



Engine Limits	Takeoff static thrust, standard day	<u>506-14, -14A, -14D</u>	<u>506-14C</u>
	Sea level condition, (5 minutes) lb.	10,410	10,570
	Maximum continuous static thrust, standard day		
	Sea level conditions, lb.	9,990	9,990

Maximum permissible engine rotor operating speeds:

	506-14				506-14C (see Note 13)			
	High Pressure Compressor (HP)		Low Pressure Compressor (LP)		High Pressure Compressor (LP)		Low Pressure Compressor (LP)	
	percent	rpm	percent	rpm	percent	rpm	percent	rpm
Takeoff (5 minutes)	99.7	12,450	107.2	9,000	100.5	12,546	108.7	9,123
Maximum Continuous	97.3	12,150	107.2	9,000	97.3	12,150	108.7	9,123
Reverse Thrust (30 seconds)	90.0	11,236	105.5	8,855	90.0	11,236	105.5	8,855
Overspeed (20 seconds)	102.7	12,820	110.2	9,250	104.0	12,980	111.9	9,392

	506-14A				506-14D			
	High Pressure Compressor (HP)		Low Pressure Compressor (LP)		High Pressure Compressor (LP)		Low Pressure Compressor (LP)	
	percent	rpm	percent	rpm	percent	rpm	percent	rpm
Takeoff (5 minutes)	98.9	12,350	107.8	9,050	100.2	12,509	107.7	9,039
Maximum Continuous	97.0	12,110	107.8	9,050	97.3	12,150	107.2	9,000
Reverse Thrust (30 seconds)	90.0	11,236	105.5	8,855	90.0	11,236	105.5	8,855
Overspeed (20 seconds)	103.2	12,885	113.5	9,530	102.7	12,820	110.2	9,250

Ground idling 61.0-64.0 minimum range with AiResearch C.S.D.S.

Ground idling 58.0-62.0 minimum range with Plessey C.S.D.S.

Ground idling H.P. r.p.m. range is governed by generation requirements and r.p.m. can vary from the upper limit to the lower limit depending on ambient conditions.

Flight idling H.P. r.p.m. data is given in CAA approved Airplane Flight Manual Doc.

No. VS. 6.2.

Maximum permissible turbine outlet gas temperatures: (See NOTE 13)

	506-14		506-14A		506-14C		506-14D	
	(°C)	(°F)	(°C)	(°F)	(°C)	(°F)	(°C)	(°F)
Takeoff(5 minutes)	(615°C)	1139°F	(600°C)	1112°F	(580°C)	1076°F	(570°C)	1058°F
Maximum Continuous	(575°C)	1067°F	(560°C)	1040°F	(550°C)	1022°F	(550°C)	1022°F
During starts (momentary)	(615°C)	1139°F	(590°C)	1094°F	(570°C)	1058°F	(570°C)	1058°F
With reverse thrust (30 seconds)	(615°C)	1139°F	(600°C)	1112°F	(570°C)	1058°F	(570°C)	1058°F

Maximum permissible oil inlet temperature:

Continuous operation (100°C) 212°F

15 minute operation (limit) (120°C) 248°F

Maximum permissible fuel temperatures at inlet to HP pump:

Continuous operation ( 90°C) 194°F

15 minute operation(limit) (110°C) 230°F

Maximum permissible airbled extraction:

Compressor airbled may be used in accordance with CAA approved Rolls-Royce instructions such that the operating limitations are not exceeded up to the maximum percentage of no-bleed mass flow stated below:

