# CHECK FLIGHT CERTIFICATE

| | | |
|---|---|---|
| **SHORTS SD3-60 (PT6A-65AR)** | **CFS 285 issue 1** | Registration: |

| | | |
|---|---|---|
| Date: | Crew: | Observer: |

| **Performance** | Climb #1 | Climb #2 | |
|---|---|---|---|
| Average Weight | | | |
| Average Altitude | | | ft |
| Average Temp. | | | °C |
| Speed | | | KIAS |
| Achieved Rate | | | fpm |
| Scheduled Rate | | | fpm |
| Margin | | | fpm |
| Permitted Margin | -70 | -70 | fpm |

Airfield:

Start Weight Kg/Lbs*:

Takeoff cg:

Performance:

SATIS/UNSATIS/NOT APPLICABLE*

*(delete as applicable)**

**Defects**

| No. | Defect | -/R/FT | Action? |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

(use a continuation sheet as necessary)

**Conclusions/Comments**

I CERTIFY that I have tested the above aircraft and have detailed the deficiencies and unsatisfactory features above. Those items annotated R or FT must be dealt with as shown in the notes on the reverse side.

| | | | |
|---|---|---|---|
| Name: | Signed: | Date: | Licence No.: |
| For CAA Use only | Report Logged by: | Date: | Report No.: |

NOTES

**General**

Only CAA personnel or pilots specifically briefed to carry out CAA Check Flights may conduct the test.
General notes on test conduct can be found in the CAA Check Flight Handbook.
This sheet replaces any flight test certificate given in the schedule.
*Registration:* If the aircraft is not on the UK register, add the manufacturers serial number and expected UK registration (if known).
*Crew:* Captain, co-pilot, Flight engineer (where applicable).
*Airfield:* Departure airfield.
*Start Weight:* Actual all up weight at first engine start. Also delete Kg or Lbs as appropriate.
*Takeoff cg:* Actual cg at lift-off, preferably as a % of the Mean Aerodynamic Chord.

**Performance**

A full description of climb analysis is given in the CAA Check Flight Handbook.
*Climb#1/Climb#2:* Enter in these columns data from the first and second climbs.
*Average Weight:* The aircraft all up weight at the midpoint of the measured climb.
*Average Altitude:* The altitude at which the line drawn to average the measured points passes through at the mid time.
*Average Temp:* The temperature at which the line drawn to average the measured points passes through at the mid time.
*Speed:* The target climb speed (Indicated Airspeed.)
*Achieved Rate:* The climb rate as given by the slope of the line drawn to average the measured altitude points in feet per minute.
*Scheduled Rate:* The expected gross rate of climb read from the appropriate graph in the Flight Manual with any adjustments for configuration differences. For large aircraft, the basic gross data are normally to be found in a separate supplement labelled 'Additional Flight Test Data'.
*Margin:* The difference between the Scheduled and Achieved rates of climb (negative if achieved is lower than scheduled).

**Defects**

Enter all defects from the flight. All defects must also be entered in the Technical Log. Procedural items entered in the Technical Log (such as re-stowing oxygen masks) need not be entered here. Items affecting flight safety which were known before the flight, whether or not they were deferred should be entered. In the latter case, the defect should be annotated accordingly after the details.
*No.:* The first column is to allow the items to be numbered.
*Defect:* Enter details of the defect.
*-/R/FT:* Classify each defect according to its impact on safety, regardless of whether it can be deferred according to the MEL. Any deferrals should be dealt with in the normal way in the Technical Log. Items requiring rectification (or deferral under the MEL) before further flight for hire or reward or before the issue of the CofA should be marked 'R'. Additionally, items that require re-checking in-flight following rectification (such as inadequate climb performance) should be marked 'FT'. Items requiring both should be marked 'R/FT'.
*Action?:* This column should be left blank unless further information is required from the engineers or the item is considered to be of sufficient import that CAA action is considered necessary, then the person/department/agency from whom further action is required should be noted in this column. Annotate accordingly if an MOR or similar report is to be raised.

**Conclusions/Comments**

Any conclusions, notes or comments useful for tracking defects may be entered.
*Name:* Only the pilot who carried out the test may sign this sheet.

## CAA Check Flight Schedules

All CAA Check Flight Schedules (CFSs) are prepared based on a design standard which, before September 2003, was the UK Type Certificate. Following the creation of EASA there may be different design standards in service within the European Union (EU) - this may include modifications approved in any EU country.

