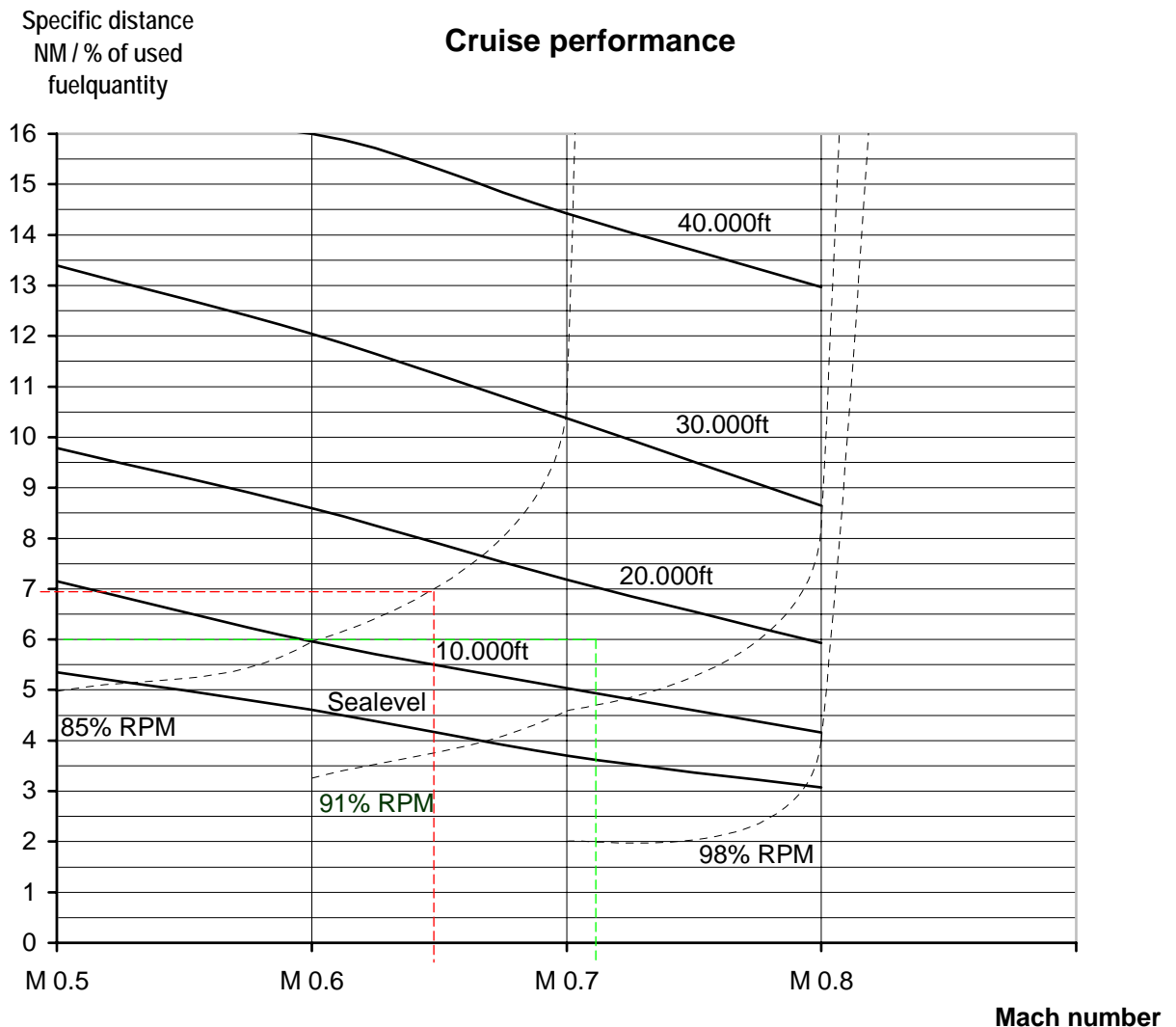


Performance data no external stores

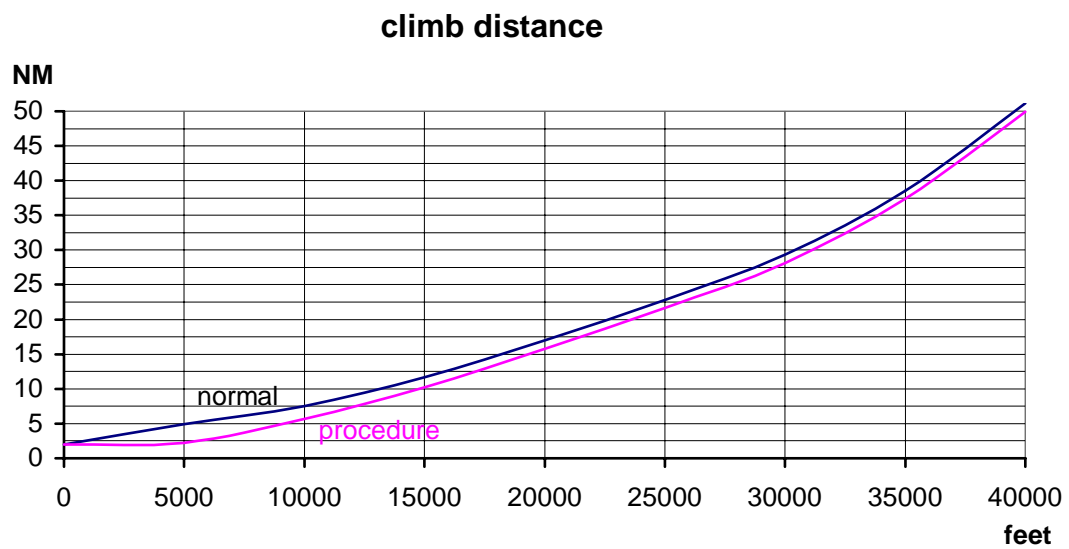
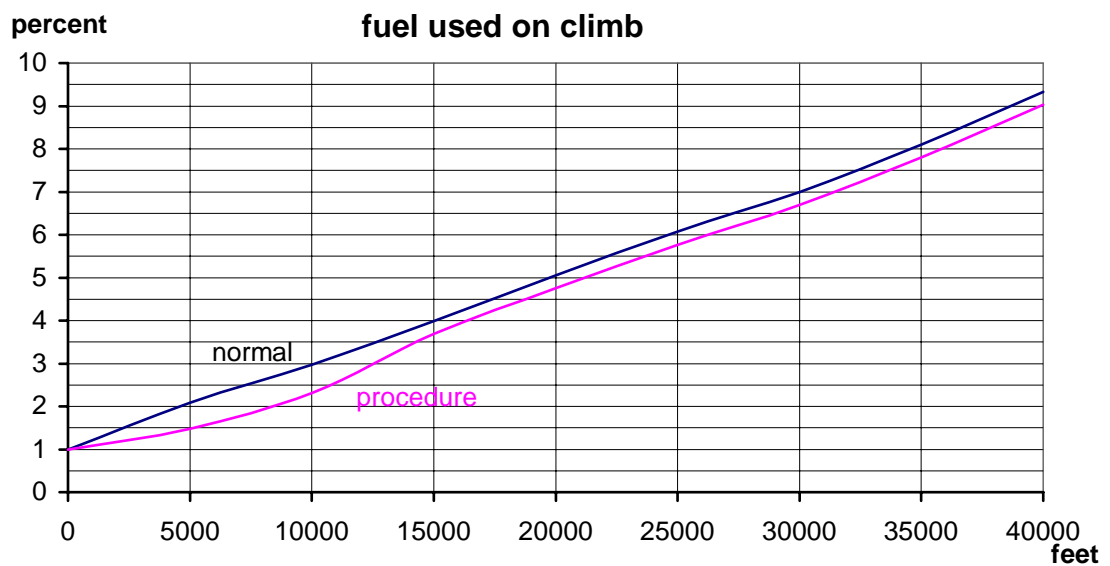