LP Bleed  
3.5

HP Bleed  
3.1

Airspeed Limits (IAS) (see NOTES 2 & 3)	V <sub>MO</sub>	Zero Fuel Weight		
		62,500 lb.	333 kts up to 24,100 ft then 0.785 M <sub>MO</sub> above 24,100 ft.	
		64,000 lb.	329 kts up to 24,800 ft then 0.785 M <sub>MO</sub> above 24,800 ft.	
		64,500 lb.	327 kts up to 25,000 ft then 0.785 M <sub>MO</sub> above 25,000 ft.	
			65,500 lb.	324 kts up to 25,400 ft then 0.785 M <sub>MO</sub> above 25,400 ft.
	V <sub>A</sub>	(Maneuvering) See CAA approved Airplane Flight Manual Doc. No. VS 6.2		
	V <sub>FE</sub>	(Flap Speeds - extended and operating)		
		Flap deflection		
		3° (see NOTE 4)	220 kts	
		8°	220 kts	
		18°	220 kts	
		26°	180 kts	
		45°	170 kts	
V <sub>LO</sub>	(Landing gear operation)	220 kts		
V <sub>LE</sub>	(Landing gear extended, locked and doors closed and locked)	V <sub>MO</sub> / M <sub>MO</sub>		
V <sub>MC</sub>	(Minimum Control Speed)			
	V <sub>MCA</sub>	(ISA sea level 102 kts with flaps 8°, 18°)		
	V <sub>MCG</sub>	(ISA sea level 97 kts with flaps 8°, 18°)		
C.G. Range (Landing gear extended)	Forward Limit			
	Up to 65,000 lb.	0.15 s.m.c. (Stn. 538.83) then varying linearly with weight		
	Up to 80,000 lb.	0.202 s.m.c. (Stn. 545.8)		
	Aft Limit			
	At 80,000 lb.	For takeoff and landing 0.339 s.m.c. (Stn. 564.0)	For flight 0.359 s.m.c. (Stn. 566.6)	
		then varying linearly with weight down to 78,500 lb. and all weights		
	below	0.390 s.m.c. (Stn. 570.7)	0.410 s.m.c. (Stn. 573.4)	
	Nose gear retraction moment is minus 5200 in. lb.			
Maximum Weight (See NOTES 2,6,7 8 and 16)	<u>All 200 series</u>			
	Ramp	80,500 lb.		
	Takeoff	80,000 lb.		
	Landing	71,000 lb.		
	Zero Fuel	64,500 lb. (see NOTE 3 and 24 regarding 65,500 lb. MZFW)		
Minimum Crew	For all flights, two (2) - Pilot and Co-pilot.			
Maximum Passengers	79 limited by number and type of emergency exits (see NOTE 5 Executive Interior) (see NOTE 14, eligibility for 89 passengers)			
Cabin Attendants	As limited by number of seats approved for takeoff and landing (2 or 3 seats provided)			

Freight Hold Capacities	Forward Hold	203/AE	211/AH	All other variants	
		Aft Hold	Forward Hold	Forward Hold	Aft Hold
Max. loading lb. per sq. ft.	150	150	150	150	150
Max. capacity lb.	4248	2160	5148	6372	3240
Moment arm in.	325.8	697.3	344.7	325.8	697.3
Moment in. lb.	1,383,998	1,506,168	1,774,516	2,075,998	2,259,252

Fuel Capacity	203/AE, 204/AF, 215/AU		211/AH, 212/AR, 201/AC, 201/Z/AC	
	Wing Tanks Only		Wing Center Tank	
	Usable Fuel Wing Tanks (each)	Unusable Fuel Tanks, Engines, and Lines	Usable Fuel Wing Tanks Center Tank	Unusable Fuel Tanks, Engines, and Lines
Vol. U.S. gal	1350	18.8	3726	30.2
Max. Wt. lb.	9000	125	24840	201
Arm, in	560.5	550.6	549.8	544.0
Moment, in. lb.	5,044,500	68,825	13,656,740	109,344

Oil Capacity Engine tank oil is oil which is required for circulation in the system:

