

SYSTEM	Statement	Temp	Altitude	Pressure	Current	Voltage	Time	Weight	Wind	Percent
Air Cond & Pressurization	Engine Bleed Off Gravel TO & LDG			8.65 Max Diff 7.8 Max .125 TO&Ldg						
APU	APU Bleed Closed When Gnd Air Connected & ISO Open; L Engine Bleed Open; ISO & R Engine Bleed Open	760c Max 710c Cont	35,000 Max & Electric 17,000 Bleed only 10,000 Bleed & Electric		125A Ground 111 Flight					
Autopilot	No Roll Channel >30K W/Yaw Damp Inop. No Pitch Channel >.81M w/ "A" Depressurized; No ALT HOLD Capt. Alt. Static Selected; No AP TO & LDG									
Electrical		CSD 157c Rise 20c			GEN 111A TR 65A/50A Cool/NoCool	GEN 24-30V BATT 22-30V				
Engines				30psig Sea Level < 1/2psig/1000' ASL			30Sec On 60Sec Off 60Sec On 60Sec Off (2 only -> 5Min Off) 2 on 5 off Motoring FLT IGN 2 on 3 off FLT IGN 2 on 23 off			
Flight Controls	No Gravel TO & Ldg W/ Flap Posns. 1 + 2		20,000' Max Flap 500' SpeedBrake				Alternate Flaps 1Min On 25 Min Off			
Fuel		49c Max +3c>Freeze						10,120 Main 16,351 Center 1,500 Taxi Imbalance 1,300 TO, FLT, LDG Imbalance		
Hydraulic								1675 in #2 Tank for "B" Pumps Operation		
Ice and Rain	Pitot Heat On For Takeoff. Gravel Protect SW: Anti-Ice position when using Engine Inlet Anti-Ice	On Xcpt During Climb and Cruise < -40c sat	Window Heat Inop. 250Kts. Below 10,000'						Window Heat Inop. 250Kts. Below 10,000'	Min N1 in icing XCPT For Landing: 40% (0 -TAT-10c) 55% TAT < 0c 70% mdt-svr TAT<-6.5c
Landing Gear	No Brakes till after TD Depressurize "A" W/Towing Autobrakes OFF (TO) Antiskid ON (Gravel)									
Navigational	No Radar during Fueling, Spills, People. Warm in Stdbby only.									
Operational									40Kts Airstair 40Kts Cargo 60 Kts Canopy 15Kts Tailwind Turbulent 280Kts .7M	2% Runway Slope
Pneumatics		232C 450F		60 psig						
Weight	Use Approved Weight/Balance Systems							117,500 Taxi 117,000 TO 116,500 Flaps 0 106,000 Flaps 30/40 105,000 Landing 95,000 ZFW		