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THEME

**Mise en ligne d'un Bombardier CRJ900 à
Proflight Zambia**

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ملخص

التي سيتم دمجها في أسطول CRJ900 تركز هذه المذكرة على دراسة تقنية للطائرة proflight zombia. ويأتي إطلاق هذه الطائرة تسمح بفتح خطوط إقليمية جديدة من مركز عملياتها في لوساكا، زامبي

RESUME

Mon travail consiste à faire une étude opérationnelle de l'avion CRJ900 que sera intégrer dans la flotte de la Proflight Zambia. La mise en ligne de cet avion permettra l'ouverture de nouvelles routes régionales à partir de son hub de Lusaka-Zombie .

ABSTRACT

My work is based on the operational study of the CRJ900 aircraft which will be added to the Proflight Zambia fleet. The integration of this aircraft will bring up the introduction of new regional routes from the Proflight hub in Lusaka-Zambia.

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*Je souhaite dédier ce modeste travail à mes très chers parents
MWEWA JOHNNY BESA et CATHERINE BWALYA*

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*Engage de la patience dont ils ont fait preuve tout au long
de mon cursus universitaire.*

*A mes sœurs et frère, symbole de courage et de sacrifice que
Dieu les gardes.*

*A mes beaux-frères EMMANUEL CH'UNGU et ELIAS
KALUMBA*

A tous mes nièces et neveux

A mon promoteur MR MOULOUD DIRIOUCHE

*A tous mes amis de la promotion Operations Aériennes
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*Enfin, j'exprime mes très grandes reconnaissances à tous
mes amis.*

Mukuka Besa

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LISTE DES ABREVIATIONS ET ACRONYMES

AFM – Aircraft flight manual

APU – Auxiliary Power Unit

ASDA – Accelerate Stop Distance Available

ATA – Association du Transport Aérienne

C_d – Consommation distance

CDB - Commandant de Bord

Ch – Consommation horaire

CIFP - Computerised In-flight performance

CIP- Code IATA d'Aérodrome de Chipata(Zambie)

C/O-Charge Offerte

CRJ- Canadair Regional Jet

Csp-Consommation Spécifique

CWY-Clearway

C_x – Coefficient de traînée

C_z – Coefficient de portance

d – délestage

DD – Distance de Décollage

DME – Distance Measuring Equipment

DOC – Direct Operating Cost

DRD –Distance de roulement

DRH – Département des Ressources Humaines

EASA – European Aviation Safety Agency

EICAS – Engine Indication and Crew Alarming System

ETF – Escalé Technique Facultatif

f – finesse

FAA – Federal Aviation Administration

FACT – Aéroport Internationale du Cape Town (Afrique de Sud)

FAOR – O.R Tambo Aéroport Internationale (Afrique de Sud)

FAR – Federal Aviation Requirements

FBSK – Aéroport internationale Seretse Khama (Botswana)

FPCCM – Flight Planning and Cruise Control Manual

FL – Flight level

FLBA – Aéroport Internationale Harry Mwanga (Zambie)

FLCP – Aéroport de Chipata (Zambie)

FLKK – Aéroport Internationale Kenneth Kaunda (Zambie)

FLKS – Aéroport de Kasama (Zambie)

FLMA – Aéroport de Mansa (Zambie)

FLMF – Aéroport de Mfuwe (Zambie)

FLND – Aéroport Internationale Simon Mwansa Kapwepwe (Zambie)

FLSW – Aéroport de Solwezi (Zambie)

FLYK – Aéroport de Kasaba Bay (Zambie)

FNLU – Aéroport Internationale Quatro de Fevereiro (Angola)

FQMA – Aéroport Internationale de Maputo (Mozambique)

FVHA – Aéroport Internationale de Harare (Zimbabwe)

FYWA – Aéroport Internationale Hosea Kutako (Namibie)

FZQA – Aéroport Internationale de Lubumbashi (Congo Démocratique République)

HTDA – Aéroport Internationale Julius Nyerere (Tanzanie)

IATA – International Air Transport Association

IDG – Integrated Drive Generators

ISA – International Standard Atmosphere

JAA – Joint Aviation Authorities

JAR – Joint Aviation Requirements

KAA – Code IATA d’Aérodrome de Kasama (Zambie)

KIAS – Knots Indicated Air Speed

lb - livre

LCV – Load Control Valve

LLW – Code IATA d’Aérodrome de Lilongwe(Malawi)

LUN – Code IATA d’Aérodrome de Lusaka(Zambie)

LVI – Code IATA d’Aérodrome de Livingstone (Zambie)

M – Mach

MEL – Minimum Equipment list

MFU – Code IATA d’Aérodrome de Mfuwe (Zambie)

MLR – Mach Long Range

MMEL – Master Minimum Equipment List

MM_O – Mach limite opérationnelle

MMR – Mach-Maxi Range

MMSA –Masse Maximale de Structure a l’Atterrissage

MMSC – Masse Maximale de Structure sans Carburant

MMSD – Masse Maximale de Structure au Décollage

MMSR – Masse Maximale de Stucture a la mise en Route

MNS – Code IATA d’Aérodrome de Mansa(Zambie)

MPRM – Mach Prix Revient Minimale

MSL – Minimum Sea Level

NLA – Code IATA d’Aérodrome de Ndola(Zambie)

NM – Nautical mile

OACI – Organisation Aviation Civile Internationale

PFZ – Proflight Zambia

PNC – Personnelle Navigant Commerciale

PNT – Personnelle Navigant Technique

PRM – Prix de Revient Minimale

QLF – Quantité de carburant règlementé à embarquer

r – roulage

RD – Reserve de dégagement

RF – Reserve Finale

R_m – Route magnétique

RR – Reserve de Route

R_s – Rayon d'action Spécifique

R_v – Route Vraie

RWY - Runway

SLI – Code IATA d'Aérodrome de Solwezi(Zambie)

SOV – Shut off valve

SWOT – Strengths Weaknesses Opportunity Threats

TOD – Take Off Distance

TODA – Take Off Distance Available

TOR – Take Off Run

TORA – Take Off Run Available

TOW – Take Off Weight

T_U – Poussée utile du moteur

V₁ – Vitesse de décision

V₂ – Vitesse de securité au décollage

V_{EF} – Vitesse effective de panne

V_{LOF} – Vitesse décollage (Lift Off)

V_{MBE} – Vitesse minimum brake energy

V_{MC} – Vitesse Minimum de Control

V_{MCA} – Vitesse Minimum de control en vol

V_{MCG} – Vitesse Minimum de control au sol

V_P – Vitesse propre

V_{PNEUS} –

V_{MO} – Vitesse limite Opérationnelle

V_{MU} – Vitesse minimum unstick

V_R – Vitesse de rotation

V_S – Vitesse de décrochage

W_m – Puissance mécanique

ZKB – Code IATA d'Aérodrome de Kasaba Bay(Zambie)

Z_p – Altitude pression

INTRODUCTION

La demande énorme des passagers a mis la compagnie aérienne Proflight Zambia en phase d'expansion de flotte et ouvertures des nouvelles lignes régionales. Cependant, le choix de l'avion à intégrer dans l'actuelle flotte est une tâche qui doit être bien étudiée.

L'objectif de ce présent mémoire est d'étudier les performances du CRJ900 point de vue opérationnelle en premier lieu, puis montrer si l'avion peut réaliser de nouvelles routes régionales en toute sécurité.

Pour atteindre les objectifs visés, les résultats attendus vont consister en des améliorations portant de grands avantages pour la compagnie zambienne tant qu'elle est la seule compagnie aérienne qui existe en Zambie.

Dans le but de connecter la Zambie avec la région, la mise en ligne d'un CRJ900 rendra ses buts faisables.

Le présent mémoire est organisé de la manière suivante :

- Une Présentation de la Compagnie Proflight Zambia
- Une Présentation de l'avion CRJ900
- Une étude des Limitations et Performances
- Une étude des Préparations des vols (Avec une partie pratique de routes Lusaka-Johannesburg)
- Une élaboration de la liste des équipements minimums (MEL)

Enfin, ce modeste travail est parachevé par une conclusion générale incluant certaines perspectives.

Chapitre 1:

Présentation de la Compagnie

1. PRESENTATION DE LA COMPAGNIE

Proflight Zambia est une compagnie aérienne zambienne fondée en 1991 par le ex pilote de Zambia Airways Tony Irwin. Il a commencé en actionnant des charters en Zambie et la région.

En 1997, il a obtenu son premier permis d'actionner des vols à Mfuwe, Zambie.

En 2004 Proflight Zambia a attiré de nouveaux investisseurs et a augmenté leurs services commençant par des services programmés au Copperbelt (zone de mines du cuivre), vallée de Luangwa, la chute Victoria à Livingstone Zambie.

Aujourd'hui Proflight continue à servir les milieux d'affaires et fournit un service essentiel à l'industrie du tourisme et mine de la Zambie.

Avec la plus grande flotte d'avions en Zambie, Proflight offrir des services des vols et de charte en Zambie et la région. Avec son hub à Kenneth Kaunda International Aéroport à Lusaka, Proflight connecte la Zambie a toutes autres destination en Zambie et en phase des ouvrir les nouvelles routes a Lilongwe, Malawi et Johannesburg, Afrique du Sud.



Fig 1.1 Destinations des Proflight Zambia

1.1 . Objectif de Proflight Zambia⁽¹⁾

L'objectif de Proflight Zambia est de fournir et d'améliorer les services aériens de façon sûrs et fiables et d'apporter les services les plus élevée d'aviation de classe mondiale en Zambie avec les valeurs de sûreté, efficacité, rapidité et régularité.

- Améliorer la qualité de service notamment en matière de sécurité, confort et hygiène
- Mettre en place les méthodes et techniques de production notamment la base de maintenance.
- Améliorer l'industrie du tourisme et mine par ouvertures des routes en Zambie et les pays voisin comme Congo Démocratique, Malawi, Zimbabwe et Afrique du Sud.
- Répondre aux objectifs de la politique national dans le domaine du transport comme soutenir l'action de la décentralisation et contribuer à l'équilibre régional.

1.2 Composition de la flotte

La flotte actuelle de Proflight se compose de 17 avions. En Avril 2013 Proflight Zambia a payé son premier gros porteur B737-200 pour sa première route régional Lusaka-Lilongwe(Malawi).

Nombre d'avions	Avion
2	Beechcraft Baron
2	Britten-Norman Islander
3	Cessna 208
1	Beechcraft King Air 90
1	Beechcraft King Air 200
1	Cessna 401
1	Cessna 402
3	British Aerospace Jetstream 32
2	British Aerospace Jetstream 41
1	B737-200

Tableau 1.2 Composition de la flotte

1.2.1 Réseaux de Proflight Zambia

Les réseaux régionaux de Proflight Zambia sont toujours en phase d'expansion. Aujourd'hui la compagnie a 10 destinations : 8 de ces destinations touche presque toutes la Zambie et une destination régionale à Lilongwe, Malawi.