	<u>203/AE, 212/AR</u>		<u>211/AH, 204/AF, 215/AU, 201/AC, 201/Z/AC</u>	
	Power Plant		Power Plant	
	<u>incl. C.S.D.S.</u>	<u>A.P.U.</u>	<u>incl. C.S.D.S.</u>	<u>A.P.U.</u>
Capacity U.S. gal.	8.6	1.4	8.3	1.4
Wt. lb.	64	10.7	62	10.7
Arm in	794.6	950	794.7	950
Moment in. lb.	50,856	10,165	49,271	10,165
<u>Maximum Altitude</u> (See NOTE 10 & 11)	<u>203/AE</u> 35,000 ft	<u>201/AC, 204/AF, 215AU</u> 25,000 ft	<u>211/AH, 212/AR, 201/Z/AC, 203/AE</u> 40,000 ft	

Equipment The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. The British Aircraft Corporation's BAC 1-11 Illustrated Parts Catalogue contains lists of all required equipment as well as optional equipment installations approved by the Civil Aviation Authority. Refer Publication IPC/BAC 1-11 for each aircraft type.

## **II. BAC 1-11, 400 Series (Transport Aircraft), Approved November 22, 1965 for Model/Type 401/AK**

Amended September 1, 1966	for Model/Type 410/AQ
Amended August 25, 1967	for Model/Type 419/EP
Amended May 14, 1973	for Model/Type 412A/EB
Amended August 6, 1974	for Model/Type 422/EQ
Amended March 11, 1976	for Model/Type 414/EG
Amended March 8, 1982	for Model/Type 420/EL
Amended July 6, 1984	for Model/Type 416/EK
Amended January 23, 1985	for Model/Type 416/EK

<u>Model/Type</u>	<u>Serial Nos. Eligible</u>
401/AK	BAC 055 thru 069, 072 thru 081, 086 thru 090
410/AQ	BAC 054
419/EP	BAC 120
412A/EB	BAC 111 (see NOTE 18)
422/EQ	BAC 119, 126 (see NOTE 19)
414/EG	BAC 127, 163 (see NOTE 21)
420/EL	BAC 117
416/EK	BAC 129 and BAC 131 (see NOTE 26)

Engines	<u>401/AK, 410/AQ, 419/EP</u>	<u>401/AK, 412A/EB, 414/EG,</u> <u>414/EG, 416/EK</u>	<u>401/AK, 412A/EB, 414/EG,</u> <u>420/EL, 422/EQ</u>
2 Rolls-Royce Spey Bypass Turbojet: (see Notes 12 and 17)	511-44	511-14W	

Fuel	Aviation Kerosene to Specification D. Eng. R.D. 3-GP-23e, ASTM D1655/63T Jet A-1	2494(AVTUR 50)
	Aviation Wide-cut to Specification D.Eng. R.D. 3-GP-22e, ASTM D1655/63T Jet B	2486 (AVTAG) (See NOTE 11)

The mixing of approved fuels is permitted without restriction. No adjustment of the engine controls is necessary and no loss of performance occurs.

Engine Limits	Takeoff static thrust, standard day sea level conditions, (5 minutes) lb	<u>511-14W, 511-14</u> 11,400
	Maximum continuous static thrust, standard day sea level conditions, lb.	10,940

Maximum permissible engine rotor operating speeds:

	511-14W				511-14				
	High Pressure Compressor (HP)		Low Pressure Compressor (LP)		High Pressure Compressor (LP)		Low Pressure Compressor (LP)		
	percent	rpm	percent	rpm	percent	rpm	percent	rpm	
Takeoff (5 minutes)	dry	100.1	12,496	106.6	8,947	100.1	12,496	106.6	8,947
	wet	101.0	12,610	106.6	8,947	-	-	-	-
Maximum Continuous		98.1	12,248	106.6	8,947	98.1	12,248	106.6	8,947
Reverse Thrust (30 seconds)		100.1	12,496	106.6	8,947	100.1	12,496	106.6	8,947
Overspeed (20 seconds)		104.0	12,980	110.0	9,232	103.1	12,868	110.0	9,232

Ground idling 58.0 - 62.0 minimum range with Plessey C.S.D.S.

