling (lbs.)		Gravity Refueling (lbs.)		C.G. Inches from Datum
	Total	Usable	Total	Usable	
465-Series: 465-1 thru -14					
2 wing tanks	7,162	7,040	6,914	6,793	272
1 fuselage tank (aft)	1,078	1,075	1,098	1,095	383
1 fuselage tank (fwd)	393	377	393	377	206
465-Series: 465-15 thru -999					
2 wing tanks	7,313	7,192	6,914	6,793	272
1 fuselage tank (aft)	1,078	1,075	1,098	1,095	383
1 fuselage tank (fwd)	393	377	393	377	206
306 Series: 306-1 thru -135, & -137 thru -146					
2 wing tanks	7,313	7,192	6,914	6,793	272
1 fuselage tank (aft)	1,078	1,075	1,098	1,095	383

See NOTE 1(c) for System Fuel.

Oil Capacity

1.5 gal./engine, 12 pounds each. C.G. is 362 inches from datum.  
This weight must be included in the aircraft empty weight.

Maximum Operating Altitude

45,000 feet

NOTE: Pressure cabin service life is based on the following pressurization limits which must not be exceeded:

<u>Airplane Altitude</u> <u>(465 Series)</u>	<u>Cabin Altitude</u>
Sea Level to 23,000 ft.	Sea Level
23,000 ft. to 45,000 ft.	Sea Level to 8,000 ft.
<u>(306 Series)</u>	
Sea Level to 21,000 ft.	Sea Level
21,000 ft. to 40,000 ft.	8.2 p.s.i. differential
40,000 ft to 45,000 ft.	8,000 ft. altitude

NOTE: Passengers are required to wear oxygen masks above 41,000 feet unless the airplane is inspected in accordance with the Annual Pressurization Control System Leakage &amp; Structural Integrity Check-Out Procedure in Chapter 5 of the Model NA-265-65 Maintenance Manual, Report No. SR-78-030.

**VI - Model NA-265-65** (cont'd)

Serial Nos. Eligible

(465-Series)  
465-1 through 465-999

NOTE: Model NA-265-60, S/N 306-136 has been modified in accordance with Rockwell International Drawing 60S-136-0011 and reidentified as Model NA-265-65, S/N 465-1.

(306-Series)  
306-1 through 306-135 and 306-137 through 306-146

NOTE: Model NA-265-60 serial number aircraft noted are eligible for modification and reidentification to Model NA-265-65, 306-Series aircraft in accordance with Rockwell International Drawing 60S-001-0012.

Fatigue Life Limits

See NOTE 3(b)

**Data Pertinent to All Models** (except as listed)

Other Operating Limitations

Required FAA Approved Airplane Flight Manual

NA-265	NAR Report No. NA-61-3
NA-265-20	NAR Report No. NA-61-3
NA-265-30	NAR Report No. NA-61-3
NA-265-40	(S/N 282-1 through 282-97) NAR Report No. NA-62-1300
NA-265-40	(S/N 282-98 & Subsequent) NAR Report No. NA-72-25
NA-265-60	NAR Report No. NA-66-1030
NA-265-65	Rockwell Report No. SR-77-006
NA-265-70	NAR Report No. NA-69-422
NA-265-80	Rockwell Report No. NA-72-928 (and Appendix II for FFIA) FFIA aircraft modified by Sabreliner Corporation Top Drawing RSC380016 require AFM NA-72-928 with AFMS 80-52, 80-53, and 80-54

Datum

Fuselage Station zero is the reference datum point for horizontal C.G.'s and it is located at the most forward point of the radome.