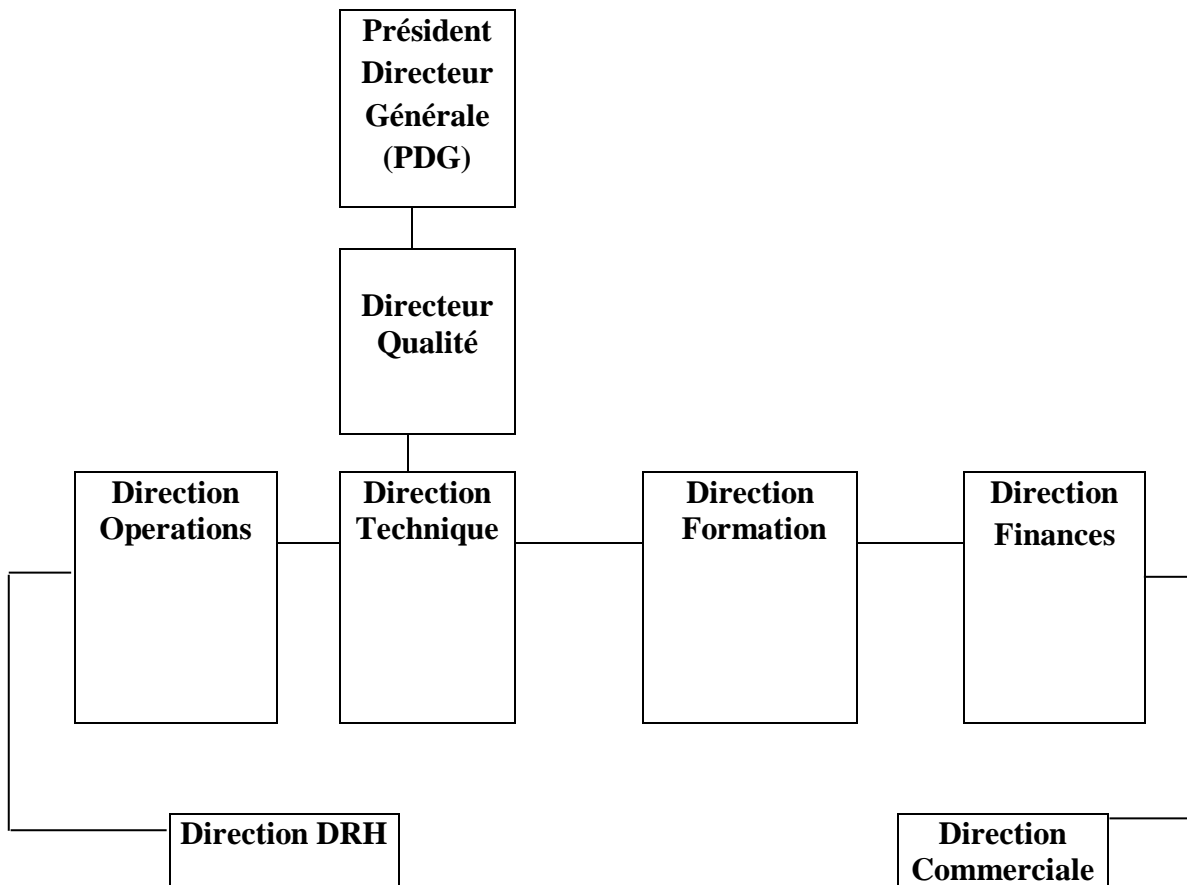
Le service des Operations aériennes étudie actuellement les nouvelles routes pour Lubumbashi-Congo Démocratique, Harare-Zimbabwe et Johannesburg- Afrique Du Sud à partir de son hub à Lusaka.

Country	Ville	Code IATA	Code ICAO	Aéroport
ZAMBIE	Chipata	CIP	FLCP	Chipata Airport
	Kasaba Bay	ZKB	FLYK	Kasaba Bay Airport
	Kasama	CAA	FLKS	Kasama Airport
	Livingstone	LVI	FLBA	Harry Mwaanga Int Airport
	Lusaka	LUN	FLKK	Kenneth Kaunda Int Airport
	Mansa	MNS	FLMA	Mansa Airport
	Mfuwe	MFU	FLMF	Mfuwe Airport
	Ndola	NLA	FLND	Simon Mwansa Kapwepwe Intl Airport
	Solwezi	SLI	FLSW	Solwezi Airport
MALAWI	Lilongwe	LLW	FWKI	Lilongwe Airport

Tableau 1.2.1 Réseaux de Proflight Zambia

1.2.2 Organisation de Proflight Zambia

La compagnie aérienne Proflight Zambia est divisée en 3 directions, la direction commerciale, la direction opérationnelle et Directions techniques.



- | | |
|------------------------|------------------------------------|
| • Opérations aériennes | Directeur des opérations Aériennes |
| • Formation | Directeur formation |
| • Opérations sol | Directeur du transport |
| • Maintenance | Directeur technique |

1.3 -Analyse <S.W.O.T> à Proflight Zambia

Analyse SWOT est une méthode très efficace utilisée par la compagnie aérienne Proflight pour maximiser ses points forts (Strengths), éliminer ses points faibles (Weaknesses), exploiter ses opportunités (Opportunities) et neutraliser ses inconvénients (Threats).

Le point fort de Proflight Zambia (Strength)

- La seule compagnie aérienne zambienne avec le plus grande flotte qui connecte Zambia avec la région.

Les points faibles de Proflight Zambia (Weakness)

- Manque des plusieurs routes internationales
- Age de flotte trop vieille.
- Nombre des employées trop bas (PNT et PNC)
- Manque d'alliance avec l'autre compagnie aérienne

Les Opportunités à Proflight Zambia(Opportunities)

- Une demande forte des passagers en Zambie
- La croissance énorme des secteurs du tourisme et mines du cuivre

Les Inconvénients à Proflight Zambia (Threats)

- Préposition d'état Zambienne de créer une compagnie aérienne nationale.

Chapitre 2 :

Présentation de l'avion

2.PRESENTATION DE L'AVION

2.1 Introduction

Un avion est un aéronef plus lourd que l'air, entraîné par un moteur, dont la sustentation en vol est obtenue principalement par des réactions aérodynamiques sur des surfaces selon la définition de l'Organisation de l'Aviation Civile Internationale(OACI).

Avec l'avancement de technologie et le concurrence des constructeurs aéronautique cet appareil a subi plusieurs améliorations et développements que rendre la tâche de choisir un aéronef à intégrer⁽²⁾ dans la flotte dans compagnie aérienne un sujet complexe que dépend de :

- Mode de financement (achat ou leasing)
- L'âge de flotte
- Homogénéité de flotte
- Performances de l'avion
- Limitation de l'avion
- Consommation de carburant
- Cout de formation de PNT et PNC
- La demande de passagers
- Le réseau

Dans le cadre de mon étude j'ai choisi un Bombardier CRJ 900 comme l'avion d'intégrer dans la flotte de Proflight Zambia.

2.2 -Bombardier Aéronautique

2.2.1 -Présentation du constructeur :

Bombardier est une entreprise Canadienne, spécialisée dans la construction de matériels de transports .Elle est présente dans

- La construction aéronautique (Bombardier Aviation)
- La construction ferroviaire
- Service financiers (Bombardier Capital)

2.2.2 – Historique de Bombardier

La société fut originellement créée, sous le nom de L'Autoneige Bombardier Limitée en 1942 par Joseph-Armand Bombardier, pour fabriquer des véhicules à chenilles capables de circuler dans la neige. L'autoneige B12 de 1941 fut produite en diverses versions jusqu'en 1982.

En 1972, Bombardier se diversifie dans les activités financières avec la création des filiales Crédit Bombardier au Canada et Bombardier Crédit Inc. aux Etats-Unis. Cette diversification a pour but de promouvoir la vente de ses produits.

Bombardier se diversifie dans le secteur ferroviaire en 1974 en remportant un contrat de fourniture de voitures au métro de Montréal.

Il acquiert par la suite plusieurs sociétés de construction ferroviaire, notamment : BN en Belgique en 1988 qui lui ouvre le marché européen ANF-Industrie en France en 1989, Constructora Nacional de Carros de Ferrocarril au Mexique et UTDC au Canada en 1992 et en Allemagne Waggonfabrik Talbot GmbH en 1995 et Deutsche Waggonbau AG en 1998.

En 1998, Bombardier s'implante en Chine par le biais d'une co-entreprise Sifang Locomotive & Rolling Stock Works de Qingdao pour la fabrication de voitures à voyageurs pour le marché chinois.

En rachetant ADtranz au groupe DaimlerChrysler en mai 2001, Bombardier est enfin devenu le premier constructeur mondial de matériel roulant ferroviaire.

Bombardier est entre dans le secteur aéronautique en rachetant la société Canadair le 23 décembre 1986.

Trois ans plus tard en Mars 1989, Bombardier donne le feu vert à un programme qui marque un virage marquant dans son histoire : le programme du régional jet portant sur la mise au point d'un avion de ligne à réaction de 50 places conçu pour le transport régional ce sont le CRJ. L'appareil reçut l'homologation de type Canadienne le 31 Juillet 1992.

2.2.3-Historique de la série CRJ :

Depuis son entrée en service en 1992, le Bombardier CRJ a révolutionné l'industrie du transport aérien commercial et change la façon de voyager de gens. Aujourd'hui plus de 1300 Bombardier CRJ volent pour les petits et grands exploitants du monde entier et la gamme d'avions de la série CRJ est devenue le programme d'avions régionaux le plus fructueux que le monde ait jamais connu.

Le premier CRJ, un CRJ 100 de 50 places est entré en services auprès de Lufthansa City Line en Novembre 1992. Le CRJ a été remplacé par le CRJ 200 qui utilise la même cellule mais dote les moteurs plus modernes. Une version de cet avion, le

CRJ440 limitée à 44 places, à été certifiée en Octobre 2001 et entré en services pour Northwest en Janvier 2002.

Après l'énorme succès du Bombardier CRJ200, Bombardier en collaboration avec ses clients a développé plusieurs nouveaux membres de la famille CRJ : les CRJ700, CRJ705, CRJ900 et CRJ1000.

Le Bombardier CRJ700 de 70 sièges a fait son vol inaugural en mai 1999 et a été livré à son premier client, Brit Air/Air France, en janvier 2001. Un autre produit dérivé du CRJ900, le CRJ-705 ultra confortable de 75 places, a été annoncé en mars 2005. Cet appareil est le seul qui offre une configuration avec 10 sièges de première classe.

Les CRJ705 et CRJ900 de série sont maintenant offerts avec un <<ensemble d'améliorations des performances>> comportant des modifications structurales, aérodynamiques et des systèmes qui en assurent le rendement amélioré sur piste et une plus faible consommation de carburant.

Le 19 février 2007, Bombardier a lancé le programme CRJ-1000, antérieurement nommé CRJ-900X. Il s'agit d'un allongement du CRJ-900 à 100 sièges. Le premier vol a eu lieu le 3 septembre 2008 au centre d'assemblage de Mirabel. Piloté par Jacques Thibaudeau, l'appareil a atteint 480 km/h et 9 150 m durant ce vol de 2 h 25 min, avant de rejoindre Wichita (Kansas) pour compléter les tests de certification de vol. L'entrée en service été la fin de 2009.

Les appareils CRJ700, CRJ705 et CRJ900 partagent le même modèle de moteur, ce qui assure une communauté accrue et des coûts de maintenance réduits. Tous les avions de série CRJ peuvent être pilotés par le même bassin de personnel navigant technique, ce qui réduit substantiellement les coûts de formations.