This diagram shows the specific distance covered by using one percent of indicated fuel quantity, and the Mach number you can expect by several RPM in several altitudes.

Red example: Our decided cruising level is FL160. With the cruise power setting of 85% RPM we can expect a Mach number of 0.65. With this Mach number in FL160, we cover 7 nautical miles by using one percent of indicated fuel.

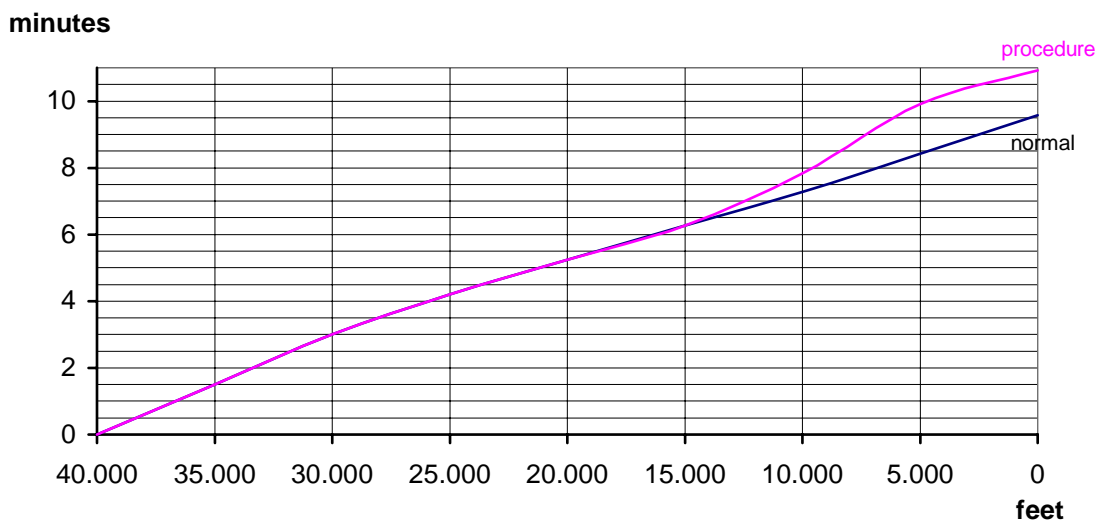
Green example: Level is still FL160. With a Mach number of 0.72, we cover only 6 nautical miles with the same amount of fuel. Power setting for this speed cannot be exactly interpolated, but somewhere between 86% and 90% of RPM.