It is the responsibility of the flight crew to ensure that the exercises and limitations in the CFS are correct for the aircraft under test.

The prime source of information will be the aircraft flight manual and in the event of conflict the flight manual should be taken as overriding.

CAA policy is that pilots who conduct airtests on the behalf of the Authority must be acceptable to the Authority, must have been briefed on techniques and safety considerations before carrying out the tests in these schedules and must have carried out an airtest within the last 4 years.

The CAA does not accept responsibility for the use of a CAA CFS on a test flight not directly under their control.

# CHECK FLIGHT SCHEDULE

**SHORTS SD3-60 (PT6A-65AR)** **CFS 285 Issue 1**

| REGISTRATION | | FLIGHT DATE | |
|---|---|---|---|

## INTRODUCTION

This schedule is applicable only to Shorts SD3-60 aircraft. It is based on the assumption that the everyday operation of the aircraft serves as a continuous check on the functioning of all normal services. On these tests flights, however, the crew are expected generally to monitor the behaviour of all equipment and report any unserviceable items. In addition to completing all the required tests in this schedule, any characteristics which are considered unsafe or undesirable must be recorded.

## MINIMUM CREW

The minimum flight crew shall be increased by one flight observer to record the results of the tests. The pilot conducting the tests shall be specifically approved by the CAA (SRG) for airworthiness flight testing of Shorts SD3-60 aircraft.

## PASSENGERS

While it is legal to carry passengers on a test flight of an aircraft with a valid Certificate of Airworthiness, the practice is not recommended. If passengers are carried, however, they should be informed that the risk is greater than on an ordinary flight.

## TEST SCHEDULE

The pilot conducting the tests must be familiar with the contents of this schedule before flight. All members of the required minimum crew must be provided with copies of the schedule for use in flight.

The data contained in this schedule is correct at the time of writing, but might not be in agreement with subsequent Airworthiness Directives, Flight Manual amendments or Operations Manual Bulletins; in cases of conflict, the current information is overriding, and CAA (SRG) Flight Department must be informed. The altitude conditions in the schedule must be observed to ensure adequate safety and validity of the test results. The tests should, if possible, be carried out in the sequence as written.

## PRE-FLIGHT INFORMATION

| | | | |
|---|---|---|---|
| Aircraft Registration | | | |
| Operator | | | |
| Location | | Date | |
| 1st Pilot | | 2nd Pilot | |
| Observer | | | |
| Total airframe hours | | | |

Engine Serial Nos.

| Left | Right |
|---|---|
| | |

## LOADING AND CALCULATION OF WEIGHT

The aircraft is to be loaded with full fuel and ballast as required to ensure the CG is at all times within the forward limit and not aft of 28% SMC.

Where the aircraft weight is required to be known for particular tests, add the “fuel remaining” indication, or the sum of the fuel contents gauges to the zero fuel weight. If the contents gauges are used, the aircraft must be in a level attitude and at a steady speed.

| | | |
|---|---|---|
| Zero Fuel Weight | lb/kg | |
| Fuel Contents | Fwd lb/kg | Aft lb/kg |
| Ramp Weight | lb/kg | |
| Ramp cg | % SMC | |

## TEST SCHEDULE

### 1. PRE TAKE-OFF

1.1 Check the following systems as detailed in Section 4 of the Flight Manual :

1.1.1 Autofeather SAT/UNSAT

1.1.2 Low blade angle secondary stop and reverse pitch indication SAT/UNSAT

1.1.3 Reserve power SAT/UNSAT

1.1.4 Propeller overspeed governor SAT/UNSAT

1.1.5 AC auto-transfer.
Switch each inverter OFF in turn and checking that the load is transferred to the standby inverter. SAT/UNSAT

Re-select to main

1.1.6 Fuel crossfeed check

| | | |
|---|---|---|
| Crossfeed valve lever: | OPEN | |
| Booster pumps | OFF in turn<br>Check Left/Right FUEL PRESS warning lights do not illuminate | SAT/UNSAT |
| Crossfeed valve lever | SHUT | |

1.2 Engine Data

1.2.1 With power levers at FLIGHT IDLE, fuel levers at GROUND, air conditioning OFF, record:

| | | | |
|---|---|---|---|
| Ng (70-72%) | Left % | Right % | |
| Np (930-970 rpm) | Left rpm | Right rpm | |