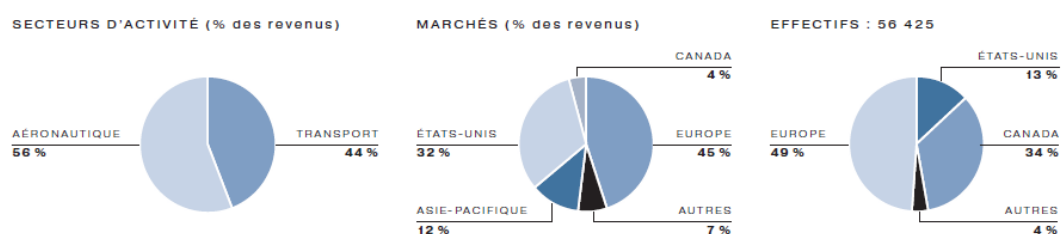
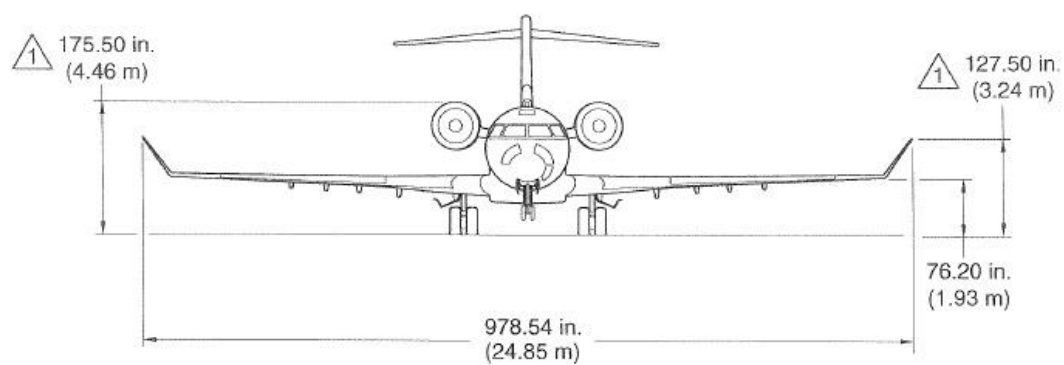