No external stores continued

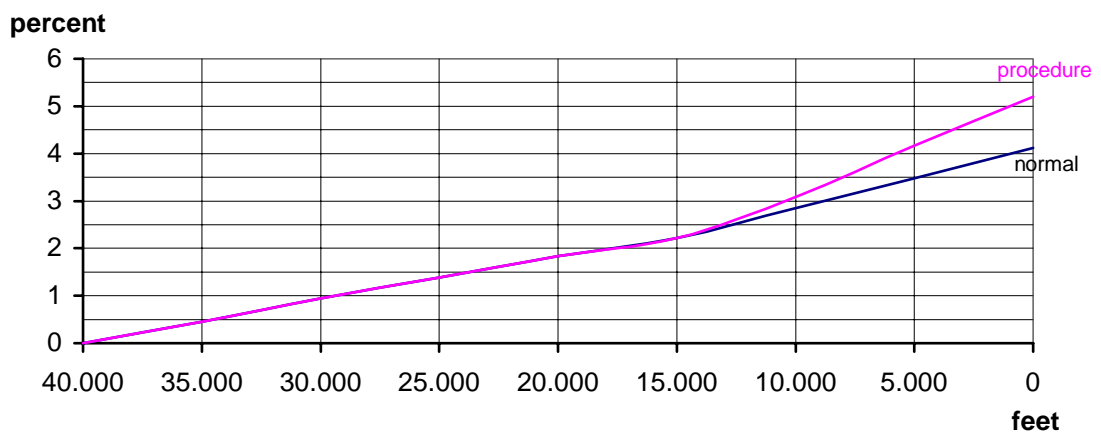


No external stores continued

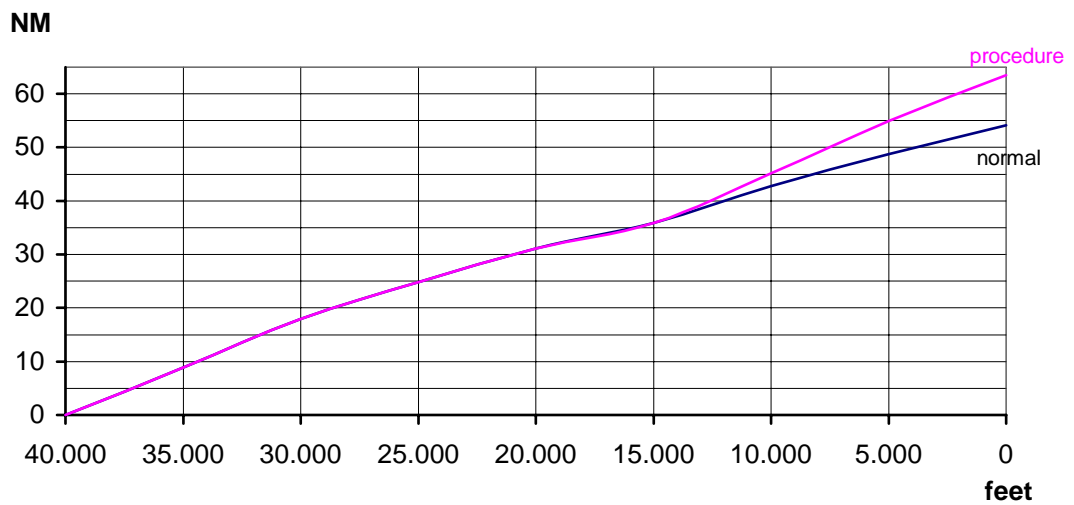
Time to descend



fuel used on descend



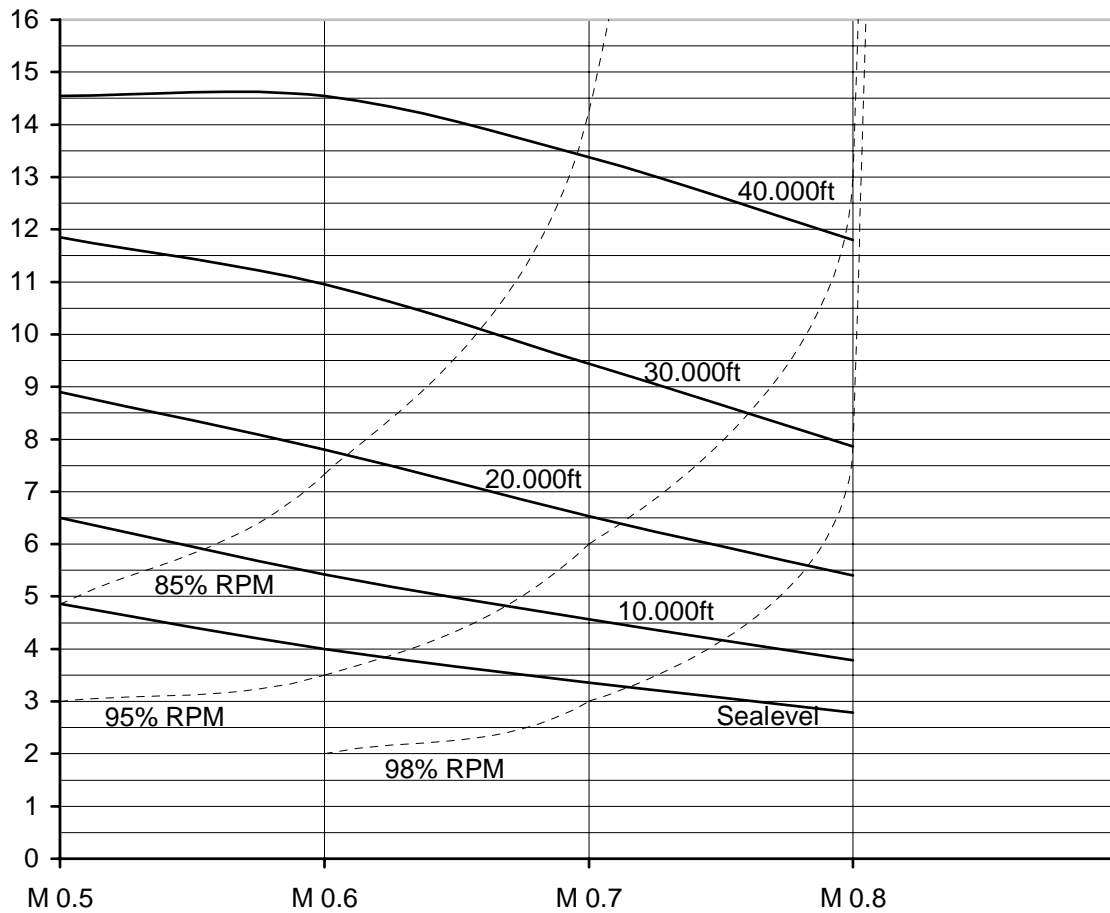