Ground idling H.P. r.p.m. range is governed by generation requirements and r.p.m. can vary from the upper limit to the lower limit depending on ambient conditions. Flight idling H.P. r.p.m. data is given in CAA-approved Airplane Flight Manual Doc. No. VS.6.4.

Maximum permissible turbine outlet gas temperatures:

		<u>511-14W</u>		<u>511-14</u>	
Takeoff (5 minutes)	dry	(580°C)	1076°F	(580°C)	1076°F
	wet	(590°C)	1094°F	-	-
Maximum Continuous		(540°C)	1004°F	(540°C)	1004°F
During starts (momentary)		(570°C)	1058°F	(570°C)	1058°F
For approach and ground idle		(540°C)	1004°F	(540°C)	1004°F
With reverse thrust (30 seconds)		(580°C)	1076°F	(580°C)	1076°F
Overtemperature (20 seconds)		(595°C)	1103°F	(595°C)	1103°F

Maximum permissible oil inlet temperatures:

Continuous operation	(100°C)	212°F	(100°C)	212°F
15 minute operation (limit)	(120°C)	248°F	(120°C)	248°F

Maximum permissible fuel temperatures at inlet to HP pump:

Continuous operation	( 90°C)	194°F	( 90°C)	194°F
15 minute operation (limit)	(110°C)	230°F	(110°C)	230°F

Maximum permissible airbleed extraction:

Compressor airbleed may be used in accordance with CAA approved Rolls-Royce instructions such that the operating limitations are not exceeded up to the maximum percentage of no-bleed mass flow stated below:

<u>LP Bleed</u>	<u>HP Bleed</u>
3.65	2.45

Airspeed Limits (IAS)	V <sub>MO</sub>	(Maximum Operating) At sea level and constant up to 22,500 ft.	345 kts
	M <sub>MO</sub>	Above 22,500 ft.	0.78
	V <sub>A</sub>	(Maneuvering) See CAA approved Airplane Flight Manual Doc. No. VS 6.4 82,500 lb at sea level	210 kts
		82,500 lb at 10,000 ft	214 kts
	V <sub>FE</sub>	(Flap speeds - extended and operating) Flap deflection	
		3° (See Note 4)	240 kts
		8°	240 kts
		18°	240 kts
		26°	190 kts
		45°	180 kts
	V <sub>LO</sub>	(Landing gear operation)	230 kts (see NOTE 25 regarding 220 kt)
V <sub>LE</sub>	(Landing gear extended, locked and doors closed and locked)	V <sub>MO</sub> / M <sub>MO</sub>	
V <sub>MC</sub>	(Minimum Control Speed) (ISA sea level)		
	V <sub>MCA</sub> with flaps 8°, 18°	102 kts	
	V <sub>MCG</sub> with flaps 8°, 18°	98.5 kts	

C.G. Range (Landing gear extended)	Forward Limit:		
	Up to 68,000 lb. takeoff and landing in flight	0.15	s.m.c.(Stn. 538.83)
		0.14	s.m.c.(Stn. 537.5)
	Then varying linearly with weight		
	Up to 87,000 lb. takeoff and landing in flight	0.217	s.m.c. (Stn. 541.8)
		0.207	s.m.c. (Stn. 546.5)
	Aft Limit		
	At 87,000 lb. takeoff and landing in flight	0.339	s.m.c. (Stn. 564.0)
		0.359	s.m.c. (Stn. 566.6)
	Then varying linearly with weight		
To 78,000 lb. takeoff and landing in flight	0.39	s.m.c. (Stn. 570.7)	
	0.41	s.m.c. (Stn. 573.4)	
Nose gear retraction moment is		-6150 in. lb.	

Maximum Weights (See NOTES 2,9, 16 and 22)		<u>All 400 Series</u>
	Ramp	87,500 lb.
	Takeoff	87,000 lb.
	Landing	78,000 lb.
	Zero Fuel	68,500 lb.

Minimum Crew For all flights, two (2) - Pilot and Co-pilot

Maximum Passengers  
79, as limited by number and type of emergency exits.  
(See NOTE 14, eligibility for 89 passengers).