1.2.2 With power levers at FLIGHT IDLE, fuel levers at FLIGHT, Taxy RPM selected and all bleeds OFF, record;

| | | | |
|---|---|---|---|
| Ng (79-80% ) | Left % | Right % | |
| Np (1250 max.) | Left rpm | Right rpm | |

1.2.3 With power levers at GROUND IDLE, fuel levers at FLIGHT, with the aircraft on level ground and crosswind., check that the aircraft does not roll forward when the brakes are released

SAT/UNSAT

1.2.3 Gust Lock.

With the gust lock engaged, check that it is not possible to move the power lever beyond the max. taxi position (approximately 50% power). SAT/UNSAT

## 2. TAKE-OFF

Make a normal max. power take-off with 15 flap and Reserve Power System Armed.

Record any unusual characteristics

SAT/UNSAT

## 3. PERFORMANCE AND FUNCTIONING

| |
|---|
| Recommended FL50<br>Limits 3000 agl to FL90 |

### 3.1 LEFT Engine shut-down (autofeather) and Reserve Power check.

At the chosen test altitude, clear of cloud, at 110 kt, note IOAT. Record the scheduled MTOP and RTOP torques (Figs 1 and 2)

| | |
|---|---|
| Altitude (1013mb) | ft |
| IOAT | ºC |
| Scheduled Torque MTOP | lb-ft |
| Scheduled Torque RTOP | lb-ft |

Descend to at least 1500ft below the test altitude. Set:

| | | |
|---|---|---|
| Flaps | 5 | |
| Gear | UP | |
| Speed | 110 kt | |
| Air conditioning and anti-icing | OFF | |
| LEFT shedding bus | O/RIDE | |
| LEFT generator | COUPLE | |
| Reserve Power System | ARMED | |
| Propeller RPMs | MAX | |
| Power | RIGHT engine | MTOP |
| | LEFT engine | Tq to arm A/F and RTOP |

| | Np | TORQUE | ITT | Ng |
|---|---|---|---|---|
| Right MTOP | rpm | lb-ft | ºC | % |

Approaching test altitude, move fuel lever of LEFT engine to OFF
Check satisfactory operation of the autofeather and the reserve power system

| | Np | TORQUE | ITT | Ng |
|---|---|---|---|---|
| Auto RTOP | rpm | lb-ft | ºC | % |

SAT/UNSAT

If scheduled RTOP is not achieved automatically, check ability to achieve RTOP manually (or maximum achievable torque, if less) within engine limitations.

| | Np | TORQUE | ITT | Ng |
|---|---|---|---|---|
| Manual RTOP | rpm | lb-ft | ºC | % |

Complete shut-down of LEFT engine as detailed in the Flight Manual

3.2 Take-off Climb, RIGHT Engine MTOP Recommended FL 50

Carry out a max. power climb on a constant heading for 5 minutes, clear of cloud or turbulent air and away from areas likely to be affected by standing waves. Trim the aircraft on a steady heading with wings level and rudder force trimmed out.

| | | |
|---|---|---|
| Configuration : | Flaps | 15 |
| | Gear | UP |
| | Propeller Synchroniser | OFF |
| | LEFT engine fuel lever | OFF |
| | LEFT propeller lever | FEATHER |
| | Engine intake de-icing | OFF |
| | Engine anti-ice vane switches | LEFT ON |
| | | RIGHT OFF |
| | Wing and tail bleed air switches | NORMAL |
| | De-ice boots (visual check) | DEFLATED |
| | Air conditioning switches | OFF |
| | Reserve power system | OFF |
| | RIGHT engine (Max Np) | MTOP |
| | $V_2$ for the weight (Fig 3) | kt. |
| | Altimeter set to 1013mb | |

TAKE-OFF CLIMB RIGHT ENGINE MTOP

START WEIGHT

| | | | |
|---|---|---|---|
| Zero Fuel Weight | lb/kg | Fuel Remaining | lb |
| Aircraft Weight | lb/kg | | |

| TIME Min | ALTITUDE ft | IAS P1 kt | IOAT ºC | TORQUE lb-ft |
|---|---|---|---|---|
| 0 | | | | |
| ½ | | | | |
| 1 | | | | |
| 1½ | | | | |
| 2 | | | | |
| 2½ | | | | |
| 3 | | | | |
| 3½ | | | | |
| 4 | | | | |
| 4½ | | | | |
| 5 | | | | |