descend distance



Performance data 6 pylons

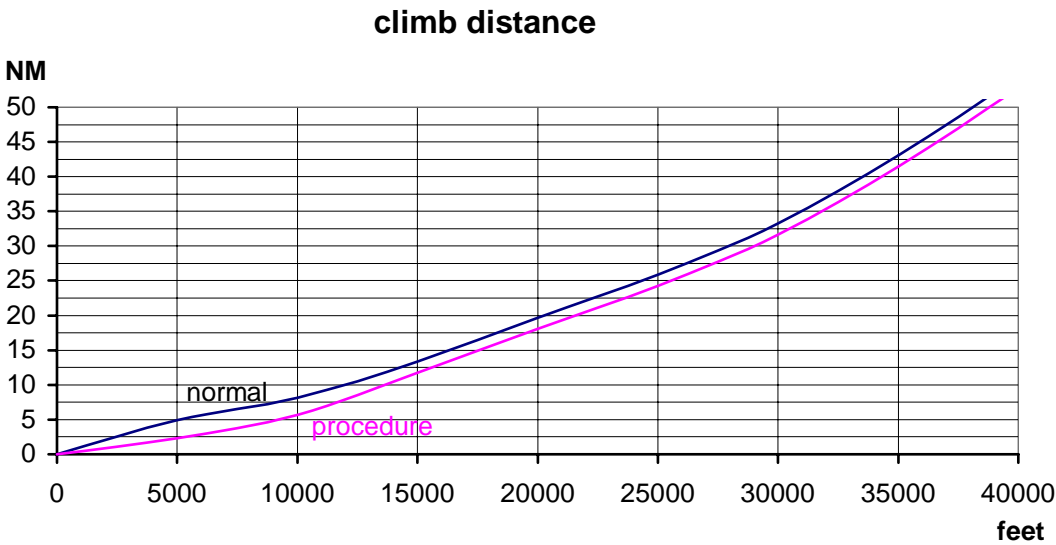
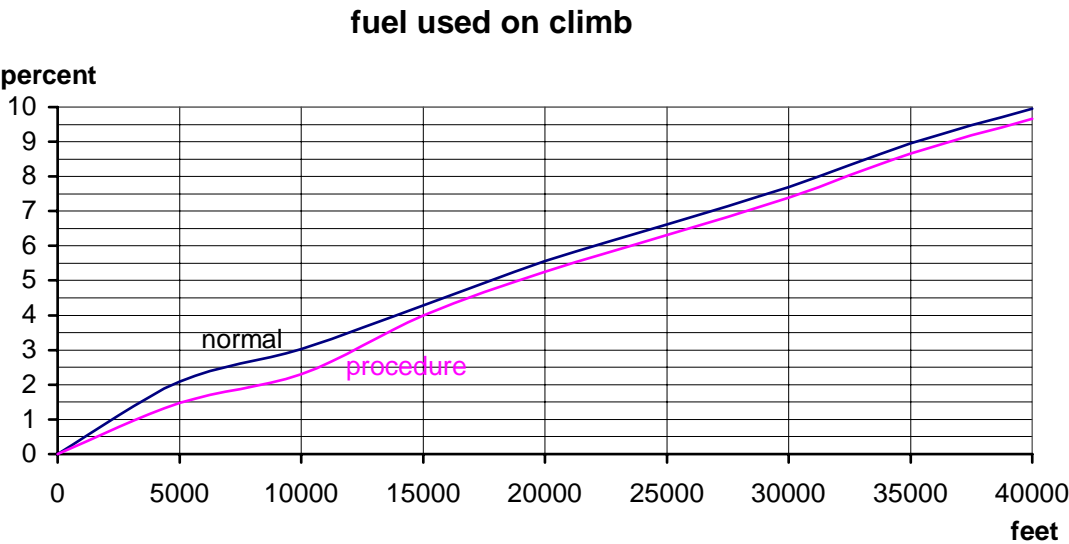
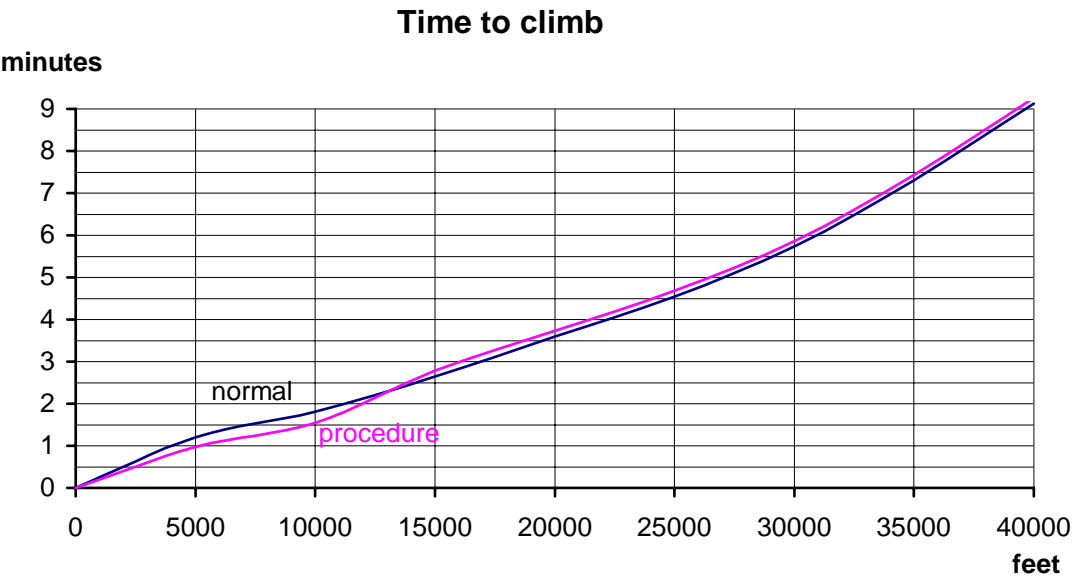
Specific distance
NM / % of used
fuel quantity