Fig 2.1 Bombardier à l'échelle mondiale

2.3 Présentation de CRJ 900⁽³⁾

2.3.1 Dimension de CRJ900



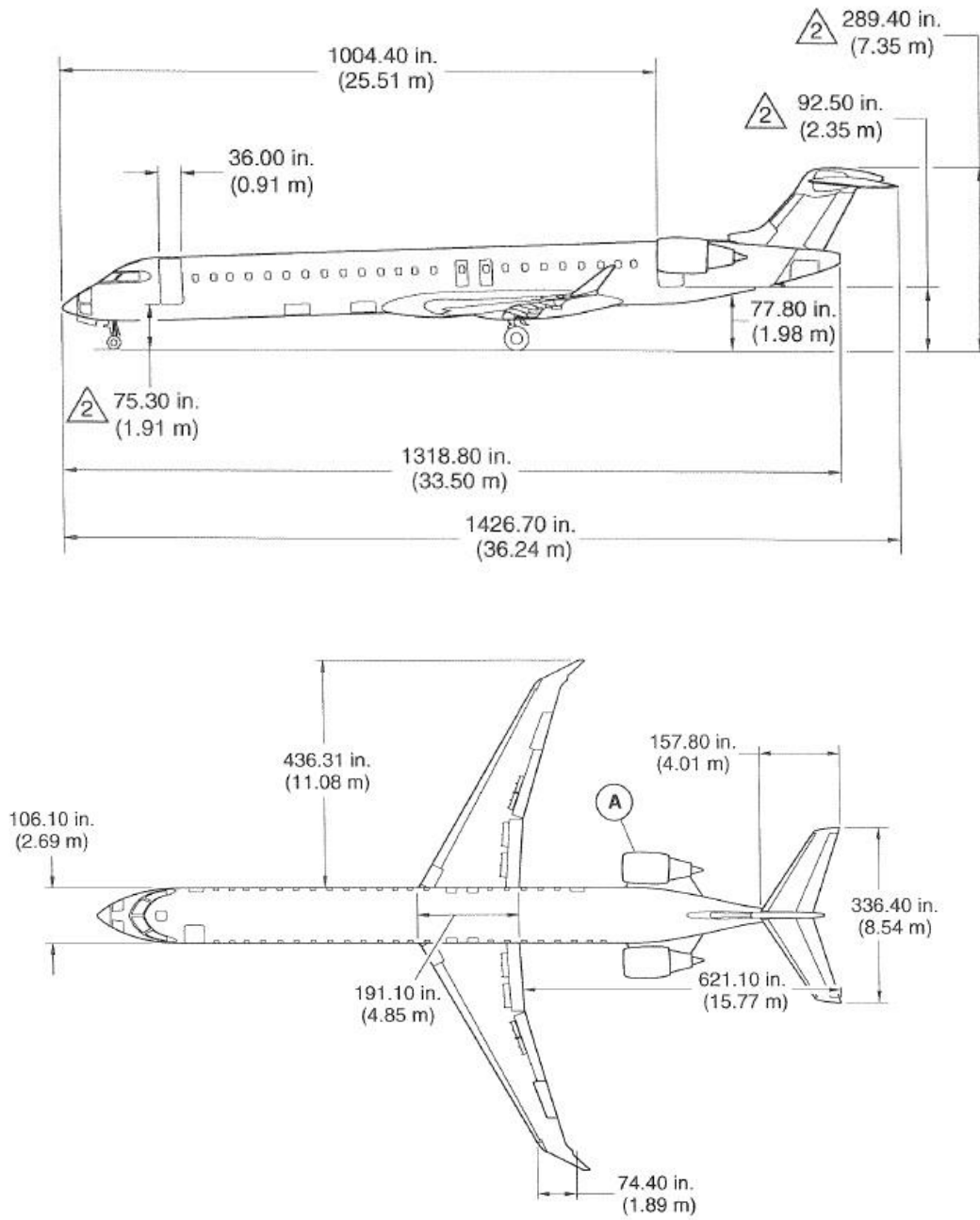


Fig 2.2 Dimensions Extérieures du CRJ900

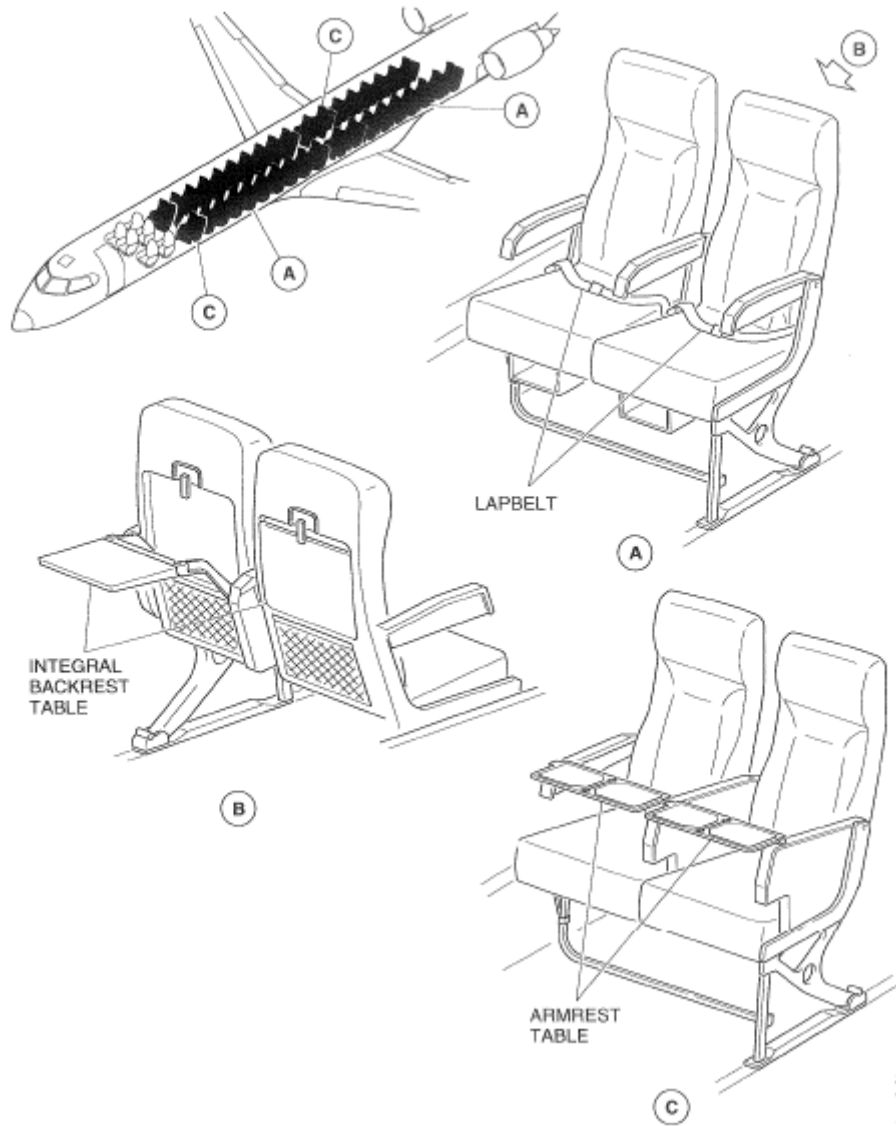


Fig 2.3 Intérieure du CRJ900

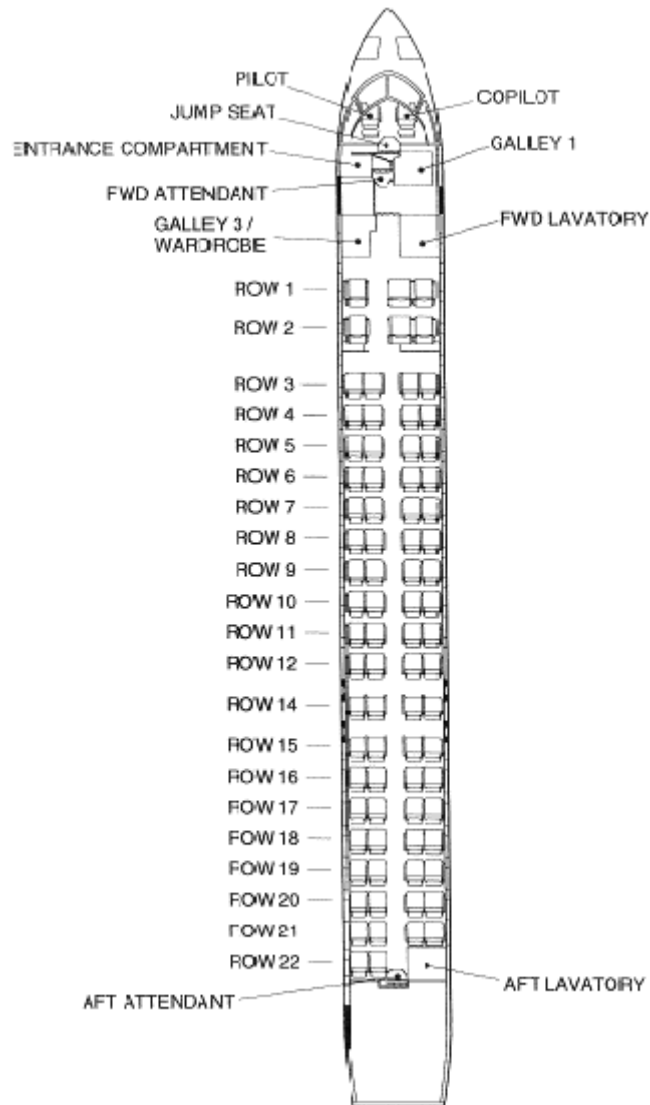


Fig 2.4 Aménagements du CRJ900

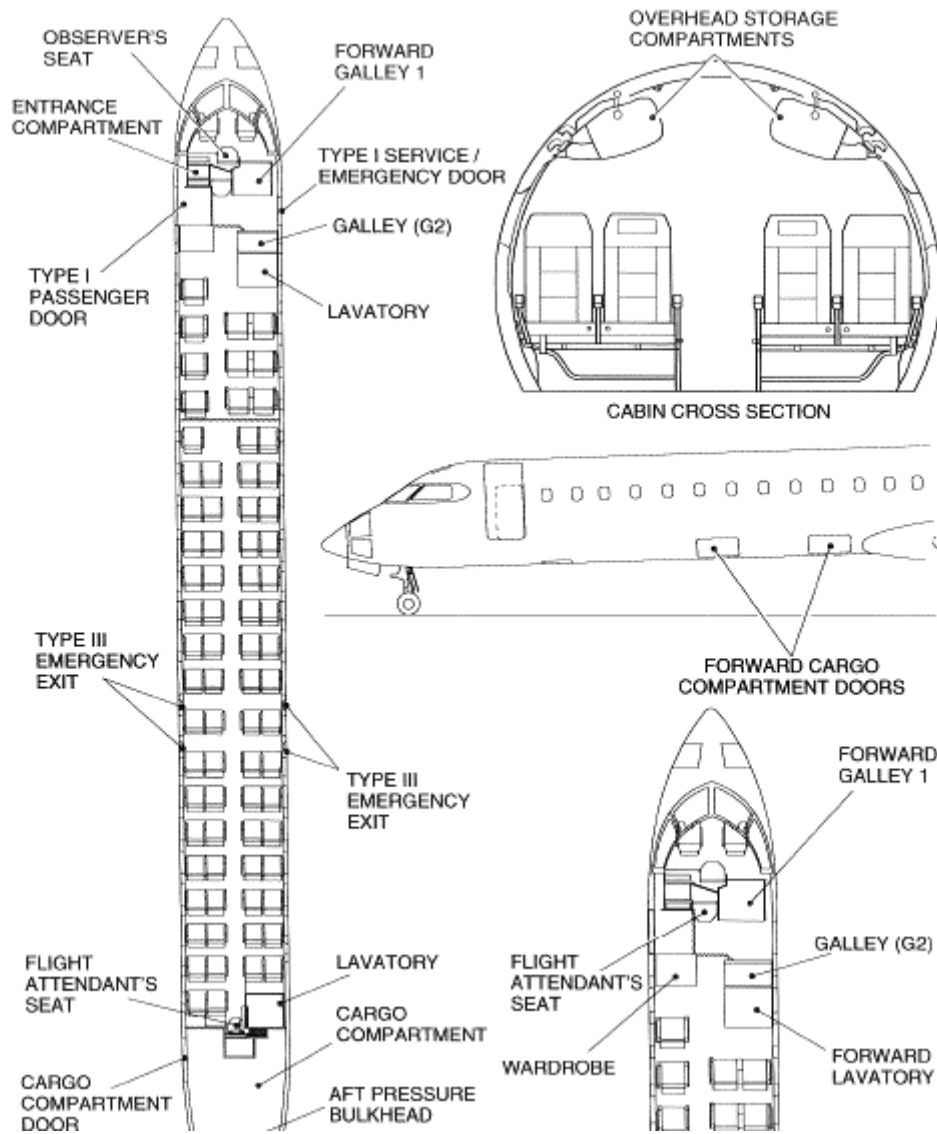


Fig 2.5 Aménagements détaillé du CRJ900

2.3.2 Fiche technique du CRJ900

GENERALITES			
Personnel navigant technique	2		
Personnel navigant commerciale	2+1		
Pax	Jusqu'à 90		
REACTEURS			
Nombre	Bi-réacteurs a double flux General Electric CF34-8C5		
Poussée au décollage	58 ,4kN		
Poussée maximale	63,4kN		
DIMENSIONS			
Hauteur	7,35m		
Envergure	24 ,85m		
Longueur	36,24m		
Surface	70,62m ²		
MASSES			
MMSD	37 421Kg		
MMSC	31 751Kg		
MMSA	33 345Kg		
Maximum masse sur l'aire de trafic	36 628Kg		
Quantité maximale de carburant	8 823Kg		
Charge marchande maximale	10 319Kg		
Masse à vide	21 432Kg		
PERFORMANCES			
Rayon d'action	Nm	Sm	Km
	1 596	1 837	2 956
Plafond de vol	12,496 m		
Vitesse de croisière	0.83M		
Nombre des sièges	86 pax		
PORTES ET ISSUES			
Portes pax (avant gauche)			
Hauteur	1 ,78m		
Largeur	0,91m		
Hauteur au seuil	1,73m		
Porte de services (avant droite)			
Hauteur	1,22m		
Largeur	0,61m		
Hauteur au seuil	1,73m		
Porte de services (arrière droite)			
Hauteur	1 ,22m		
Largeur	0,61m		
Hauteur au seuil	2,39m		
Date de certification			
Septembre 2002			

Tableau 2.3.2 Fiche technique du CRJ900

Chapitre 3 :

Limitation et Performances de l'avion

3.LIMITATIONS ET PERFORMANCES DE L'AVION ⁽⁴⁾

Les limitations d'utilisation c'est une traduction et une adaptation à l'exploitation des règlements de navigabilité et d'exploitation que on pour le but d'assurer la sécurité des vols.

REGLEMENTS	OACI	EUROPE(JAA)	USA(FAA)
Navigabilité	Annexe 8 Convention de Chicago	JAR 25	FAR part 25
Exploitation	Annexe 6 Convention de Chicago	JAR-OPS 1	FAR part 121

Tableau 3.1 Règlements de navigabilité et d'exploitation

3.1 .1 Limitations Structurale

La structure de l'avion doit résister aux efforts qui s'exercent sur elle au court de différentes phases du vol et pour toute sa durée de vie. Pour cette raison les constructeurs fournissent aux exploitants les paramètres utiles d'utilisation de leurs avions. Ces paramètres ont souvent un effet limitatif sur la masse de l'avion au décollage

3.1.1 .a Masse maximale de structure au décollage(MMSD)

C'est la masse pour laquelle la structure de l'avion en particulier le train d'atterrissage peut supporter une vitesse verticale de -360ft /min (-1,83m/s) (JAR /FAR 25).

Cette limite est calculée au moment où l'avion lâche ses freins, aligné sur l'axe de la piste et les moteurs mis en puissance.

La masse réelle au lâcher des freins doit être toujours inférieure à cette masse. Dans tous les cas on devra avoir :

$$\text{Masse réelle au décollage(ou au lâcher du freins)} m_{\text{dec}} \leq \text{MMSD}$$

Le MMSD de CRJ900 est **37 421Kg**

3.1.1 .b Masse maximale de structure a l'atterrissage (MMSA)

C'est la masse maximale avec laquelle l'avion peut atterrir sans que sa structure subisse des contraintes particulières

La réglementation (JAR 25) impose que la structure puisse supporter des efforts de - 600 ft /min (-3,05m/s)(JAR/FAR 25).

Donc la masse réelle a l'atterrissage ne doit pas être supérieure à MMSA.

Masse réelle à l'atterrissage \leq MMSA

La **MMSA** de CRJ900 est **33 345Kg**

3.1.1 .c Masse maximale de structure sans carburant (MMSA)

La structure de l'avion (fuselage, voilures, moteurs) est portée principalement par la résultante des forces aérodynamique, ce dernier est appliques sur les ailes.

Dans la phase finale du vol, la quantité du carburant qui se trouve dans les réservoirs des ailes tend vers zéro(M_c tend vers zéro), ce qui fait fléchir l'aile, cette flexion engendre des efforts supplémentaires à l'emplanture qui peuvent affecter la sécurité du vol si la masse du fuselage est importante.D'ou la masse maximale de structure sans carburant(MMSC).

Dans tous les cas on devrait avoir

Masse réelle sans carburant \leq MMSC

La **MMSC** de CRJ900 est **31 751Kg**

3.1.1 .d Masse maximale de structure à la mise en route(MMSR)

C'est la masse max imposée notamment par les efforts sur les amortisseurs et en flexion sur le train lors des virages aux roulages

Soit $\ll r \gg$ la quantité de carburant nécessaire a la mise en route et au roulage depuis le parking jusqu'au lâcher des freins.

On remarque que dans la pratique, cette limitation n'est jamais pénalisante.

$$\text{Masse réelle au lâcher des freins} \leq \text{MMSR-R}$$

3.1 .2 Limitations freins /pneus

3.1 .2 .a Limitations freins V_{MBE}

L'énergie cinétique accumulée lors de la manœuvre de décollage est transformée en énergie calorifique sur le system de freinage. En cas de nécessité d'arrêt au décollage, les freins ayant une certaine capacité d'absorption. Il faudra donc limiter la vitesse à laquelle sera entreprise une manœuvre d'arrêt (V_1 frein).

V_1 frein est en fonction de la distance décollage utilisable à la masse de décollage et de température.

Cette limitation est surtout sensible sur les gros porteurs avec les fortes masses aux décollages.

$$V_1 \leq V_{MBE}$$

3.1 .2 .b Limitations pneus

Les pneus sont garantis jusqu'à une certaine vitesse de roulement, l'avion devra quitter le sol avant cette limite.

$$V_{LOF} \leq V_{PNEUS}$$

3.1 .3 Limitations des vitesses

3.1 .3 .a Vitesse de décision(V_1)

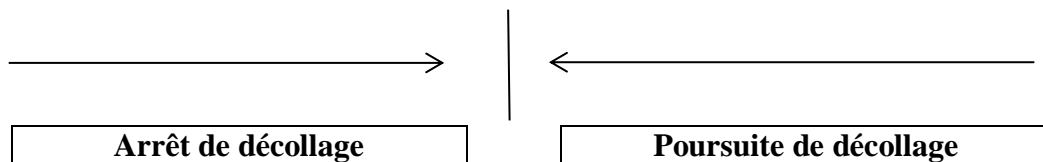
C'est la vitesse retenue comme moyen de décision, en cas de panne de toute nature au cours de la manœuvre de décollage à savoir (panne moteur, système, défaut de poussée).

Par conséquent V_1 est la vitesse limite à laquelle en cas de panne, le pilote devra initier une action de freinage pour interrompre le décollage.

Si la panne d'un moteur est reconnue avant V_1 : le décollage doit être interrompu

Si la panne d'un moteur est reconnue après V_1 : le décollage doit être poursuivi

V_1 retenue par le pilote

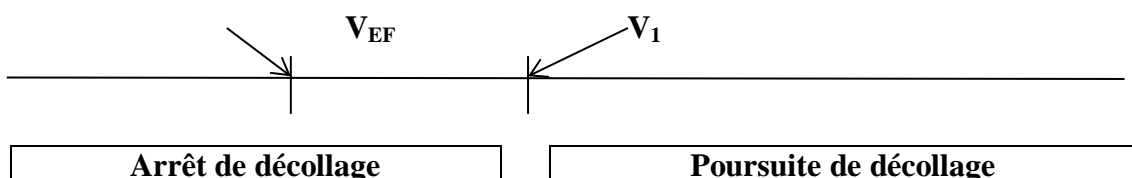


3.1 .3 .b Vitesse effective de panne(V_{EF})

C'est la vitesse à laquelle le moteur critique sera supposé tomber en panne au cours de manœuvre de décollage, pour la vitesse V_1 retenue. Dans la détermination essais, c'est la vitesse à laquelle le moteur critique sera mis en panne

**Instant effectif de la panne
le freinage**

**Panne décelée, pilote prêt à initier
le freinage**



On doit vérifier que

$$V_{EF} \geq V_{MCG}$$

3.1.3.c Vitesse de rotation (V_R)

C'est la vitesse à laquelle le pilote, par action de manche arrive à cabrer l'avion et l'amener suivant une technique précise (fixée par le constructeur) à l'assiette désirée pour le décollage.