MAC

100.60 in. (L.E. of MAC at 225.1 inches from datum)	NA-265, NA-265-20, NA-265-30, and NA-265-40
100.60 in. (L.E. of MAC at 242.1 inches from datum)	NA-265-60, NA-265-70, and NA-265-80 only
103.27 in. (L.E. of MAC at 243.9 inches from datum)	NA-265-65

Leveling Means

Longitudinal:	Lugs mounted on LH side of nose wheel well beams
Lateral:	Lugs mounted on LH and RH nose wheel well beams

Control Surface Movements	Horizontal Stabilizer*	- 9.0°	to	-1.0°	
	Horizontal Stabilizer (NA-265-65- only)	-12° 30'	to	0° 0'	
	Horizontal Stabilizer (NA-265-60 S/N's 306-78, -81, -86 thru -146***, NA-265-70 & -80)	- 8.0°	to	0.0°	
	Elevator	-22.0°	to	+11.0°	
	Aileron*	-16.0°	to	+15.0°	Neutral -0.5°
	Aileron (NA-265-60, -70 & -80 only)	-15.5°	to	+15.5°	Neutral 0.0°
	Aileron (NA-265-65 only)	-15°	to	+15°	Neutral 0.0°
	Aileron tab	-12.0°	to	+12.0°	
	Rudder	-25.0°	to	+25.0°	
	Rudder tab	-15.0°	to	+15.0°	
	Wing flap	- 1.5°	to	+23.5°	Retracted -1.5°
	Wing flap (NA-265-60, -70, & -80 only)	- 0.0°	to	+25.0°	Retracted -0.0°
	Wing flap (NA-265-65 only)	0°	to	36°	Retracted 0.0°
	Speed brake**	+47.0°	(from the Closed Position)		
	Wing spoilers (NA-265-65 only)	0°	to	45°	

\* All Models Except as Noted

\*\* All Models Except NA-265-65

\*\*\* NA-265-60 S/N's 306-1 through -77, -79, -80, and -82 through -85 when modified by Sabreliner Drawings 306-520032, 306-510104, 306-540210, 306-931003, and 306-522103 to the latest revisions.

#### Certification Basis

CAR 4b, dated December 31, 1953, Amendment 4b-1 through 4b-9 thereto, Special Civil Air Regulation No. SR 422B Item 2 and the Special Conditions set forth in Attachment "A" of FAA letter to NAA dated October 8, 1959, FAA letter to NAA dated January 30, 1962, Special Conditions No. 25-11-WE-4 dated August 29, 1969 (as applicable to NA-265-65, NA-265-70, and NA-265-80 only), Special Conditions No. 25-92-WE-26 dated January 28, 1980 (NA-265-65 only), and FAR 36.1(c) and 36.2, dated December 1, 1969 (as applicable to NA-265-70 and NA-265-80 only).

The certification basis for the NA-265-65 is the same as above except the NA-265-65 has complied with the following requirements:

FAR Part 36, effective December 1, 1969, and Amendments 36-1 through 36-9, inclusive.

Even though not included in the type certification basis defined by FAR 21.101, the NA-265-65 has complied with the air pollution requirements of EPA Regulations, Part 87, as implemented by SFAR 27, effective February 1, 1974, and Amendments 27-1 and 27-2, as applicable to Class TI engines.

FAR Part 25 effective February 1, 1965: FAR Parts 25.177, 25.181, 25.934, and 25.1091(d)(2).

FAR Part 25, Amendment 25-7 effective November 4, 1965: FAR Parts 25.171, 25.173, and 25.175.

FAR Part 25, Amendment 25-23 effective May 8, 1970: FAR Parts 25.251 and 25.253.

FAR Part 25, Amendment 25-40 effective May 2, 1977: FAR Parts 25.933 and 25.943.

FAR Part 25, Amendment 25-42 effective March 1, 1978: FAR Part 25.255.

## Certification basis (cont'd)

A fuel jettison system is not required for the Model NA-265-40 (when two JT12A-8 engines are installed), nor the Models NA-265-60, NA-265-65, NA-265-70, and NA-265-80 since these aircraft comply with FAR 25.1001(d) climb requirements, when operated at the maximum takeoff weights permitted by the respective FAA Approved Airplane Flight Manuals.

Model NA-265-65: Width of main aisle. An equivalent safety finding permits the main cabin aisle width to be 9" up to 25" above floor and 12" to 25" and more above the floor in lieu of the requirements of CAR 4b.362(h).