Cruise performance



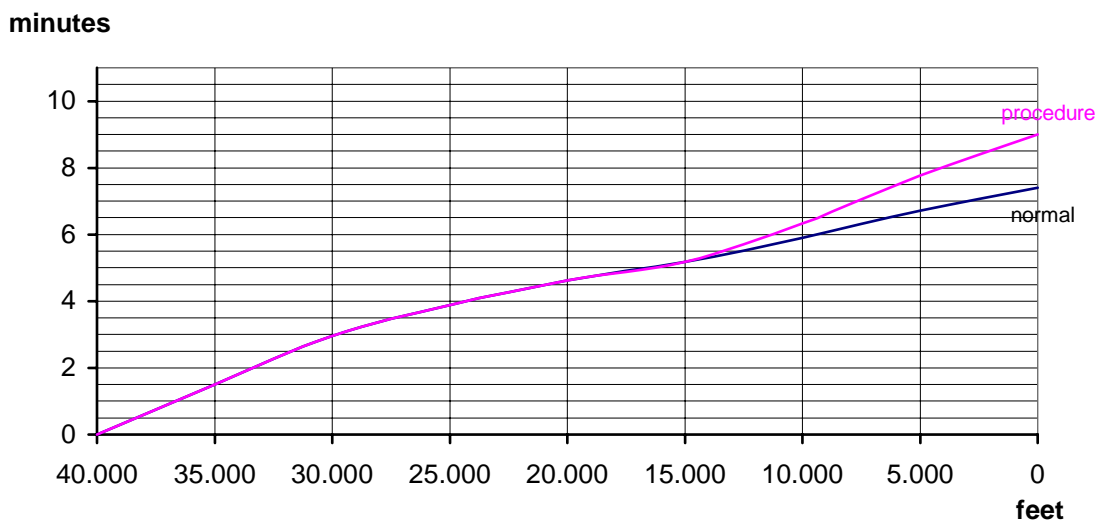
Mach number

6 pylons continued

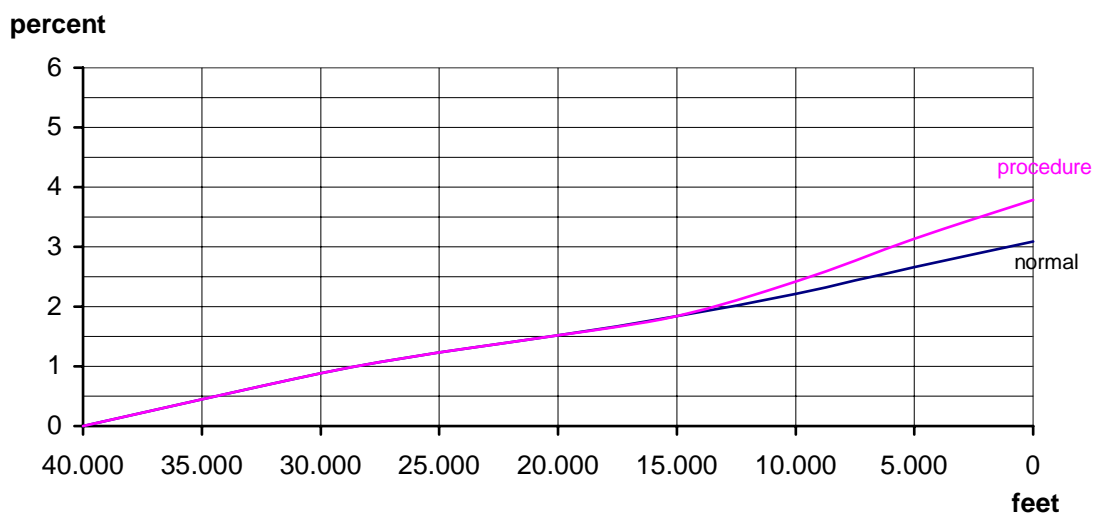


6 pylons continued

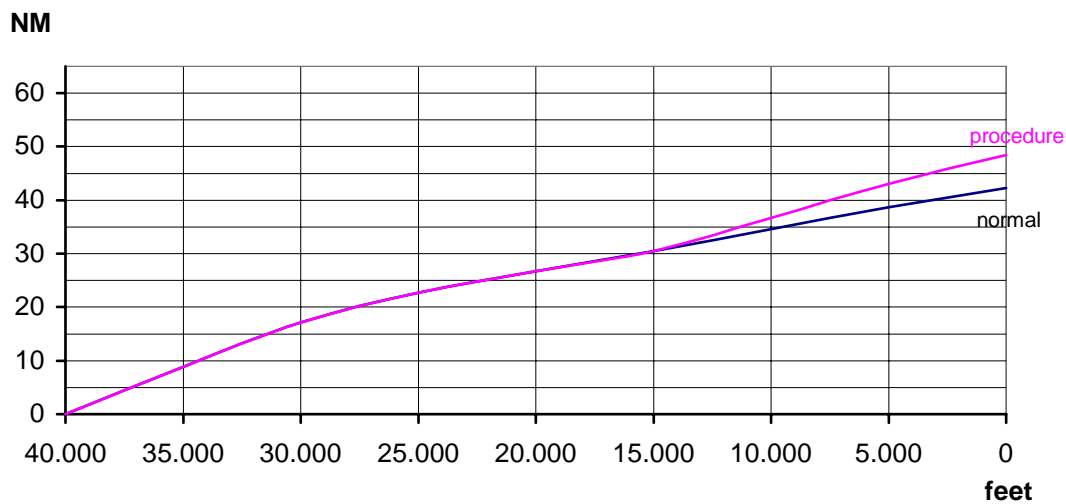
Time to descend



