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EXAMPLE OF FLIGHT CLEARANCE NOTE (FCN)

SECURITY CLASSIFICATION							
SERIAL NUMBER	DATE						
FLIGHT CLEARANCE NOTE							
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="width: 33%;">NUMBER</th> <th style="width: 33%;">ISSUE</th> <th style="width: 33%;">AMENDMENT</th> </tr> </thead> <tbody> <tr> <td style="height: 20px;"> </td> <td> </td> <td> </td> </tr> </tbody> </table>		NUMBER	ISSUE	AMENDMENT			
NUMBER	ISSUE	AMENDMENT					
ENGINE / PROPELLER / APU TYPE	MK						
SERIAL NUMBER	BUILD						
SUITABLE FOR USE IN THE FOLLOWING AIR SYSTEMS:							
THIS DOCUMENT GIVES AUTHORITY TO OPERATE THE ABOVE SYSTEM IN THE ABOVE AIR SYSTEM WITHIN THE OPERATING CONDITIONS AND LIMITATIONS STATED HEREIN							
ISSUED BY							
APPROVAL							
COMPANY APPROVAL	TAA / TAM / PRIVILEGED DO APPROVAL						
<table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">DATE:</td> </tr> </table>	DATE:	<table border="1" style="margin-left: auto; margin-right: auto; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;">DATE:</td> </tr> </table>	DATE:				
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## EXAMPLE OF FCN OPERATING CONDITIONS AND LIMITATIONS

### 1 Build Standard

- 1.1 The engine is built to a standard in accordance with (iaw) the Mk 101 DIS 379.
- 1.2 Jet pipe H175 build 2 is built iaw DIS 975.
- 1.3 The engine is to be operated in conjunction with DECU Type CA 47 or CA 45. No other DECU is permissible.
- 1.4 T1 probe Type 102 E 2B is fitted.

### 2 Leading Particulars of Engine

- 2.1 Engine weight as dispatched - 615 kg.
- 2.2 Centre of gravity 400 mm to rear of front mounting centre line.
- 2.3 Jet pipe weight - 40 kg.

### 3 Operating Limitations

- 3.1 This engine is to be operated iaw operating instructions AM 106 except where these are supplemented or amended by this note.
- 3.2 With T1 probe Type 102 E 2B fitted the engine is not cleared for operation in icing conditions. Engine operation (including ground running) will be restricted to ensure there is no Risk of ice formation whilst the probe is fitted.

### 4 General Settings

- 4.1 HP overspeed governor setting - 101% NH at 2000 litres / hr.
- 4.2 LP speed limiter setting - 103% NL +0.6%.
- 4.3 TGT limiter setting - 600 deg C +5 deg C (Cockpit indicator).

### 5 Limitations on System

- 5.1 The engine will only be operated with AVTUR / FSII (F34) to Def Stan 91-91.
- 5.2 Minimum differential oil pressure (warning light indication only) - 71 KPa.
- 5.3 HP and LP assembly run down times: HP system - 35 seconds minimum. LP system - 90 seconds minimum.

### 6 Exceedance of Limitations

Any exceedance of limitations must be recorded and reported.



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**7 Period of Release**

The engine is released for a total flight and ground running time of 250 hours.

**8 Inspection Requirements**

These are to be in accordance with the Aircraft Master Servicing Schedule, Aircraft Servicing Manual and all non-modification Service Bulletins which apply to this engine except where these are supplemented and amended by this note.

**9 Life of Critical Parts**

The running time of each Critical Component of this engine is such that at the end of the present released life, the life of these parts will not exceed the cleared cyclic life. Similarly the accessory lives will not be exceeded.



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