On doit vérifier que

$$V_R \geq 1,05V_{MCA}$$

3.1.3.d Vitesse en vol V_{MU} et V_{LOF}

- **V_{MU} : Vitesse minimum unstick**

C'est la vitesse minimale de sustentation à laquelle et au –delà de laquelle l'avion peut quitter le sol et poursuivre le décollage sans de caractéristiques dangereuses telle que manque de contrôle latérale ou arrière de l'avion raclant le sol.

Cette vitesse devra être déterminée avec effet du sol aux essais et dans les deux cas suivants :

- Avec moteur en panne $V_{MU(N-1)}$
- Tout moteurs en fonctionnement $V_{MU(N)}$

- **V_{LOF} : Vitesse de décollage (Lift Off)**

C'est la vitesse à laquelle l'avion quittera initialement le sol et poursuivra le décollage sans que celui-ci ne présente de danger.

On doit satisfaire les conditions suivantes :

$$V_{LOF} \geq 1,05 V_{MU(N-1)}$$

$$V_{LOF} \geq 1,10 V_{MU(N)}$$

3.1.3.e Vitesse minimales de contrôle V_{MC}

Ce sont les vitesses minimales de reprises en main en cas de panne moteur :

- **V_{MCG} : Vitesse minimale de control au sol**
A cette vitesse il doit être possible de garder le contrôle de l'avion sur la piste en ne servant que des gouvernes principales
- **V_{MCA} : Vitesse minimale de control en vol**
A cette vitesse, en cas de défaillance du moteur critique au cours de décollage, l'avion peut être repris en main et maintenu en vol rectiligne, soit avec un dérapage nul ou une inclinaison inférieure à 5°.
- **V_{MCL} : Vitesse minimale de control rectiligne**
C'est la vitesse à la quelle en cas de panne moteur, il est impossible de prendre le contrôle de l'avion et de le maintenir en vol rectiligne avec une inclinaison de 5°.

3.1.3.f Vitesse de décrochage(V_S)

C'est la vitesse minimale de vol en régime stabilisé dans la configuration considérée que soit au décollage, croisière, approche ou atterrissage.

A chaque fois qu'on écrit V_S il faut préciser la configuration de l'avion :

- Moteurs au ralenti ou poussée nulle
- Centrage le plus défavorable sur la vitesse de décrochage

3.1.3.g Vitesse de sécurité au décollage (V_2)

C'est la vitesse à laquelle le décollage est assuré, elle doit être atteinte au plus tard au passage de 35ft (10,5m) et maintenue au moins jusqu'au 400ft (120m).

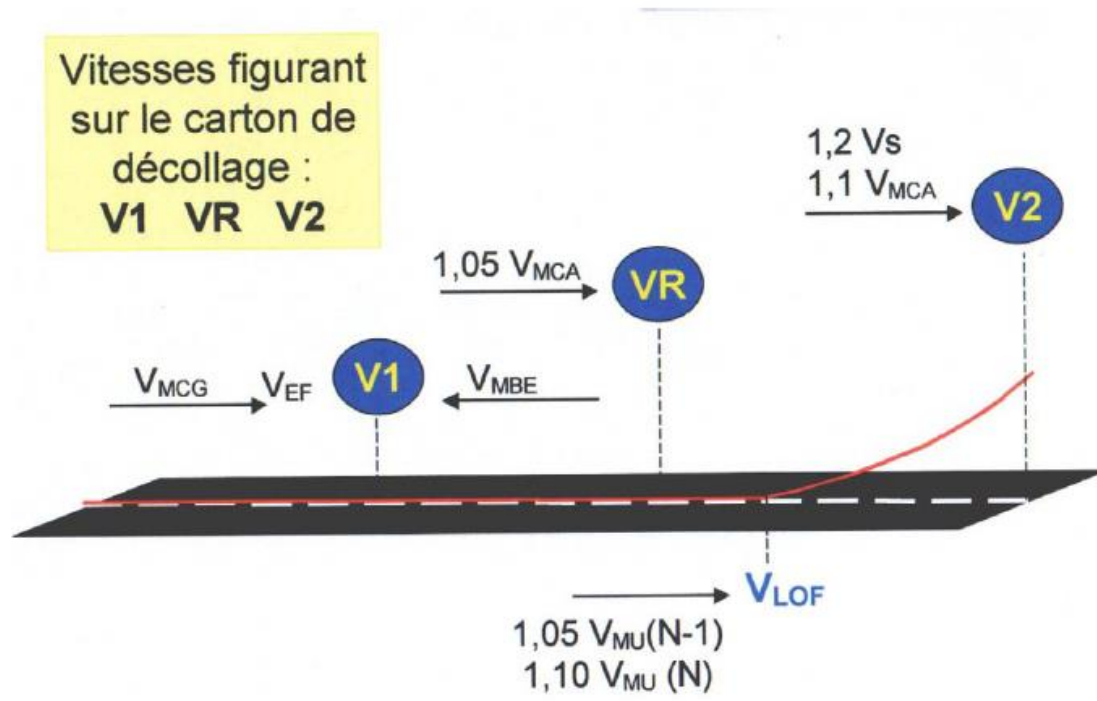


Fig 3.1 Vitesse de sécurité au décollage (V_2)

$$V_2 \geq V_{2\text{MINI}}$$

$$V_{2\text{MINI}} = \text{SUP} [1,20 V_S \text{ REACTEURS}]$$

$$V_{2\text{MINI}} = \text{SUP} [1,10 V_{MCA} \text{ BITURBOREACTEURS}]$$

$$V_{2\text{MINI}} = \text{SUP} [1,15 V_S]$$

$$V_{2\text{MINI}} = \text{SUP} [1,10 V_{MCA}]$$

POUR LES QUADRITURBOPROPULSEURS

3.1.3.h Vitesses limites et mach limite opérationnelle (V_{MO}/M_{MO})

La vitesse choisie par le pilote doit être inférieure ou égale à V_{MO} ou M_{MO} .

Sur le carton de décollage V_1 , V_R et V_2 sont mentionnées pour ne pas encombrer le pilote avec toutes les vitesses de décollage.

3.1.4 L'enveloppe Opérationnelle

Le constructeur a donné de telles limites (température et altitude pression) pour lesquelles les performances de l'avion ont été vérifiées et certifiées, et cela pour encadrer le domaine courant d'utilisation.

L'exploitant doit s'assurer qu'il est toujours à l'intérieur de ce domaine malgré que son dépassement reste d'une probabilité extrêmement faible.

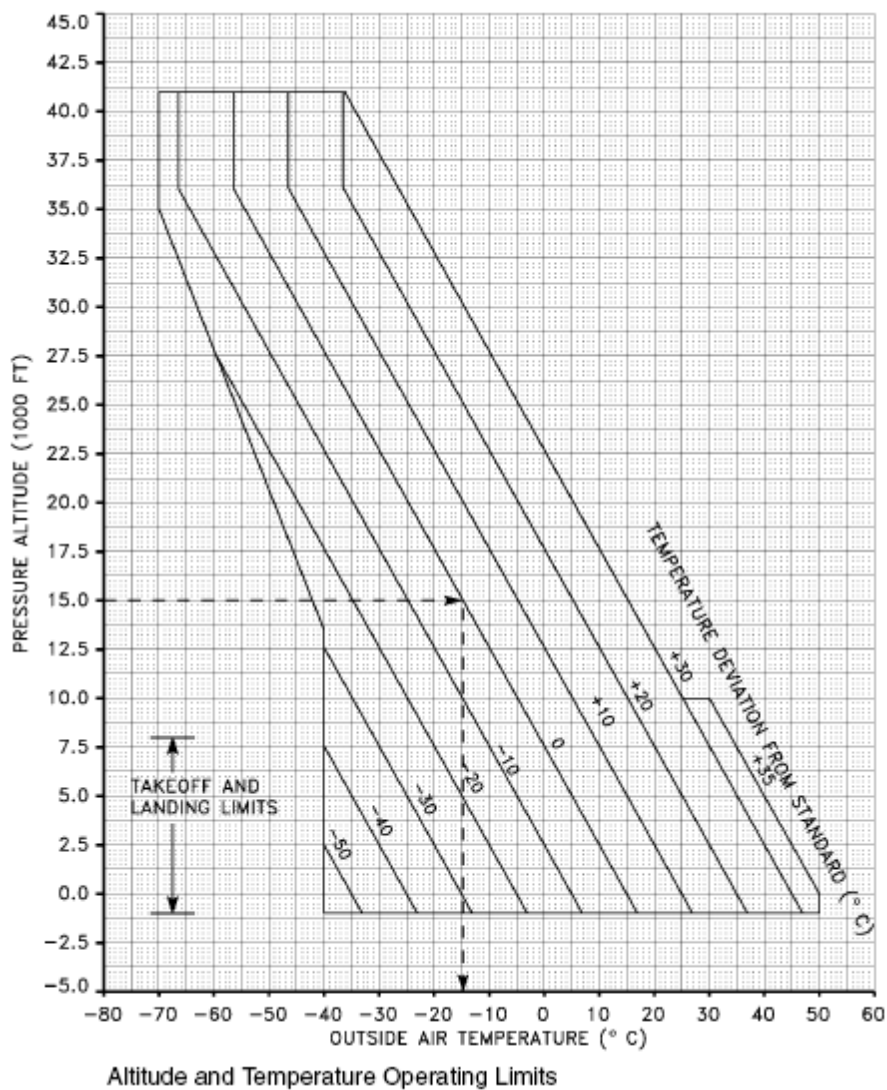


Fig 3.2 Enveloppe opérationnelle du CRJ 900

3.1.5 Limitation obstacle

Les trajectoires réglementaires de décollage est en générale tracée par la méthode des segments, chaque segment correspond à un changement de configuration figurer dans la tableau suivant :

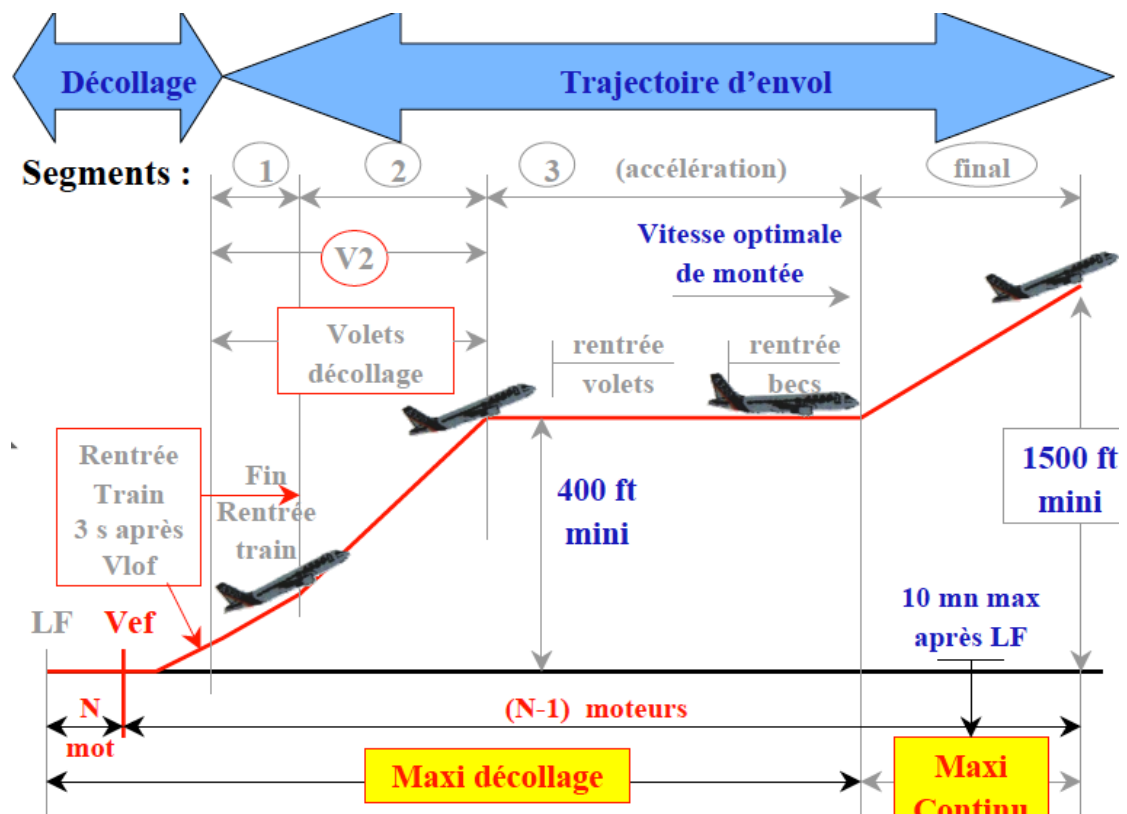


Fig 3.3 Trajectoires réglementaires au décollage.