fuel used on descend



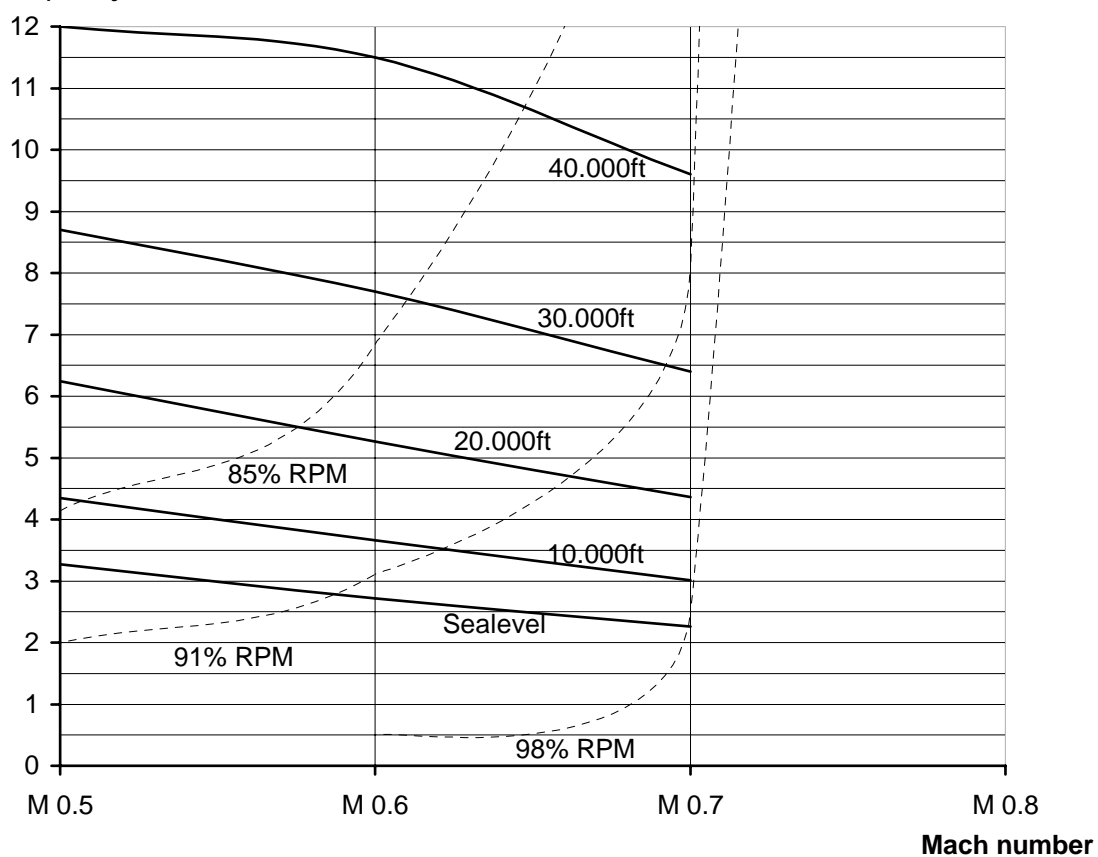
descend distance



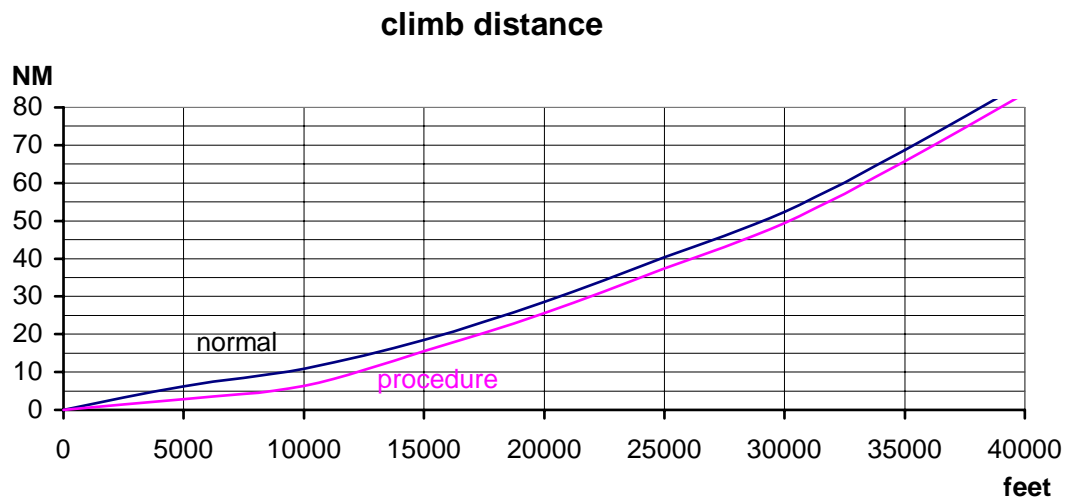
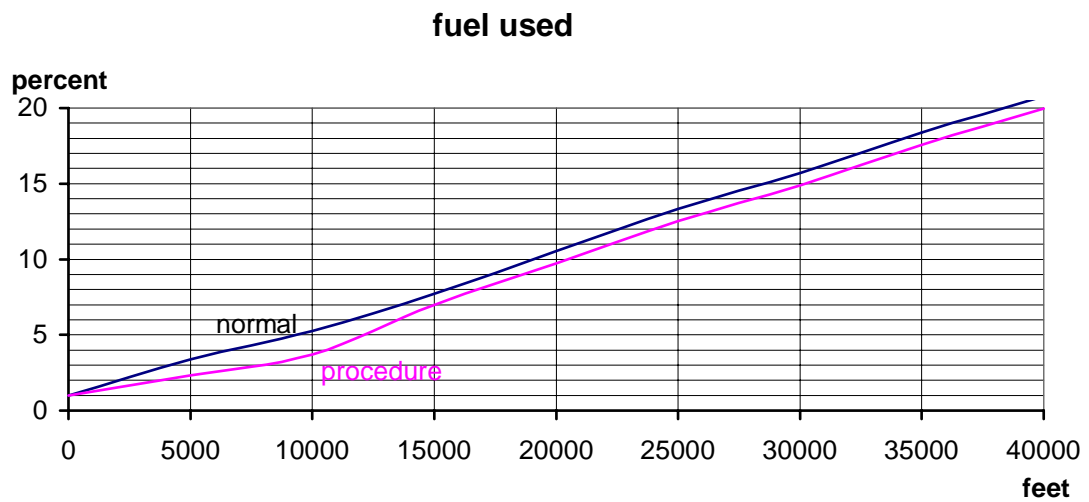
Cruise performance 2 gun pods and 8 rockets