Cabin Attendants As limited by number of seats approved for takeoff and landing.  
(2 or 3 seats provided).

Freight Hold Capacities		Forward Hold	Aft Hold	Aft Hold (with water injection tank installed)
	Max. loading lb. per sq. ft.	150	150	150
	Max. capacity lb.	6,372	3,240	2,862
	Moment arm in.	325.8	697.3	704.5
	Moment in. lb.	2,075,998	2,259,252	2,016,279

Fuel Capacity	Usable Fuel		Unusable Fuel
	Wing tanks each	Center tank	Tanks, engine and lines
Vol. U.S. gal	1350	1026	30.2
Max. Wt. lb.	9000	6840	201
Arm, in	560.5	521.6	544.0
Moment, in. lb.	5,044,500	3,567,744	109,344

Oil Capacity Engine tank oil is oil which is required for circulation in the system:

	Power Plant <u>inc. C.S.D.S.</u>	A.P.U.
Capacity U.S. gal.	8.3	1.4
Wt. lb.	62	10.7
Arm in.	794.7	950
Moment in. lb.	49,271	10,165

Maximum Altitude	<u>401/AK, 414/EG, 420/EL</u> <u>416/EK</u> 35,000 ft.	<u>410/AQ, 419/EP, 401/AK, 412A/EB,</u> <u>422/EQ, 414/EG</u> 40,000 ft. (See NOTE 11)
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#### Required Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. The British Aircraft Corporation's BAC 1-11 Illustrated Parts Catalogue contains lists of all required equipment as well as optional equipment installations approved by the Civil Aviation Authority. Refer Publication IPC/BAC 1-11 for each aircraft type.

#### DATA PERTINENT TO ALL MODELS

Datum	The center of gravity datum (Stn. 0) is 4.0 in. forward of the nose and 50.7 in. forward of the weighing reference point, the latter being marked on a plate on the under-surface of the fuselage on the center line of the aircraft.
Standard Mean Chord (S.M.C)	132.92 inches. The Leading Edge of the S.M.C. is 518.92 inches aft of the fuselage datum, S.M.C. is defined as the design gross wing area divided by the span.
Leveling Means	Leveling equipment is supplied, to be bolted to left hand seat rails at Stn. 557 with plumb-bob suspended from roof structure over reticule. (Ref. Weight and Balance Manual, Section 1-5 Fig 1).
Control Surface Movements	To ensure proper operation of the airplane the movement of the various control surfaces must be carefully controlled by proper rigging of the flight control system. The airplane must, therefore, be rigged according to the Civil Aviation Authority approved data contained in the BAC 1-11 Maintenance Manual Publication, MM/BAC 111/ for each aircraft type, reference Chapter 27.
Service Information	Service bulletins, structural repair manuals, vendor manuals, aircraft flight manuals, and overhaul and maintenance manuals, which contain a statement that the document is CAA approved, or CAA approved through the Manufacturers CAA Approval Ref. DAI/1070/38, are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.
Service Life Limitations	(a) The service life limits for airframe and system components are listed in BAC 1-11 Maintenance Manual Publication, MM/BAC 1-11/ for each aircraft type, reference Chapter 5. (b) Engine life limited components are listed in the Rolls-Royce Spey Powerplant Overhaul Manual, reference Chapter 5.

Certification Basis CAR Part 4b, effective December 31, 1953, Amendments 4b-1 through 4b-11. Special Regulation SR-422B, and Special Conditions notified by FAA to the Civil Aviation Authority as recorded in the CAA Validation Arrangements Note 1, Issue 1, dated April 19, 1961.

BCAR Section D, effective December 31, 1959, supplemented by V.A., Note 1, Issue 1, was found to provide a level of safety equivalent to CAR 4b, effective December 31, 1953, plus Amendments 4b-1 through 4b-11, and SR-422B, to enable certification under the provisions of CAR part 10 (FAR 21.29 (a) (1) (ii)).