Models NA-265-40, NA-265-60, NA-265-65, NA-265-70, and NA-265-80: These airplanes have been shown to comply with the optional ditching requirements of CAR 4b.361. Overwater operation can be conducted when the airplane has been equipped and installation has been approved according to CAR 4b.361. Model NA-265-40 aircraft which do not incorporate two overwing exits are not certified for ditching.

Model NA-265-65: Ice protection. Compliance has been demonstrated in accordance with CAR 4b.640 when ice protection equipment is installed per Airplane Master Equipment List SR-78-036 for 465 Series and SR-81-006 for 306 Series.

FAA Exemption No. 26: Issued August 13, 1959, grants exemption from 4b.350(e) and (f) for executive transport operation and from that portion of 4b.353(e)(1) which requires the wing flap control to be located on the top of the pedestal.

FAA Exemption No. 270: Issued July 10, 1963, and clarified in FAA letter to NAA dated July 17, 1964, grants an exemption from CAR 4b.362(h) to permit a main passenger aisle width of 15 inches measured 25 inches or more from the floor for a passenger seating capacity of six with certain provisions.

FAA Exemption No. 588: Issued October 7, 1966, grants an exemption from CAR 4b.362(h) to permit a main aisle width of not less than 15 inches between the two aftermost seats on the aisle, measured 25 inches or more from the floor.

FAA Exemption No. 709: Issued August 15, 1967, grants an exemption from CAR 4b.362(h) to the extent necessary to permit type certification of the Model NA-265-60 airplane with a main aisle width of 15 inches, in the aisle space of 25 inches and more from the floor, for a maximum passenger seating capacity of 10.

FAA Exemption No. 709A: Issued March 28, 1970, amends Exemption 709 to read: "North American Rockwell Corporation" and extends it to cover Model NA-265-70 and NA-265-80 airplanes, provided that their seating capacities are no greater than the NA-265-60, and their seating arrangement and exit accessibility are identical to those of the NA-265-60.

## Production Basis

Production Certificate No. 602:

All NA-265 Series aircraft except as noted below.

Production Certificate No. 323CE:

NA-265-60, S/N 306-139 and subsequent aircraft

NA-265-65, S/N 465-1 and subsequent aircraft (465-Series) (excepting S/N 465-4, 465-11, and 465-12)

NA-265-65, S/N 306-1 through 306-135 and 306-137 through 306-146 aircraft (306-Series)

NA-265-80, S/N 380-66 and subsequent aircraft

The following airplanes were certificated under the provisions of the Type Certificate in lieu of a Production Certificate:

NA-265-60, S/N 306-137 and 306-138

NA-265-65, S/N 465-4, 465-11, and 465-12

NA-265-80, S/N 380-59 through 380-65

Required Equipment                      The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. All of the required equipment that must be installed, as well as optional equipment installation approved by the FAA are contained in the following:

NA-265    NAR Reports No. NA-59-759 or NA-61-646, as applicable;  
 NA-265-20    NAR Reports No. NA-59-759 or NA-61-646, as applicable;  
 NA-265-30    NAR Reports No. NA-59-759 or NA-61-646, as applicable;  
 NA-265-40    NAR Report No. NA-62-1271 (S/N 282-1 through 282-97);  
 NA-265-40    NAR Report No. NA-71-1162 (S/N 282-98 and subsequent aircraft);  
 NA-265-60    NAR Report No. NA-66-1071;  
 NA-265-65    (465-Series) Rockwell International Report No. SR-78-036;  
 NA-265-65    (306-Series) Rockwell International Report No. SR-81-006;  
 NA-265-70    NAR Report No. NA-68-865;  
 NA-265-80    Rockwell International Report No. NA-72-929.

- NOTE 1.            (a)    The current load and balance schedule and the list of equipment included in the certificated empty weight and loading restrictions must be provided for each aircraft at the time of original certification. The load and balance schedule contains information for aircraft and interior arrangement as delivered. It also contains information relative to the location of crew and passengers, location and capacity of baggage area and fuel using tables.
- (b)    The aircraft must be loaded so that the C.G. is within the approved limits at all times considering fuel loading and usage, gear retraction, and movement of crew and passengers from their assigned positions.
- (c)    The weight of the system fuel, total oil and hydraulic fluid, all of which must be included in the aircraft empty weight, is listed in the applicable Rockwell International Master Equipment List.