La réglementation exige les pentes suivantes pour chaque segment et pour chaque type d'avion (avec le moteur critique)

	Bimoteur	Trimoteur	Quadrimoteur
V_{LOF}	0%	0,3%	0,5%
1 ^{er} Segment	Sur ce segment aucune performances minimale exigée		
2 ^{eme} Segment	2,4%	2,7%	3%
3 ^{eme} Segment	1,2%	1,5%	1,7%
Segment Final	1,2%	1,5%	1,7%

Tableau 3.2 Trajectoires règlementaires de décollage

3.1.6 Limitation piste

Les distances associées au décollage sont les suivantes

3.1.6 .a Distance de roulement au décollage (DRD /TOR)

La distance de roulement au décollage est la distance mesurée entre le point de lâcher les freins et le point équidistant entre V_{LOF} et le passage des 35ft :

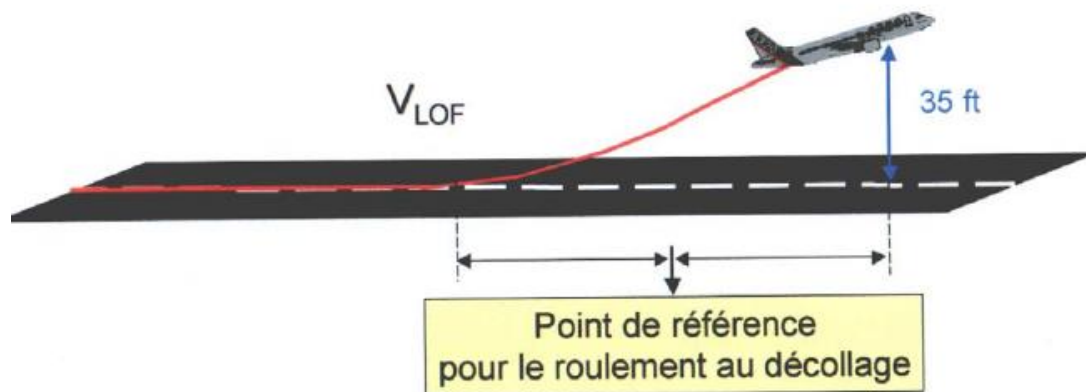


Fig 3.4 Distance de roulement au décollage

Il existe deux façons à déterminer la distance de roulement au décollage

- Panne moteur<<critique>>

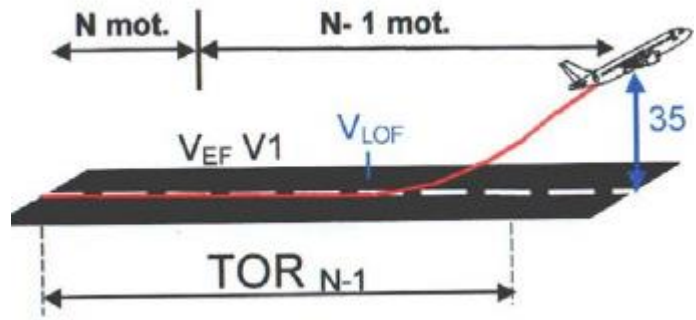


Fig 3.5 Distance de roulement au décollage avec N-1 moteur

- Sans panne moteur

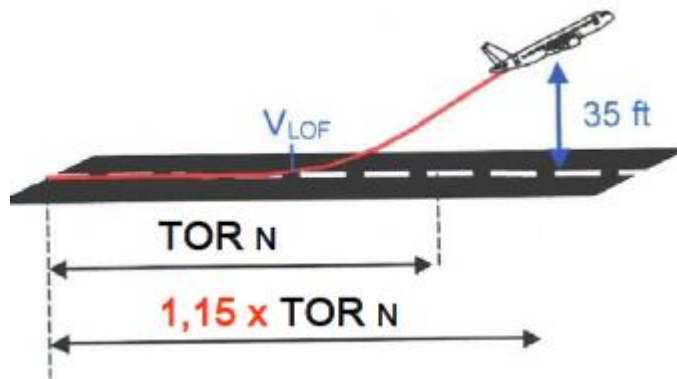


Fig 3.6 Distance de roulement au décollage avec N moteur

$$\text{TOR retenue} = \text{SUP} (\text{TOR}_{N-1}; 1,15 \text{ TOR}_N)$$

La longueur utilisable pour le roulement au décollage est TORA est vérifié que

$$\text{TOR} \leq \text{TORA}$$

3.1.6 .b Distance de décollage (DD/TOD)

C'est le plus grande des deux distances déterminé les deux façons suivantes :

- **Panne moteur<<critique>>**

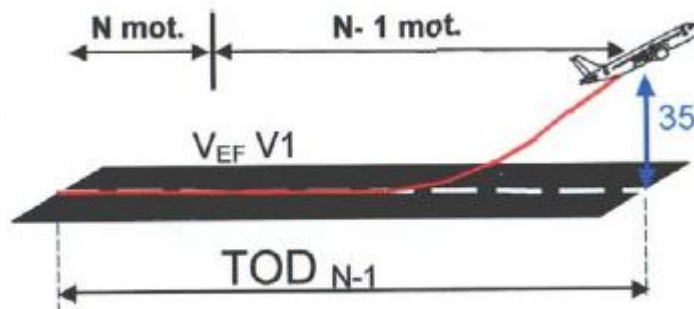


Fig 3.7 Distance de décollage avec N-1 moteur

- **Sans panne moteur**

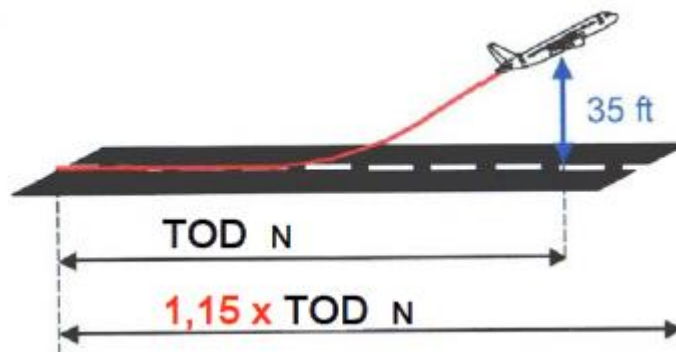


Fig 3.8 Distance de décollage avec N moteur

TOD retenue = SUP (TOD_{N-1}; 1,15 TOD_N)

La longueur utilisable pour le passage des 35ft est TODA est vérifié que

TOD ≤ TODA

On remarque que TODA est

$$\text{TODA} = \text{RWY} + \text{CWY}$$

3.1.6 .c Distance d'accélération-arrêt (DAA/ASD)

C'est la plus grand des distances suivantes :

- **Panne du moteur <<critique>>**

La distance nécessaire au freinage de l'avion après détection de la panne du moteur critique à V_1

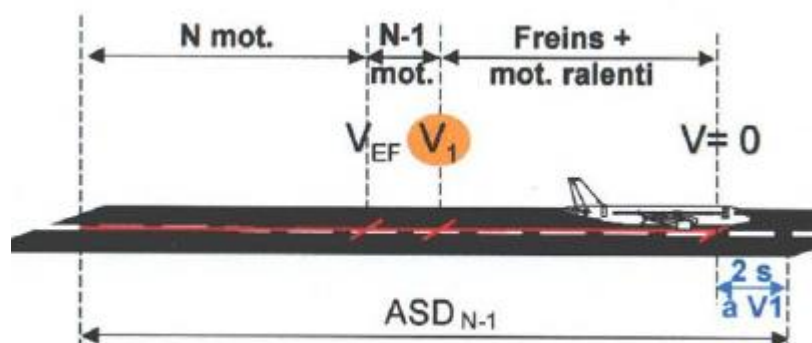


Fig 3.9 Distances d'accélération arrêt avec N-1 moteur

- **Sans panne moteur**

La distance depuis le lâcher des freins jusqu'à V1, plus la distance nécessaire pour le freinage

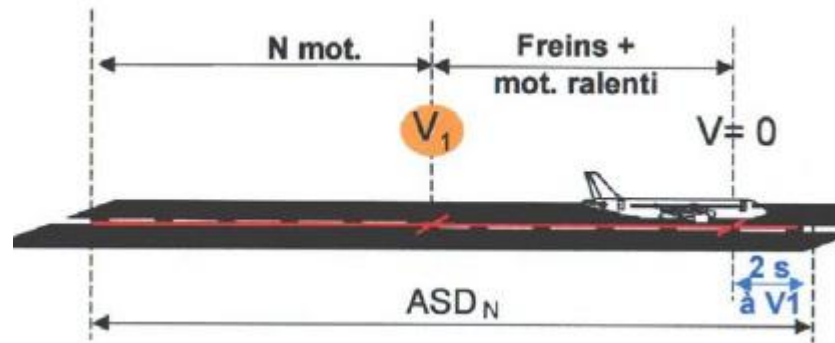


Fig 3.10 Distances d'accélération arrêt avec N moteur

$$ASD \text{ retenue} = \text{SUP} (ASD_{N-1}; 1, 15 ASD_N)$$

La longueur utilisable pour l'accélération-arrêt est ASDA

$$ASD \leq ASDA$$

On remarque qu'ASDA est

$$ASDA = RWY + SWY$$

3.2 Etudes des performances⁽⁵⁾

Les études des performances sont faisable avec aide le FPCCM pour les différents phases des vols.

Les différentes phases des vols sont

- Montée
- Croisière
- Attente
- Descente

3.2 .1 La montée

La montée est la première phase de vol qui peut aussi intervenir durant le vol en croisière ascendant ou bien en approche interrompue.

Les règlementations **JAR OPS** et **FAR PART 25** exigent des pentes minimales à respecter pendant la montée.