Type Certificate (Import) No. A5EU issued April 15, 1965.  
Date of application for Type Certificate: October 4, 1961.

Compliance with the following optional requirements has been established:

BCAR (1963)	Section D, Issue 6
CAR 4b Amendments	4b-12, 4b-14.
Ditching	4b-361 (Overwater operation can be approved when the aircraft has been equipped and installation has been approved according to CAR 4b.361.)
Ice protection	4b-640
Fuel Jettison	FAR 25 Amendment 25-18 effective September 29, 1968 (see NOTE 16)
Exemptions	No. 553A-4b.437 Fuel Jettisoning (NOTE 15) No. 649-4b.362 Max. Passenger (NOTE 14)

The CAA originally type certificated this aircraft under its type certificate number BA3. The FAA validated this product under U.S. Type Certificate Number A5EU. Effective September 28, 2003, the European Aviation Safety Agency (EASA) began oversight of this product on behalf of the CAA.

Import Requirements A U.S. Airworthiness Certificate may be issued on the basis of a United Kingdom Certificate of Airworthiness for Export signed by a representative of the Civil Aviation Department, Board of Trade, containing the following statement: "The airplane covered by this certificate has been found to comply with the British Civil Airworthiness Requirements (1st November 1963), the Special Conditions notified by the United States Government to the Government of the United Kingdom including V.A. Note 1, Issue 1, and conforms to Type Certificate No. A5EU."

The FAA can issue a U.S. airworthiness certificate based on an CAA Export Certificate of Airworthiness (Export C of A) signed by a representative of the CAA on behalf of the European Community. The Export C of A should contain the following statement: 'The aircraft covered by this certificate has been examined, tested, and found to conform to the type design approved under U.S. Type Certificate No A5EU and to be in a condition for safe operation.'

NOTE 1 (a) Current weight and balance report, including loading instructions and list of equipment included in certificated empty weight, must be provided for each aircraft at the time of original certification.  
(b) The aircraft must be loaded in accordance with prescribed methods which conform with the overall loading instructions given in the BAC 1-11 Weight and Balance Manual.  
(c) The "unusable fuel" includes that amount of fuel in the tank which is unavailable to the engines under critical flight conditions as defined in the requirements, and the total amounts quoted must be included in the aircraft "weight empty."

NOTE 2 The aircraft must be operated according to the Civil Aviation Authority approved Flight Manual Document Nos. VS. 6.2. for 200 series aircraft and VS. 6.4. for 400 series as applicable to each aircraft.

NOTE 3 The  $V_{MO}$  for 200 series aircraft varies with altitude unless modification PM2199 or PM4821 or PM5810 is incorporated. The  $V_{MO}$  for all series aircraft reduces with increase in Zero Fuel Weight. The limit speeds given are the  $V_{MO}$  applicable to the Zero Fuel Weight certificated. Modification PM2199 is applicable to 64,000 lb. Zero Fuel Weight. Modification PM4821 permits Maximum zero fuel weight to be increased to 64,500 lbs.

NOTE 4 Aircraft with the facility for selecting 3° flap by the incorporation of Modification PM1047 may use this flap setting for takeoff only when the Flight Manual has been amended to include the relevant performance data.

NOTE 5 The approved interior configuration for Model 212/AR is defined by Marshall of Cambridge (Engineering) Ltd., Modification No. MCE 160 (Drawing No. MK. 1 18301), for S/N BAC 083, and No. MCE 230 (Drawing No. MK. 1 18463) for S/N BAC 183, for Model/Type 410/AQ by BAC Drawing No. AQ.77/A1 sht 1 and 2, and for Model /Type 201/Z/AC by Mod. No. MCE 251 (Drawing No. MK. 1 18527) and for Model/Type 201/AC by Mod. No. BCAL-1-11-680 (Drawing No. 01-25-1445). All replacement seats (crew, passenger and lounge seats), although they may comply with TSO C39, must also be demonstrated to comply with CAR 4b.358(c). Other installations such as berths, buffets and compartments or items of mass which could create a hazard to the safety of passengers and crew, must also be demonstrated to meet the same requirements.