System Fuel: The weight of all fuel required to fill the lines and tanks up to the zero fuel point on the fuel gauges in the most critical flight attitude. This consists of trapped fuel and includes the unusable tank fuel as defined by CAR 4b.416.

NOTE 2.            This aircraft must be operated according to the FAA Approved Airplane Flight Manual.

- NOTE 3.            (a)    Information essential to the proper servicing and maintenance of the appropriate model aircraft is contained in the following list of the manufacturer's Maintenance Manuals.

NA-265, NA-265-20, NA-265-30	The applicability of the Military Maintenance Manual for these models must be established for civil operations.
NA-265-40	NAR Report No. NA-62-1224
NA-265-60	NAR Report No. NA-62-1224
NA-265-65	(465-Series) Rockwell International Report No. SR-78-030
NA-265-65	(306-Series) Rockwell International Report No. SR-81-014
NA-265-70	NAR Report No. NA-69-420
NA-265-80	Rockwell International Report No. NA-69-420

- (b)    Components which are life limited are listed in Rockwell International Report No. SR-81-013 and must be replaced as indicated therein. Report No. SR-81-013, Rev. H, or later FAA approved revision, is part of Data Sheet A2WE, by reference. Copies of this report may be obtained from the manufacturer:

Sabreliner Corporation  
 18118 Chesterfield Airport Road  
 Chesterfield, Missouri 63005-1121

NOTE 4.            Applies to Models NA-265, NA-265-20, and NA-265-30.

When these models are operated as military aircraft, they will be operated to military operating requirements and limitations concerning night, IFR, and weather operations. Due to the military instruments, communication and navigation equipment installed, these models have been substantiated for VFR operations only in civil use.

NOTE 5. Applies to NA-265, -20 and -30, all serial numbers except as otherwise indicated below:

Prior to issuance of Certificate of Airworthiness, FAA Form 8100-2, for converted military models it must be determined that the aircraft complies with the requirements listed in Sabreliner Corporation Report No. TFD-68-282, dated July 31, 1990, or later FAA approved revision. This is in addition to requirements listed under "Serial Numbers Eligible" heading of Section I of this data sheet.

NOTE 6. Applies to Model NA-265-40.

- (a) Aircraft Serial Number 282-1 through 282-25 must have the following installed to operate at 0.8 mach number:
  - (1) 282-890014 Kit, Mach Warning Switch,
  - (2) Kollsman A33907-10-011 Airspeed Indicator,
  - (3) Red line on Machmeter at 0.808.
- (b) Aircraft Serial Number 282-26 through 282-62 must have the following installed to operate at 0.8 mach number:
  - (1) Astek 8070410011 Mach Airspeed Switch,
  - (2) Kollsman A33907-10-011 Airspeed Indicator,
  - (3) Red line on Machmeter at 0.808.

NOTE 7. Applies as indicated.