Specific distance
NM / % of used
fuelquantity

Cruise performance

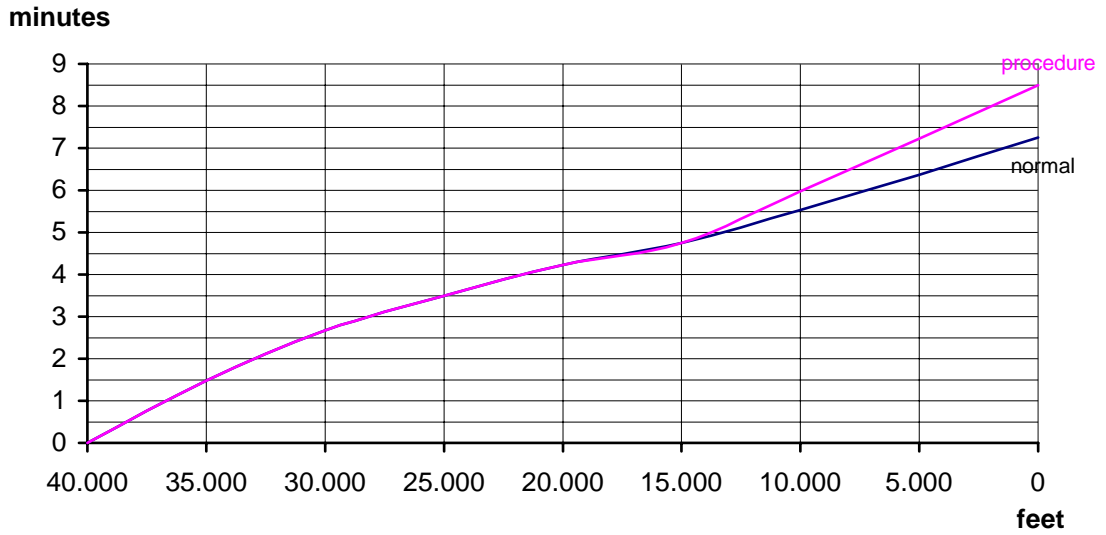


2 gun pods and 8 rockets continued

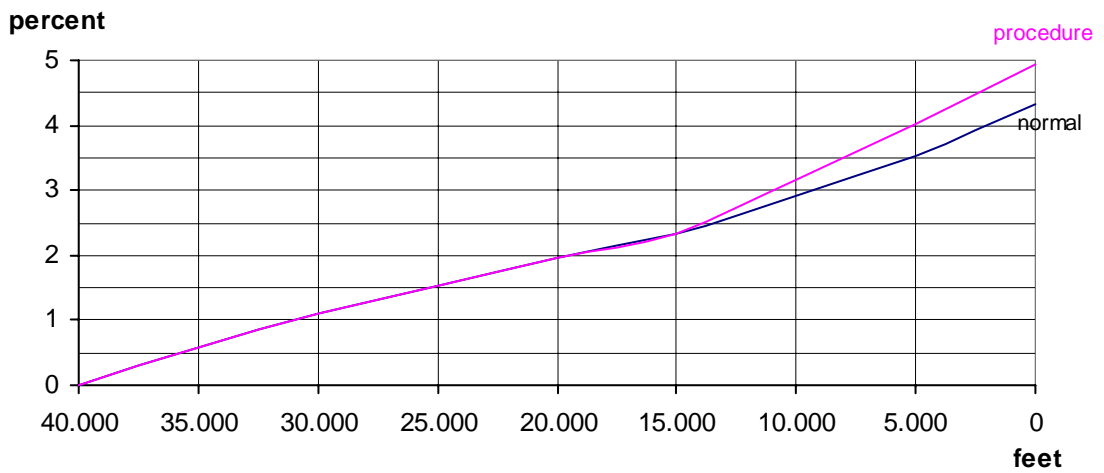


2 gun pods and 8 rockets continued

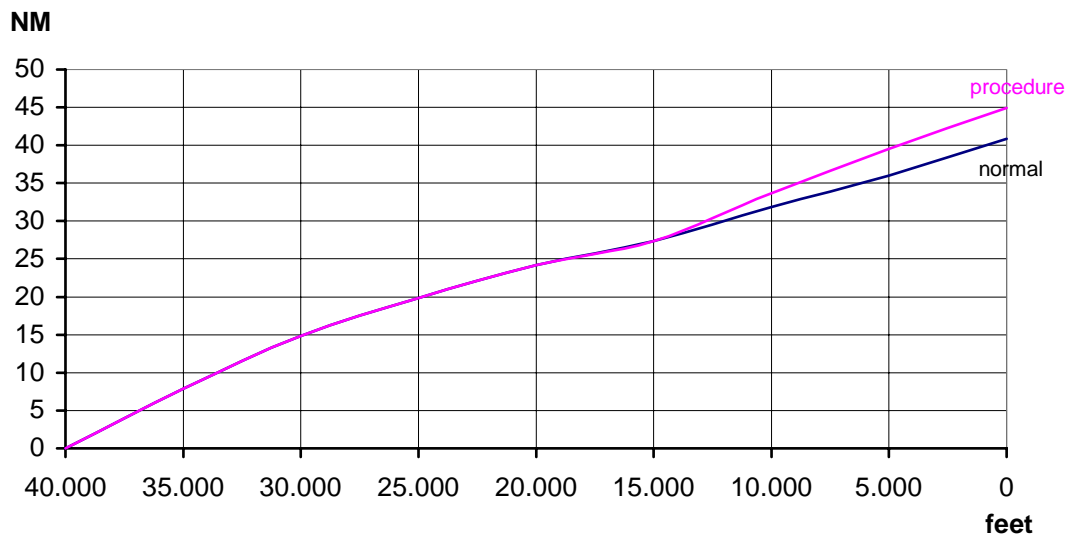
Time to descend



fuel used

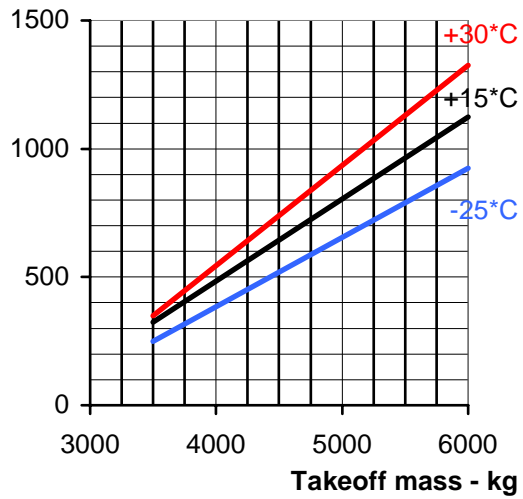


descend distance

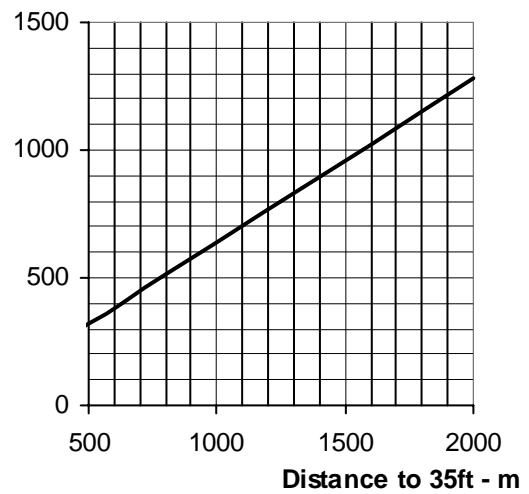


Takeoff distance

Ground
roll - m

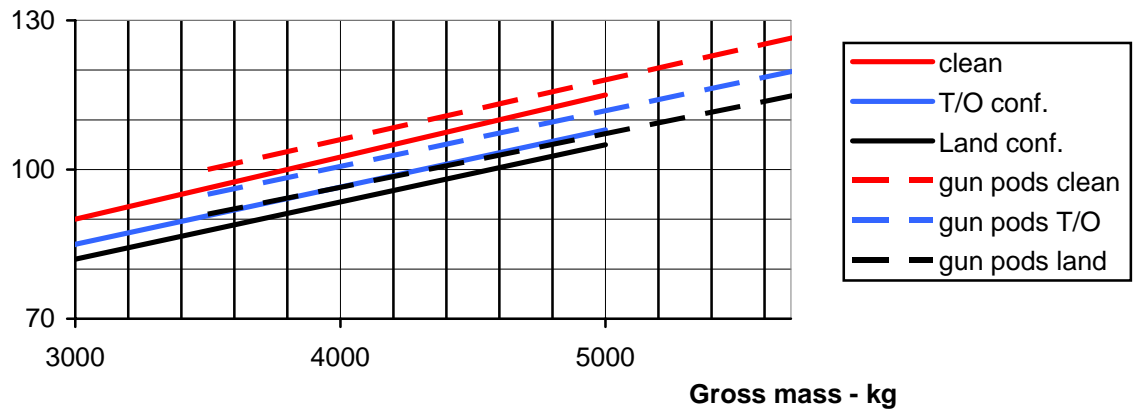


Ground
roll - m



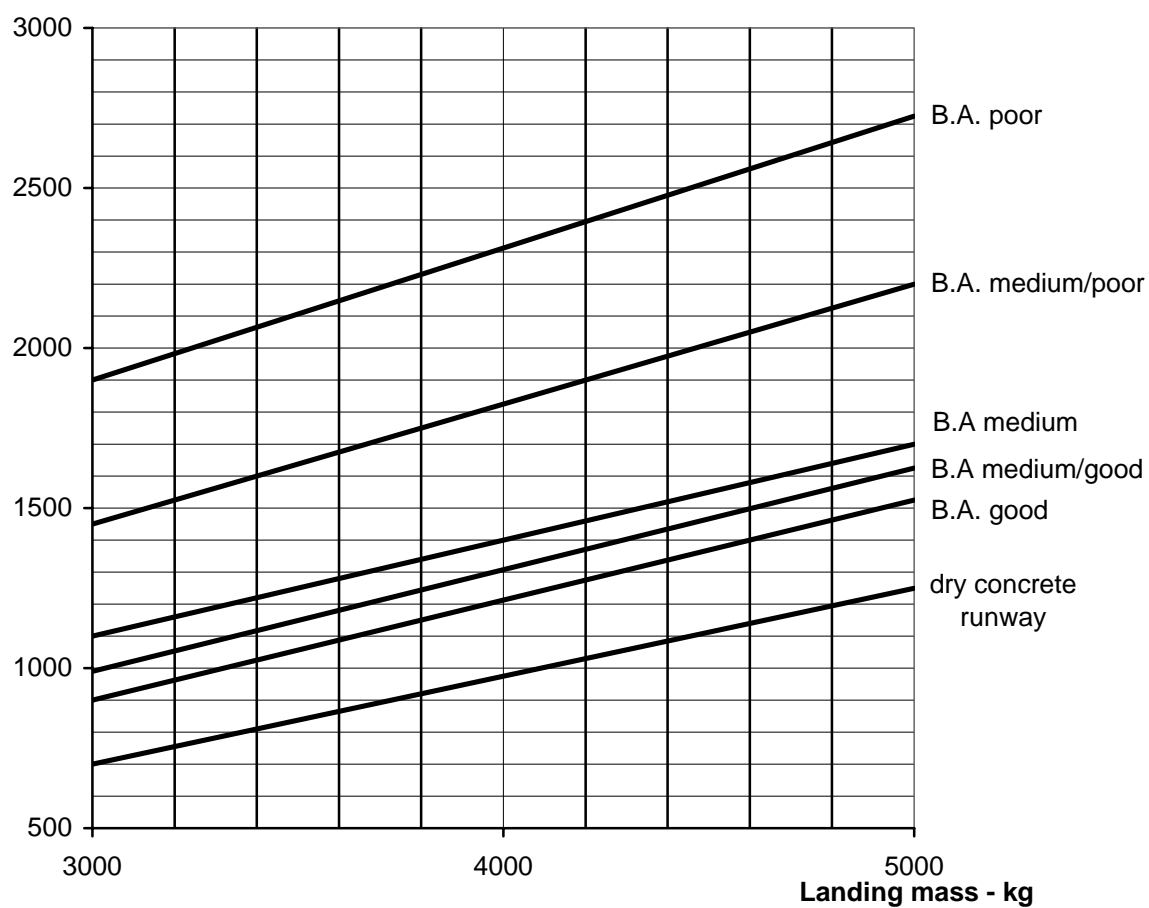
Stall performance

Airspeed KIAS



Landing performance

Distance - m



Limitations

Maximum Airspeed	510 KIAS / 0, 82 MACH
Maximum landing gear extension and extended speed	215 KIAS
Maximum flaps extension and extended speed	
Take off position	215 KIAS
Land position	190 KIAS
Maximum altitude	43.000 ft
Maximum altitude for optimum engine operation	38.000 ft
<i>Caution! Due to adjustment of engines, altitudes above 38.000 ft may cause engine flame-out.</i>	
Maximum crosswind component	30 KTS
Flight load acceleration limits	+6g to -3g
Cabin pressurization limitations	0, 26 kp / cm ² differential

Engine limitations

Condition	max time (min)	RPM (%)	EGT (*C)	Oil press (psi)
Max power	5	98 – 101	720	20 – 95
Climb power	--	98	700	20 – 55
Flight idle	--	65 – 71	650	10 – 35
Ground idle	--	46 – 50	650	5 – 25
Starting			920	

Recommended speeds (KIAS)

Fuel %	clean, up to 6 pylons	With gun pods
	Rotate / Approach / Threshold	Rotate / Approach / Threshold
100	120 / 157 / 130	140 / 176 / 145
80	118 / 153 / 126	138 / 171 / 141
60	116 / 147 / 122	136 / 167 / 137