- NOTE 6 The incorporation of Modification PM1128 and PM1550 in the 200 series permits the following weight increases when used with the appropriate Flight Manual amendments. (see NOTE 2).
- |                     |                                     |
|---------------------|-------------------------------------|
| Max. Ramp from      | 77,000 lb to 79,000 lb or 79,500 lb |
| Max. Takeoff from   | 76,500 lb to 78,500 lb or 79,000 lb |
| Max. Landing from   | 67,500 lb to 69,000 lb or 69,500 lb |
| Max. Zero Fuel from | 62,500 lb to 64,000 lb or 65,500 lb |
- (see NOTE 3 and 24).
- NOTE 7 200 series may operate to a takeoff weight of 80,000 lb. (Ramp Weight of 80,500 lb.) on incorporation of Modification PM.3070, PM.3564, PM.3026 and PM.4372 in addition to the modifications referred to in NOTE 6.
- NOTE 8 200 series may operate to a landing weight of 71,000 lbs. on incorporation of Modifications PM3564, PM3026, PM1128, and either PM1550 or PM3070.
- NOTE 9 400 series aircraft are eligible for an increase in maximum take-off weight from 85,000 lb. to 87,000 lb. (Max. Ramp Weight from 85,500 lb. to 87,500 lb.) upon incorporation of modification PM2572 and the appropriate Flight Manual amendment (see NOTE 2.)
- NOTE 10 Aircraft Model/Type 204/AF Serial No. 102 was provided with passenger drop-out oxygen system and an additional oxygen regulator in the Flight Deck to Modification PM2681 and is eligible to operate to an altitude of 35,000 ft.
- NOTE 11 The maximum altitude may be raised to 40,000 ft on the incorporation of Modifications PM2840 and PM3187 subject to the limitations given in the Flight Manuals Doc. VS.6.2. and VS.6.4. for the particular aircraft. Wide cut fuels are not approved for flight above 35,000 ft. Aircraft eligible to operate to an altitude of 40,000 ft. are -S/N BAC 005, 015, 054 thru 057, 059, 060, 061, 062, 064, 067, 068, 069, 072, 073, 075, 076, 078 thru 081, 083, 084, 086, 088, 111, 119, 120, 126, 163, 183.
- NOTE 12 Aircraft Model/Type 401/AK with Modification PM2774 and PM1511 incorporated have the powerplant converted from Spey 510-14 to Spey 511-14 and limitation placards to the Spey 511-14 limitations provided. Spey engine 510-14 has been deleted as an approved type.
- NOTE 13 Incorporation of Modification PM3406 converted the Spey 506-14 engine to a Spey 506-14C with increased thrust. Incorporation of Modification PM4954 converts the Spey 506-14C engine to a Spey 506-14D with the thrust reverting to the Spey 506-14, but with the ballast resistors remaining to give a reduced indicated turbine gas temperature.
- NOTE 14 Exemption from compliance with CAR 4b.362 (b) and (c) (1) granted by Exemption No. 649, Reg. Docket No. 7771 issued March 3, 1967 as applied to the Ventral Exit, permits the maximum number of passengers to be increased to 89 on the incorporation of Modification PM2508 subject to the seating layout complying with the requirements of Modification PM2508 and the provisions of CAR 4b.356 (b), (e) and 4b.362 (e) through (h).
- NOTE 15 Exemption No. 533A issued October 13, 1966, Regulatory Docket No. 7836 permitted a takeoff weight not exceeding 111% of the maximum landing weight for the 200 series, and not exceeding 109% of the maximum landing weight for the 400 series, with the fuel jettison system either inoperative, deactivated or not installed, provided that the aircraft were shown to comply with requirements of Section 4T.119 and 4T.120(d) or Special CAR SR-422B at a weight equal to their certificated maximum takeoff weight divided by 1.05. (See NOTE 16).
- NOTE 16 200 and 400 Series aircraft with the fuel jettison system either inoperative, deactivated or no installed comply with the requirements of FAR 25 Amendment 25-18 effective September 29, 1968, without fuel jettison.
- NOTE 17 Aircraft Model/Type 401/AK may be operated with Spey 511-14W engines and water injection system on incorporation of BAC modification PM3615. (See NOTE 2).