- (a) Model NA-265  
Seven (7) passengers may be carried when the cabin interior configuration is modified in accordance with North American Rockwell Drawing No. 265-890356.
- (b) Model NA-265-30  
When the landing gear is modified in accordance with North American Rockwell Drawing No. 277-890210, the airplane gross weight may be increased to 18,650 pounds.
- (c) Model NA-265-40  
Seven (7) passengers may be carried when the cabin interior configuration is modified in accordance with North American Rockwell Drawing No. 282-000006.
- (d) Model NA-265-40  
Installation of two (2) Pratt and Whitney Turbo Wasp JT12A-8 engines in lieu of two (2) Pratt and Whitney Turbo Wasp JT12A-6A engines may be accomplished in accordance with North American Rockwell Drawings No. 265-400001, 282-410001, 282-420001, 282-510104, and 282-530075. (See Fatigue Life Limit All Models.)
- (e) Model NA-265-40  
When modified in accordance with instructions contained in North American Rockwell Corporation Sabreliner Field Service Bulletin No. 68-12, dated November 11, 1969, Sabreliner Corporation Optional Kit No. 83-5, dated February 29, 1984, or later FAA approved revision, and NOTE 7(d) above, the airplane is eligible for 19,922 pound-maximum ramp and 19,537 pound-maximum airborne weights.
- (f) Model NA-265-40 (S/N 282-1 through 282-97)  
When modified in accordance with instructions contained in North American Rockwell Corporation Sabreliner Field Service Bulletin No. 69-23, dated February 18, 1971, or later FAA approved revision, the airplane is eligible for 19,035 pound-maximum ramp and 18,650 pound maximum airborne weights.
- (g) Models NA-265-40 and -60  
Allowable fuselage inertia distributions are contained in FAA Approved North American Rockwell Report No. TFD-67-817, revision dated July 23, 1968, or later FAA approved revision.
- (h) Deleted - See Fatigue Life Limits, NOTE 3(b).

- (i) Deleted - See Fatigue Life Limits, NOTE 3(b).
- (j) Models NA-265-40 and -60  
Thrust reversers may be installed on all Pratt and Whitney Turbo Wasp JT12A-6A and -8 engines. Modifications must be made in accordance with all applicable instructions and kits listed in North American Rockwell Sabreliner Field Service Bulletin No. 68-3, dated April 4, 1968, or later FAA approved revision.
- (k) Model NA-265-70  
Allowable fuselage inertia distributions are contained in FAA Approved North American Rockwell Report No. TFD-70-215, dated April 6, 1970, or later FAA approved revision.
- (l) Model NA-265-70, NA-265-40 (S/N 282-98 & subsequent), NA-265-80  
Cabin interiors installed with passenger seats and oxygen system must be evaluated for compatibility
- (m) Deleted - See Fatigue Life Limits, NOTE 3(b).
- (n) Model NA-265-80  
Allowable fuselage inertia distributions are contained in FAA Approved Rockwell Report No. SR 73-045, dated November 21, 1973, or later FAA approved revision.
- (o) Model NA-265-80 (FFIA)  
Modification is accomplished as described by Rockwell International Drawing No. 369-000002 (Sabreliner Service Bulletin 74-1).
- (p) Compliance with fuel venting emissions requirements of Special Federal Aviation Regulation 27. Model NA-265-70, Serial Numbers 370-1 and 370-7, and Model NA-265-80, Serial Numbers 380-24, -26, -28, -29, and 380-31 and subsequent aircraft have complied with SFAR 27 at production. For other Model 265-80 serial numbers see Rockwell International, Sabreliner Division, Service Bulletin 75-2.
- (q) Model NA-265-65 - Installation of Solar T-62T-40C Auxiliary Power Unit.
- (r) Model NA-265-65 - Installation of Garrett/AiResearch TFE-731-3R-1D Automatic Performance Reserve (APR).

NOTE 8. Applies to Model NA-265-60

Airplane Serial Numbers 306-54 and 306-59 through 306-63 are approved for operation at the weight and center of gravity limits for airplanes 306-64 and subsequent as defined by Flight Manual Supplement No. 60-76.

NOTE 9. Applies to Model NA-265-65

When modified in accordance with Sabreliner Service Bulletin 00-02, titled "NA265-65 RVSM Aircraft Modification/Certification" the aircraft will qualify for flight in RVSM Altitude Airspace. Note: The approval is for the aircraft altimetry equipment installation only. It is the responsibility of the owner/operator to obtain the proper training and approval for the flight crew and the approval for operating the aircraft in the RVSM Altitude Airspace through their local FAA Flight Standards Office.

NOTE 10. When modified in accordance with Sabreliner Certification Drawing List No. 65S-060-0012, titled "Speed Brake Reactivation 65 Model", the aircraft has fully operational speed brake. Limitations and operations procedure are defined by Airplane Flight Manual Supplement No. 65-91.

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