40	114 / 143 / 117	134 / 163 / 133
20	112 / 138 / 113	132 / 159 / 130

Procedures

- Take off: Apply brakes fully, run up engines to 91%, release brakes, apply full throttle, and rotate at recommended V_R . Retract landing gear at indication of positive climb, and retract flaps at 150 KIAS.
- Normal climb: After take off set 98% RPM adjust pitch to approx. 10 deg nose up, to accelerate to 325 KIAS. Hold 325 KIAS adjusting pitch until reaching Mach 0.65, continue climb with Mach 0.65 until reaching decided flight level.
- Procedure climb: After take off set 98% RPM, adjust pitch to hold 205 KIAS until 10.000ft. Above 10.000ft lower nose to approx. 5 deg nose up to accelerate to the normal climb procedure.
- Level off: After level off leave 98% RPM until expected speed is reached, then reduce to 85% RPM. Check trim and cabin pressure.
- Normal descend: Reduce RPM to 74% and extend speed brakes. Adjust pitch to hold Mach 0.6 until reaching 280 KIAS.
- Procedure descend: Above FL150 carry out a normal descend. When passing FL150, adjust pitch to reduce to 250 KIAS before reaching FL100. Continue descend with 250 KIAS or slightly below.
- Approach: Reduce speed to maximum 215 KIAS. When approaching glide path, select gear down and flaps to "take off". Adjust throttle to get recommended approach speed. When intercepting glide path, select flaps to "land" and follow the glide path with approach speed.
- Land: On final reduce gradually to recommended threshold speed over threshold by reducing RPM to ground idle. Touch down on main wheels without pronounced flare.