3.2.1.1 Les pentes minimales de montée

3.2.1.1.a) La trajectoire de décollage

Configuration	Pente minimale exigée (Deux moteurs en fonctionnement)
Moteur critique en panne 400ft à 1500ft au-dessus de la piste	1 ,2%
Pente de réduction pour la trajectoire nette	0 ,8%

Tableau 3.2.a La trajectoire de décollage

3.2.1.1.b) La Montée au décollage

Le Segment	Configuration	Pente minimale exigée
1 ^{ère} Segment	-Trains sorti -Moteur critique en panne -Poussée décollage -Volets décollage -Vitesse V_{LOF}	0,0%
2 ^{ème} Segment	-Trains rentrés -Moteur critique -Poussée décollage -Vitesse V_2	2,4%
Segment final	-Moteur critique en panne -Poussée maxi continue -Configuration de vol - $V \geq 1,23V_S$	1,2%

Tableau 3.2.b La montée au décollage

3.2.1.1.c) La Montée en vol

Configuration	Pente Minimale Exigée
Moteur critique en panne Poussée maximum continue Configuration de vol	1,1%

Tableau 3.2.c La montée en vol

3.2.1.2 Montée en exploitation

La montée s'effectue en régime maxi- moteur défini par le constructeur.

Ce régime de montée donne les meilleurs performances ascensionnelles, en ayant une vitesse donnée, les différents types de montée sujets à notre étude sont les suivantes

3.2.1.2.a) Montée à pente maximum

Cette montée est utilisée pour atteindre un niveau maximum en un point donné (cas d'un obstacle) et le régime moteur est en maxi montée

3.2.1.2.b) Montée à consommation distance-maximum

Cette montée est utilisée pour minimiser la consommation du carburant dans le régime moteur maxi -montée.

3.2.1.2.c) Montée à vitesse ascensionnelle maximum

Cette montée est utilisée à la demande du contrôle pour rejoindre un niveau de vol dans un minimum de temps dans le régime moteur maxi-montée.

3.2.1.2.d) Montée à vitesse élevée<< rapide>>

Cette montée est utilisée pour le court –courrier, elle privilégie le temps de vol sur la consommation carburant dans le régime moteur maxi- montée.

3.2.1.2.e) Montée à prix de revient minimale<< normale>>

Cette montée est utilisée pour réalisant le meilleur compromis entre temps de vol et consommation distance dans le régime moteur maxi- montée.

3.2 .2 Croisière

L'étude de performance en croisière se remmènera une étude de consommation du carburant en fonction de la vitesse de l'avion donc il est nécessaire de connaître quelques notions sur la consommation.

3.2 .2 .1- Les consommations Carburant

- **Consommations horaires (Ch)** : C'est la consommation de carburant par unité de temps exprimée généralement en Kg/Heure
- **Consommation spécifique(Csp)** : C'est le rapport entre la consommation horaire et la poussée exprimée en consommation horaire par unité de puissance

Pour un turbopropulseur

$$C_{sp} = Ch/W_m$$

Exprimée en Kg/Cv.H

Pour un turboréacteur

$$C_{sp} = Ch/T_u$$

Exprimée en Kg/H.N

Avec

Ch : consommation horaire (Kg /H)

Tu : la poussée utile du moteur exprimée en Newton

Wm : puissance mécanique (Cv)

- **Consommation-distance** : Les avions couvrent des distances exprimées en nautique miles, la nécessité de connaître la quantité de carburant consommée par nautique mille amène la notion de consommation-distance

$$C_d = Ch/V_s$$

Vs : vitesse sol

Pour un vent nul

$$C_d = Ch/V_p$$

Vp : vitesse propre de l'avion

- **Rayon d'action spécifique (Rs) :** C'est la distance parcourue par unité de consommation exprimée en NM/Kg

$$R_s = 1/C_d = V_s / C_h$$

Pour un nul

$$R_s = V_p / C_h$$

Notons que :

$$V_p = a * M$$

$$C_h = C_{sp} * T_u$$

Aussi pour un vol en palier : $T_u = T_n = mg/f$

f : étant la finesse de l'avion (C_z/C_x)

$$a = \sqrt{\gamma \cdot r \cdot T}$$

$$\Rightarrow a = a_0 \sqrt{\frac{T}{T_0}}$$

$$a_0 = \sqrt{\gamma \cdot r \cdot T_0}$$

a : étant la célérité du son

γ : C'est la constante des gaz parfaits ($\gamma = 1.4$)

D'où :

$$R_s = \frac{a_0 \cdot (M \cdot f)}{mg \cdot \left(\frac{C_{sp}}{\sqrt{T/T_0}} \right)}$$

$$T_0 = 288.15^\circ\text{K} \Rightarrow a_0 = 661.5^\circ\text{K}$$

Remarque : le rayon d'action spécifique est une de paramètres plus utilise dans l'étude des performances en croisière que dépend de :

- la conduite motrice (C_{sp})
- N : le paramètre principal agissant sur C_{sp} qui est aussi le nombre de tours que faits le moteur.

Le minimum de C_{sp} pour un régime est atteint à 80% du régime maximal, il faut donc adapter la poussée du moteur de l'avion de telle sorte que le régime de croisière se situe près de minimum de C_{sp} .

Il faut, d'autre part, que la poussée de décollage soit suffisamment élevée pour ne pas pénaliser trop la masse de décollage.

Si la masse de l'avion m augmente R_s diminue

Et si altitude pression Z_p augmente R_s augmente

Et si l'aérodynamique et la vitesse l'avion augmente R_s diminue

3.2 .2 .2- Régime de marche

La méthode de conduite d'un appareil est dite régime de marche et cela suivi les besoins et la rentabilité désirée pour chaque compagnie. Il existe 4 régimes de marche :

- Croisière à maxi range
- Croisière longue range
- Croisière à Mach prix de revient normale<<PRM>>
- Croisière à Mach constant

3.2 .2 .2.a- Croisière à maxi-range

C'est le régime de marche ou le nombre de mach (MMR) qui correspond à une consommation distance (Cd) minimale ou un rayon d'action (Rs) maximale.

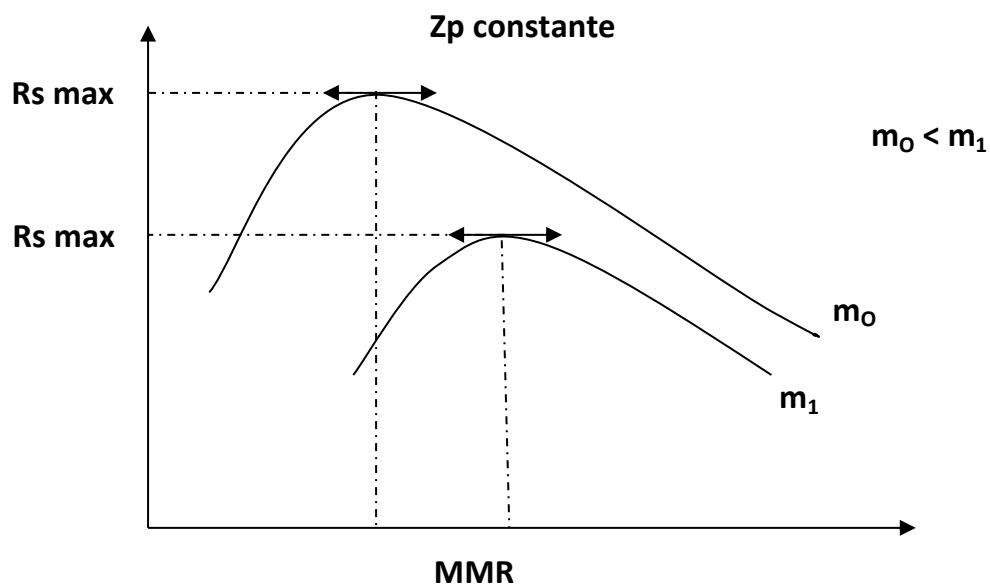


Fig 3.11 courbe représentatif de $R_s = f(\text{MMR})$.

En générale, le mach maxi range (MMR) varie en fonction de la masse (m) et de altitude pression (Z_p).

- L'avantage du MMR est de minimiser la consommation sur une étape
- Son inconvénient est l'affichage exact des paramètres de vol.

Ce régime est utilisé seulement comme secours au cours du vol.

3.2 .2 .2.b- Croisière à mach long range

C'est un vol à nombre de mach supérieure à MMR dans lequel le rayon d'action n'est réduit que 1% par rapport à celui de maxi range.

$$R_s \text{ Long range} = 99\% R_s \text{ Maxi range}$$

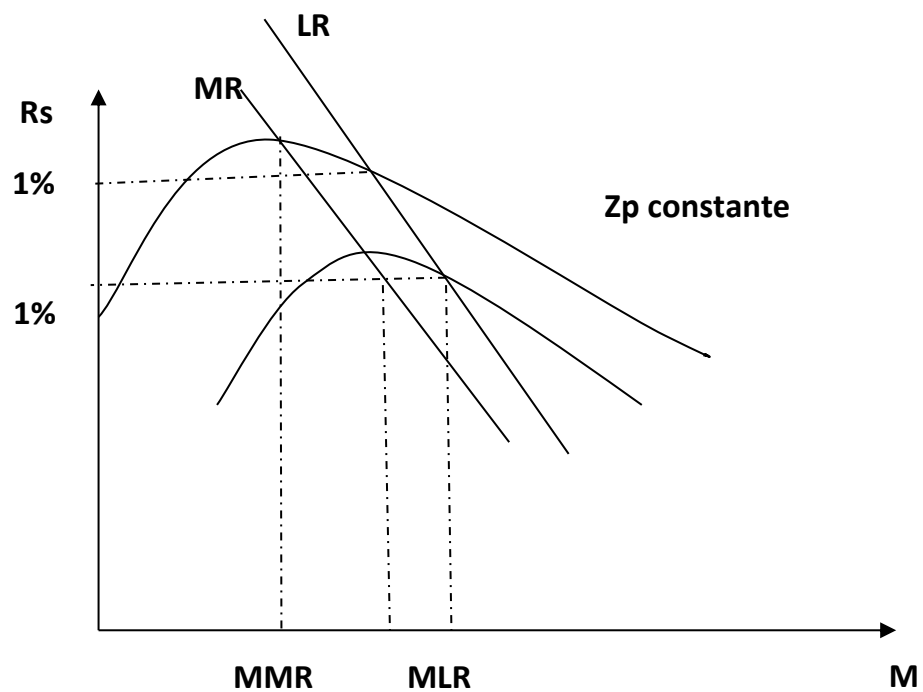


Fig 3.12 courbe représentatif de $R_s = f(MLR)$.

Le mach long range varie dans les mêmes conditions que celui du maxi range

- L'avantage de long range est pour une perte faible la consommation est compenser par un gain sur le temps de vol

Ce régime est utilisé surtout dans le cas où l'économie du carburant est très importante.

3.2 .2 .2.c- Croisière à mach PRM

C'est le nombre de mach à afficher pour minimiser les couts directs à l'heure de vol. Ces couts sont la somme des deux éléments

- Cout lie au temps de vol (PNT, PNC, maintenance)
- Cout de carburant

$$\text{DOC} = P_{c,d} + P_{t,t} + P_f$$

Avec

DOC : direct operating cost

P_C : prix du kg de carburant

P_t : prix lié aux temps de vol par l'heure

P_f : cout fixe indépendant du temps du vol

a : consommation du carburant

t : temps de vol

Pour réduire le cout directe, il suffit de minimiser la somme du << $C = P_{c,d} + P_{t,t}$ >> pour chaque Nm parcourue.