TRIM POSITIONS

| | |
|---|---|
| AILERON | |
| RUDDER | |
| ELEVATOR | |

ASI CROSS-CHECK

| Capt | F/O |
|---|---|
| kt | kt |

RIGHT ENGINE DATA AT 3 MIN

| | | | |
|---|---|---|---|
| ITT | ºC | FUEL FLOW | lb/hr |
| Np | rpm | OIL PRESSURE | psi |
| Ng | % | OIL TEMPERATURE | ºC |

FINISH WEIGHT

| | | | |
|---|---|---|---|
| Zero Fuel Weight | lb/kg | Fuel Remaining | lb |
| Aircraft Weight | lb/kg | | |

MEAN WEIGHT lb/kg

3.3 LEFT Engine Relight (Starter Assist)

With flaps 15, at 100 kt, relight LEFT engine using the normal (starter assist) procedure as detailed in the Flight Manual.

| | |
|---|---|
| Time from fuel lever selected to Ground to ITT rise | sec |
| Max ITT | ºC |
| Any abnormality during relight, spool up and un-feathering | SAT/UNSAT |

3.4 <u>RIGHT Engine shut-down (autofeather) and Reserve Power check.</u>

At the chosen test altitude, clear of cloud, at 110 kt, note IOAT. Record the scheduled MTOP and RTOP torques (Figs 1 and 2)

| | |
|---|---|
| Altitude (1013mb) | ft |
| IOAT | ºC |

| | |
|---|---|
| Scheduled Torque MTOP | lb-ft |
| Scheduled Torque RTOP | lb-ft |

Descend to at least 1500ft below the test altitude. Set:

| | |
|---|---|
| Flaps | 5 |
| Gear | UP |
| Speed | 110 kt |
| Air conditioning and anti-icing | OFF |
| RIGHT shedding bus | O/RIDE |
| RIGHT generator | COUPLE |
| Reserve Power System | ARMED |
| Propeller RPMs | MAX |
| Power | LEFT engine MTOP |
| | RIGHT engine Tq to arm A/F and RTOP |

| | Np | TORQUE | ITT | Ng |
|---|---|---|---|---|
| Left MTOP | rpm | lb-ft | ºC | % |

Approaching test altitude, move fuel lever of RIGHT engine to OFF
Check satisfactory operation of the autofeather and the reserve power system

SAT/UNSAT

| | Np | TORQUE | ITT | Ng |
|---|---|---|---|---|
| Auto RTOP | rpm | lb-ft | ºC | % |

SAT/UNSAT

If scheduled RTOP is not achieved automatically, check ability to achieve RTOP manually
(or maximum achievable torque, if less) within engine limitations.

| | Np | TORQUE | ITT | Ng |
|---|---|---|---|---|
| Manual RTOP | rpm | lb-ft | ºC | % |

Complete shut-down of RIGHT engine as detailed in the Flight Manual

3.5 Take-off Climb, LEFT Engine MTOP Recommended FL 50

Carry out a max. power climb on a constant heading for 5 minutes, clear of cloud or turbulent air and away from areas likely to be affected by standing waves. Trim the aircraft on a steady heading with wings level and rudder force trimmed out.

| | | |
|---|---|---|
| Configuration : | Flaps | 15 |
| | Gear | UP |
| | Propeller Synchroniser | OFF |
| | RIGHT engine fuel lever | OFF |
| | RIGHT propeller lever | FEATHER |
| | Engine intake de-icing | OFF |
| | Engine anti-ice vane switches | RIGHT ON |
| | | LEFT OFF |
| | Wing and tail bleed air switches | NORMAL |
| | De-ice boots (visual check) | DEFLATED |
| | Air conditioning switches | OFF |
| | Reserve power system | OFF |
| | LEFT engine (Max Np) | MTOP |
| | $V_2$ for the weight (Fig 3) | kt. |
| | Altimeter set to 1013mb | |

TAKE-OFF CLIMB LEFT ENGINE MTOP

START WEIGHT

| | | | |
|---|---|---|---|
| Zero Fuel Weight | lb/kg | Fuel Remaining | lb |
| Aircraft Weight | lb/kg | | |

| TIME Min | ALTITUDE ft | IAS P1 kt | IOAT ºC | TORQUE lb-ft |
|---|---|---|---|---|
| 0 | | | | |
| ½ | | | | |
| 1 | | | | |
| 1½ | | | | |
| 2 | | | | |
| 2½ | | | | |
| 3 | | | | |
| 3½ | | | | |
| 4 | | | | |
| 4½ | | | | |
| 5 | | | | |