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- NOTE 18 For aircraft Model/Type 412A/EB to be eligible for certification, BAC modification PM5141 must be incorporated. Incorporation of Modification PM5201 permits the use of water injection and provides for wet engine takeoff thrust limitations. Modification PM5201 supersedes part E of modification PM5141. Flight Manual Amendment P/41 extends wet takeoff performance charts to airplane weights of 87,000 lbs.
- NOTE 19 For aircraft Model/Type 422/EQ to be eligible for certification, BAC modification PM5270 must be incorporated. (See NOTE 2).
- NOTE 20 For aircraft Model /Type 211/AH to be eligible for certification, BAC modification PM5386 must be incorporated. (See NOTE 2).
- NOTE 21 For aircraft Model/Type 414/EG to be eligible for certification, either BAC modification PM5395 (for aircraft S/N BAC 163) or BAE modification PM5950 (for aircraft S/N BAC 127) must be incorporated. (See NOTE 2).
- NOTE 22 400 Series aircraft incorporating BAC modifications PM1469 part (f) (or PM3247), PM4811 and PM4843 are eligible for an increase of maximum takeoff weight from 87,000 lb to 88,500 lb. (maximum ramp weight for 87,500 lb to 89,000 lb.) Unless noise reduction treatment to Bae modification PM5320 is incorporated (see NOTE 27) the maximum landing weight is reduced to 77,200 lb. when operating at takeoff weights in excess of 87,000 lb. , in accordance with amendment P/111 to the Airplane Flight Manual (see NOTE 2); in order to comply with the acoustical change provisions of FAR 21.93(b) and FAR 36.7(a).
- NOTE 23 For aircraft Model/Type 201/AC to be eligible for certification, BAC modification PM5812 must be incorporated.
- NOTE 24 200 Series aircraft may operate at a Maximum Zero Fuel Weight of 65,500 lb. upon incorporation of modification PM3564 in addition to modifications PM1128 and PM1550 referred to in NOTE 6 and modification PM5810 referred to in NOTE 3.
- NOTE 25 400 Series aircraft incorporating BAC modifications PM5066 and/or PM5191 have a landing gear operation speed,  $V_{LO}$ , of 220 knots IAS.
- NOTE 26 For aircraft Model/Type 416/EK to be eligible for certification, Bae modification PM5884 part (a) must be incorporated.
- NOTE 27 400 Series aircraft incorporating noise reduction treatment to Bae modification PM5320 have been shown to comply with FAR part 36 Amendment 36-9. Amendment P/122 to the Airplane Flight Manual refers.
- NOTE 28 200 Series aircraft incorporating noise reduction treatment to Bae modification PM5320 have been shown to comply with FAR 36 Amendment 36-7. Amendments P/271 and P/285 to the Airplane Flight Manual refers.

## NOTE 29

## SERVICE INFORMATION:

Each of the documents listed below that contain a statement that it is approved by the European Aviation Safety Agency (EASA) - or for approvals made before September 28, 2003 - by the CAA, are accepted by the FAA and are considered FAA approved. These approvals pertain to the type design only.

- British Aerospace Airbus Ltd Service Bulletins, except as noted below,
- Structural repair manuals,
- Vendor manuals referenced in British Aerospace Airbus Ltd/service bulletins
- Aircraft flight manuals,
- Repair Instructions.

Design changes that are contained in Service Bulletins and are classified as level 1 major in accordance with the US Bilateral Aviation Safety Agreement Implementation Procedures for Airworthiness must be approved by the FAA.

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