TRIM POSITIONS

| | |
|---|---|
| AILERON | |
| RUDDER | |
| ELEVATOR | |

ASI CROSS-CHECK

| Capt | F/O |
|---|---|
| kt | kt |

LEFT ENGINE DATA AT 3 MIN

| | | | |
|---|---|---|---|
| ITT | ºC | FUEL FLOW | lb/hr |
| Np | rpm | OIL PRESSURE | psi |
| Ng | % | OIL TEMPERATURE | ºC |

FINISH WEIGHT

| | | | |
|---|---|---|---|
| Zero Fuel Weight | lb/kg | Fuel Remaining | lb |
| Aircraft Weight | lb/kg | | |

MEAN WEIGHT lb/kg

3.6 RIGHT Engine Relight (Starter Assist)

With flaps 15, at 100 kt, relight RIGHT engine using the normal (starter assist) procedure as detailed in the Flight Manual.

| | |
|---|---|
| Time from fuel lever selected to Ground to ITT rise | sec |
| Max ITT | ºC |
| Any abnormality during relight, spool up and un-feathering | SAT/UNSAT |

3.7 Engine Bleeds

Recommended FL100

160 kt
Power for level flight at 1300 Np
All de-icing OFF.
Record:

| Altitude (1013mb) | ft | IAS | kt | IOAT | ˚C |
|---|---|---|---|---|---|

Air conditioning bleeds OFF, Record

| Torque lb-ft | |
|---|---|
| Left | Right |

| ITT ºC | |
|---|---|
| Left | Right |

Air conditioning bleeds ON, Record

| Torque lb-ft | |
|---|---|
| Left | Right |

| ITT ºC | |
|---|---|
| Left | Right |

Torque fall (approx. 150 ft/lb per engine) SAT/UNSAT

Switch bleeds OFF and check torques return to previous values SAT/UNSAT

## 4. FLYING CONTROLS

Recommended FL100
Limits FL80 to FL100

Set up a normal cruise with landing gear and flaps retracted. Operate ailerons, rudder and elevator in turn and assess each control for :

Backlash, breakout forces, centring, weight and response. SAT/UNSAT

Operate each trimmer in turn and assess for :

Backlash, friction and response. SAT/UNSAT

5. **HIGH IAS** | Between FL100 and FL80

At a high power setting with Np below 1450 rpm, accelerate until the high speed warning sounds (199-205 kt). Do not exceed 210 kt.

Record speed at which warning sounds. | kt

SAT/UNSAT

At $V_{MO}$ check and record :

Elevator, aileron and rudder forces over small angles and aircraft response. SAT/UNSAT

Any buffet or unusual vibrations. SAT/UNSAT

Engine behaviour and propeller governing. SAT/UNSAT

During deceleration slowly move the power levers to FLIGHT IDLE. Check and record engine and propeller governor behaviour

SAT/UNSAT

6. **STALLS, LANDING GEAR AND FLAP OPERATING TIMES** | Recommended FL80 Limits FL100 to 5000ft AGL

Carry out the following stalls and functioning checks in the order shown :

Propeller synchronisation OFF

Prior to each stall, with power levers at FLIGHT IDLE and Propeller RPM to MAX, trim the aircraft for the appropriate weight and configuration (see Fig. 4). Then reduce speed at approximately 1 kt/sec until the aircraft stalls or the elevator reaches full travel. Using rudder to prevent sideslip and rapid aileron inputs to contain rolling tendencies, it should be possible to stall and recover without bank angle exceeding 30 degrees.

Note that for each stall, the minimum margin between stall warning and stall is 5 kt and the stall should be within 4 kt of the scheduled speed.

**Pull stall warning horn and stick shaker circuit breakers on co-pilots sidewall panel**

6.1 Stall with Flap up and Gear up

| | | | |
|---|---|---|---|
| Zero Fuel Weight | lb/kg | Fuel Remaining | lb/kg |
| Aircraft Weight | lb/kg | | |
| Trim Speed | kt | Elevator Trim | |
| Schedule Stall Warning | kt | Actual Stall Warning | kt |
| | | | |
| Schedule Stall Speed | kt | Stall Speed | kt |
| | | | |
| | | Stall Warning Margin | kt |
| Stall Behaviour | | | |

SAT/UNSAT

| | |
|---|---|
| At 145 kt, time flap extension from UP to 5 (2-4 sec) | sec. |
| At 140 kt, time flap extension from 5 to 15 (2-4 sec) | sec. |

**Remake stall warning and stick shaker circuit breakers on co-pilot's sidewall panel and pull corresponding circuit breakers on captain's sidewall panel.**

6.2 Stall with Flap 15 and Gear up

| | | | |
|---|---|---|---|
| Zero Fuel Weight | lb/kg | Fuel Remaining | lb/kg |
| Aircraft Weight | lb/kg | | |
| Trim Speed | kt | Elevator Trim | |
| Schedule Stall Warning | kt | Actual Stall Warning | kt |
| | | | |
| Schedule Stall Speed | kt | Stall Speed | kt |
| | | | |
| | | Stall Warning Margin | kt |
| Stall Behaviour | | | |

SAT/UNSAT

**Remake Stall Warning horn and Stick Shaker circuit breakers on Captain's sidewall panel.**

| | | |
|---|---|---|
| At 140 kt, time gear extension | (6 sec max.) | sec |
| At 130 kt, time flap extension from 15 to 30 | (7-10 sec) | sec |

6.3 **Stall with Flap 30, Gear down.**

| | | | |
|---|---|---|---|
| Zero Fuel Weight | lb/kg | Fuel Remaining | lb/kg |
| Aircraft Weight | lb/kg | | |
| Trim Speed | kt | Elevator Trim | |
| Schedule Stall Warning | kt | Actual Stall Warning | kt |
| | | | |
| Schedule Stall Speed | kt | Stall Speed | kt |
| | | | |
| | | Stall Warning Margin | kt |
| Stall Behaviour | | | |

SAT/UNSAT

At 100 kt

| | | |
|---|---|---|
| Time Flap retraction from 30 to 15 | (7-10 sec) | sec |
| Time Gear retraction | (3-4 sec) | sec |
| Time Flap retraction from 15 to 5 | (3-5 sec) | sec |

| | | |
|---|---|---|
| At 105 kt, time Flap retraction from 5 to UP | (2-4 sec) | sec |

## 7. FUNCTIONING

Engine intake inertial separators

At 160 kt select separator switches ON

Check EIs OPEN SAT/UNSAT

Record Torque decreases and ITT increases with Separators ON

| | Torque lb-ft | | ITT ºC | |
|---|---|---|---|---|
| | Left | Right | Left | Right |
| Separator OFF | | | | |
| Separator ON | | | | |
| Differences | | | | |

Select separator switches OFF, and check torques revert to previous values SAT/UNSAT

## 8. APPROACH AND LANDING

Make a normal landing
Note any unusual characteristics SAT/UNSAT

## 9. POST-FLIGHT FUNCTIONING

### 9.1 Emergency Brakes

When taxying in and well clear of any obstacles, select the emergency brake lever to EMERGENCY.

Check satisfactory operation of the brakes SAT/UNSAT

**Restore the normal system**

### 9.2 Emergency Lighting

Check that by leaving switch in the ARMED position that the following lights illuminate automatically when the engines are shut down and batteries are OFF.

Flight deck emergency lights SAT/UNSAT

## 10. POST-FLIGHT ACTIONS

### 10.1 Placards

Check all cockpit placards and warning notices for presence, accuracy and legibility. SAT/UNSAT

### 10.2 Performance Climb Analysis

Plot the results of the performance climbs and compare the measured rates of climb with the gross data scheduled in Flight Manual. Attach plots to report and summarise results on the front page.

### 10.3 Flight Test Certificate

Complete the statement of defects and sign the Flight Test Certificate and state whether or not the aeroplane needs to be reflown.

10.4 Pass the completed Flight Test report to the CAA.

Fig 1

MTOP Torque

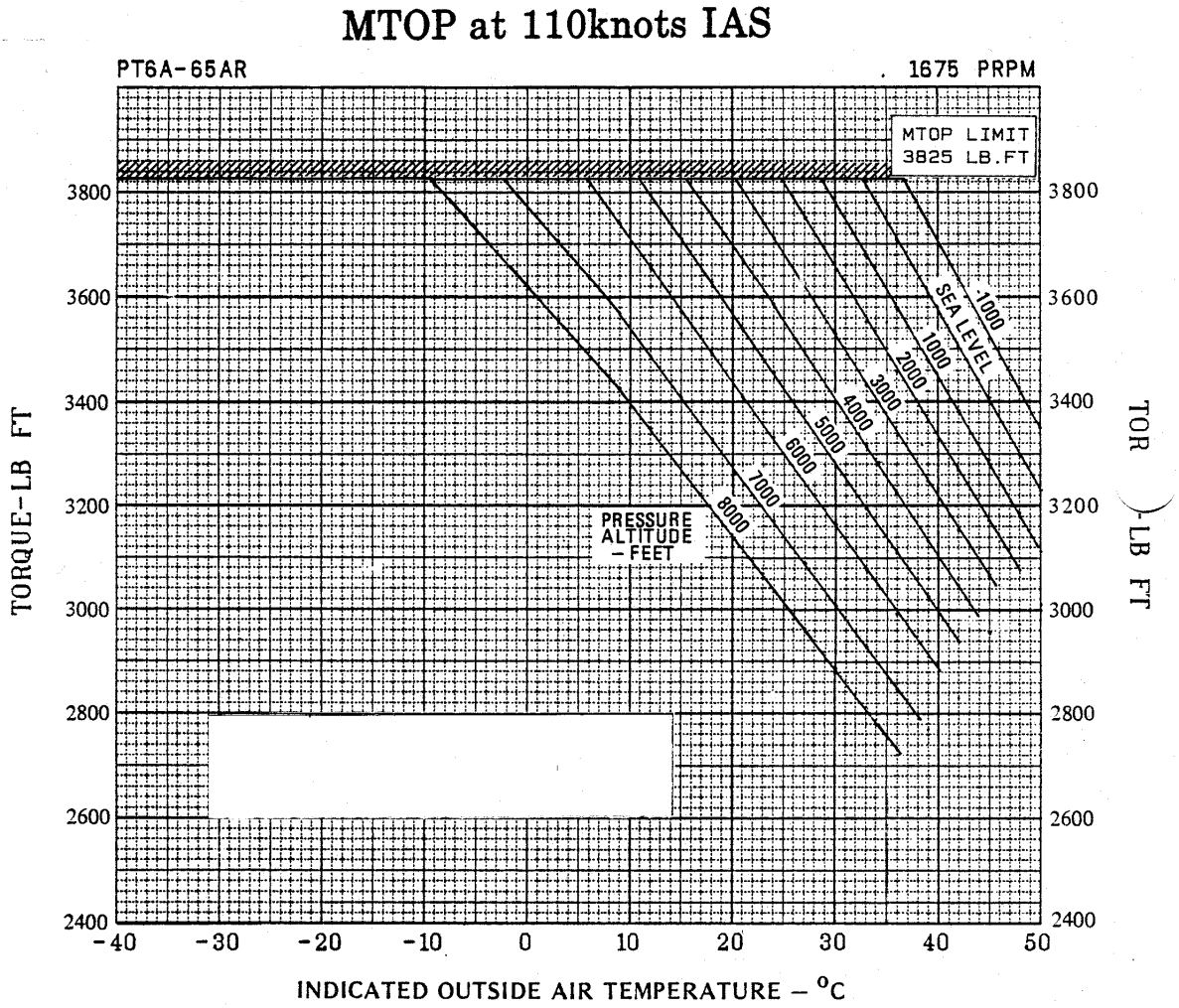

Fig 2

RTOP Torque

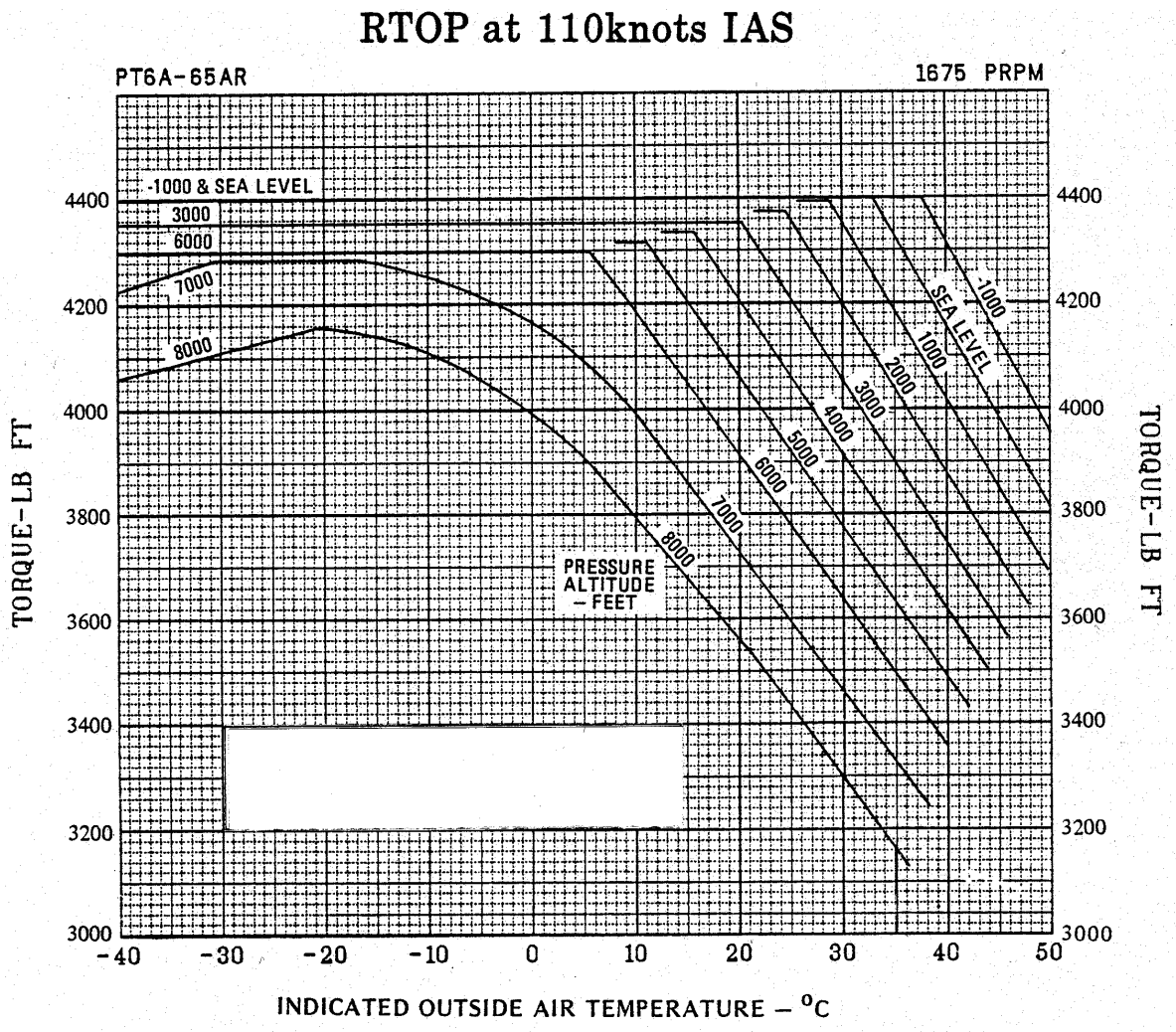

Fig 3

Take-off Climb Speed 15º Flap V2

| Kg | V2 kt |
|---|---|
| 10500 | 99 |
| 10000 | 96 |
| 9500 | 94 |
| 9100 and below | 92 |

Fig 4

Trim, Stall Warning and Stall Speeds - Kt

| | 0º | | | | 15º | | | | 30º | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Kg | Trim | Shaker | Stall | | Trim | Shaker | Stall | | Trim | Shaker | Stall |
| 10500 | 126 | 97 | 90 | | 114 | 87 | 81 | | 107 | 83 | 76 |
| 10000 | 124 | 95 | 88 | | 112 | 85 | 79 | | 106 | 81 | 75 |
| 9500 | 122 | 93 | 86 | | 109 | 83 | 77 | | 104 | 79 | 73 |
| 9000 | 119 | 91 | 84 | | 107 | 81 | 75 | | 102 | 77 | 71 |
| 8500 | 117 | 88 | 82 | | 105 | 79 | 73 | | 100 | 76 | 69 |
| 8000 | 115 | 86 | 80 | | 103 | 77 | 72 | | 99 | 74 | 68 |
| 7500 | 114 | 84 | 78 | | 101 | 75 | 70 | | 97 | 72 | 66 |