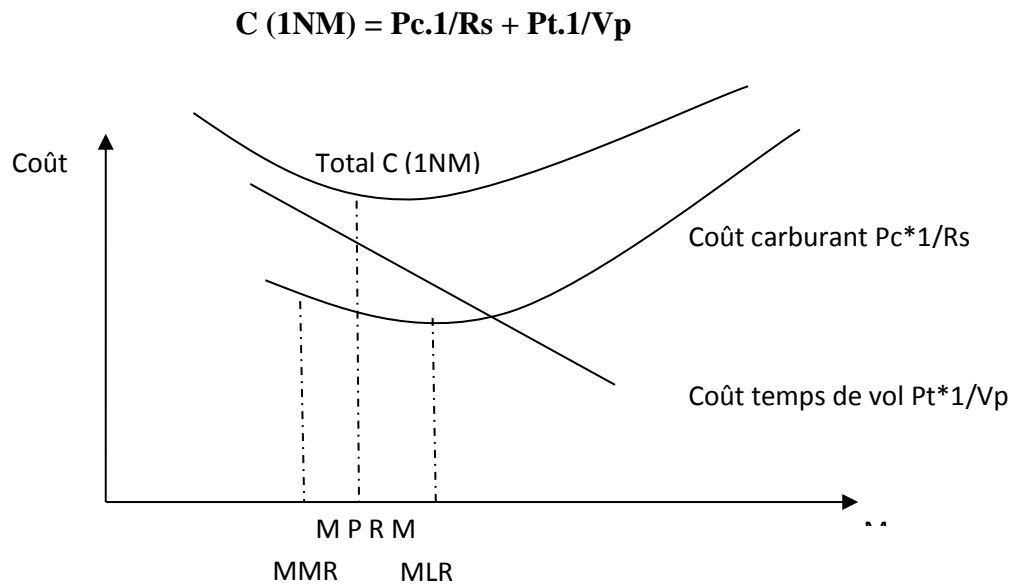


Fig. 3.13 : courbe représentatif de $R_s = f(MPRM)$.

Les paramètres ayant une influence sur MPRM :

- **La masse :**
 Lorsque M augmente → MMR augmente → MPRM augmente
 (à $Z_p = Cte$)

- **L'altitude pression :**
 Lorsque Z_p augmente → MMR augmente → MPRM augmente
 (à $m = Cte$)

- **Le coût carburant :**

Lorsque P_c augmente MPRM tend vers le MMR

MPRM est le plus souvent situé entre le MMR et le MLR donc le vol au MPRM étant avantageux au coût total et au carburant

- L'avantage de MPRM ce que il permet le meilleure compromis consommation-temps de vol.

3.2 .2 .2.d- Croisière à mach constant

Il consiste de d'effectuer une croisière à mach constant

- L'avantage de cette croisière est la facilitation de paramètres de vol
- L'inconvénient on peut s'écarter des conditions optimales, surtout lorsque le vol se fait à une altitude pression constant.

3.2 .3- L'attente

3.2 .3.1- L'incidence d'attente

Ce régime d'attente est caractérisé par le régime de Ch_{min}

$$Ch = C_{sp} \cdot Tu \text{ Avec } Tu = Tn$$

$$Ch = C_{sp} \cdot \text{poids/Finesse}$$

On remarque l'incidence d'attente est celle de finesse max.

Incidence de finesse max = Ch_{min} .

3.2 .4- La descente

Il existe plusieurs types des descentes correspondent l'objectif d'exploitation de chaque compagnie.

- Descente à prix revient minimale <<Normale>>
- Descente à consommation minimale <<Economique>>
- Descente de secours
- Descente cabine

3.2 .4.a- La descente à prix revient minimale<<Normal>>

Pour ce type de descente en prendre en considération le meilleur compromis entre le temps et la consommation.il faut rester en croisière un peu plus longtemps et descendre avec une vitesse plus importante pour gagner le temps.

Le point de descente doit être déterminé avec précision car une descente prématurée obligera à faire un palier à basse altitude au même temps une descente tardive obligera l'emploi des aérofreins et spoilers.

3.2 .4.b- La descente à consommation minimale<<Economique>>

Il s'agit de réaliser une meilleur consommation –distance donc on vol sur une grande distance a régime réduit, pour cela il faut réduit la pente de descente puis en s'approche avec une vitesse de finesse max.

3.2 .4.c- La descente de secours

La descente de secours est effectuée en cas de panne de pressurisation. Pour obtenir une forte vitesse verticale de descente il faut

- Avoir les moteurs réduits, pour augmenter leurs performances
- Afficher la vitesse verticale
- Utiliser les aérofreins d'où $V = V_{m_0}$

3.2 .4.d- La descente cabine

Pendant la descente il faudrait prendre en considération le confort passager de telle sorte que la vitesse de descente ne doit pas dépasser 300ft /min.

3.3 Partie Pratique

3.3.1 La montée

Conditions :

Type de montée : Long range climb speed ‘‘250 KIAS /0,70M’’

TOW = 63 000 lb.

TOW = 67 000 lb.

TOW = 71 000lb

TOW = 75 000 lb.

Avec système dégivrage inactive (off)

Consommation en montée en (lb)

T=ISA

TOW (lb)	63 000	67 000	71 000	75 000
FL				
250	1121	1207	1297	1394
290	1304	1408	1518	1637
330	1507	1633	1769	1920
370	1699	1854	2028	2231

Tableau 3.3.1 résultats de consommation en montée

Remarque : TOW de 75 000lb, Le CRJ 900 peut monter jusqu'au niveau de 370 avec une consommation carburant de 2231lb.

Temps en montée en (min)**T=ISA**

TOW (lb) FL	63 000	67 000	71 000	75 000
250	8,6 min	9,3 min	10 min	10,8 min
290	10,6 min	11,5 min	12,5 min	13,5 min
330	13,1 min	14,2 min	15,5 min	16,9 min
370	15,8 min	17,3 min	19,1 min	21,2 min

Tableau 3.3.1.1 résultats de temps en montée

Remarque : Le temps de montée augmente avec l'augmentation de TOW. Le CRJ 900 peut monter au niveau 370 dans 21,2min avec une TOW de 75 000lb.

Consommation en montée en (lb)**T=ISA + 10°**

TOW (lb) FL	63 000	67 000	71 000	75 000
250	1169	1259	1353	1454
290	1362	1470	1586	1711
330	1577	1709	1852	2011
370	1781	1944	2127	2341

Tableau 3.3.1.2 résultats de consommation en montée à T=ISA + 10°

Remarque : Le tableau montre que la consommation augmente avec l'augmentation de la température.

Temps en montée en (min)

$$T=ISA + 10^{\circ}$$

TOW (lb) FL	63 000	67 000	71 000	75 000
250	8,8 min	9,5 min	10,3min	11 min
290	10,9 min	11,8 min	12,7 min	13,8 min
330	13,4 min	14,6 min	15,9 min	17,3 min
370	16,2 min	17,8 min	19,6 min	21,8 min

Tableau 3.3.1.3 Calcule de temps en montée à T=ISA + 10°

Conclusion : Les performances de montée sont conditionnées par la TOW et la température.

3.3.2 La croisière**Conditions :**

Type de croisière : Long range cruise speed

TOW = 63 000 lb.

TOW = 67 000 lb.

TOW = 71 000lb

TOW = 75 000 lb.

Avec système dégivrage inactive (off)

Rayon d'action spécifique en (Nm/ lb)**T=ISA**

TOW (lb)	63 000	67 000	71 000	75 000
FL				
250	0,1239	0,1198	0,1161	0,1126
290	0,1318	0,1273	0,1213	0,1192
330	0,1397	0,1346	0,1298	0,1253
370	0,1467	0,1407	0,1350	0,1293

Tableau 3.3.2 résultats de Rayon d'action spécifique

Remarque : TOW de 75 000lb, Le CRJ 900 peut atteindre une Rayon d'action de 0,1293Nm /lb

Vitesse de rotor en (%)**T=ISA**

FL \ TOW (lb)	63 000	67 000	71 000	75 000
250	73,4	74,8	76,1	77,3
290	76,4	77,8	79,1	80,2
330	79,4	80,6	81,8	82,9
370	82,5	83,5	84,7	86,0

Tableau 3.3.2.1 résultats de vitesse de rotor

Remarque : La vitesse de rotor augmente avec l'altitude et de TOW, à FL370 et une TOW de 75 000lb, le CRJ900 peut atteindre une vitesse de rotor de 86,0%.

Rayon d'action spécifique en (Nm/ lb)**T=ISA + 10°**

FL \ TOW (lb)	63 000	67 000	71 000	75 000
250	0,1228	0,1188	0,1169	0,1116
290	0,1306	0,1262	0,1220	0,1182
330	0,1384	0,1334	0,1286	0,1241
370	0,1451	0,1392	0,1336	0,1279

Tableau 3.3.2.2 résultats de Rayon d'action spécifique à T=ISA + 10°

Remarque : Le tableau montre que la Rayon d'action spécifique diminue avec l'augmentation de la température.

L'augmentation de TOW diminue la Rayon d'action spécifique.

Vitesse de rotor en (%)**T=ISA + 10°**

TOW (lb)	63 000	67 000	71 000	75 000
FL				
250	75,0	76,4	77,7	79,0
290	78,2	79,5	80,8	81,9
330	81,2	82,4	83,7	84,8
370	84,4	85,5	86,6	88,0

Tableau 3.3.2.3 résultats de vitesse de rotor à T=ISA + 10°

Remarque : Le tableau montre que la vitesse de rotor augmente avec l'augmentation de la température

Conclusion : Les performances de croisière sont conditionnées par la TOW et la température.

3.3.3 La descente**Conditions :**

Type de descente: Long range descente speed "0,70M /250 KIAS "

T=ISA

TOW = 75 000 lb.

Avec système dégivrage inactive (off)

FL	D _{AIR} (NM)	Temps (min)	Consommation (lb)
250	68,9	13,7	246
290	81,8	15,7	274
330	94,5	17,7	300
370	105,4	19 ,3	321

Tableau 3.3.3 résultats de Long range descente à T=ISA

Conditions :

Type de descente: Normal descente speed "0,74M /290 / 250 KIAS "

T=ISA

TOW = 75 000 lb.

Avec système dégivrage inactive (off)

FL	D _{AIR} (NM)	Temps (min)	Consommation (lb)
250	65,7	12,2	223
290	76,3	13,6	243
330	85,4	14,9	260
370	95,8	16 ,4	279

Tableau 3.3.3.1 résultats de Normal descente à T=ISA

Conditions :

Type de descente: High speed descente ‘0,77M /320 / 250 KIAS ’

T=ISA

TOW = 75 000 lb.

Avec système dégivrage inactive (off)

FL	D _{AIR} (NM)	Temps (min)	Consommation (lb)
250	63,2	11,3	210
290	71	12,3	223
330	79,4	13,4	238
370	94,8	15,5	294

Tableau 3.3.3.2 résultats de High speed descente à T=ISA

Correction avec système dégivrage active (on)

	Temps	Distance	Consommation
Système COWL-ANTI ICE à 33 000ft ou dessous	+ 20%	+ 20%	+ 60%
Système Totale ANTI-ICE à 33 000ft ou dessous	+ 20%	+ 20%	+ 75%

Tableau 3.3.3.3 Correction avec système dégivrage active

Conclusion: D’après les comparaisons des tableaux, la type de descente ‘Normal descente speed’ est la plus recommandé car en consume moins de carburant malgré la petite perte de temps.

Chapitre 4 :

Préparation des vols

4: PREPARATION DES VOLS ⁽⁵⁾

La mise en ligne d'un nouvel avion nécessite une maîtrise de performances et un certain nombre d'éléments doivent être connus pour bien réaliser des vols :

- Les routes et points de report
- Les données météorologiques les plus récentes
- La charge offerte
- Consommation
- Temps de vol

4.1 : Profil de mission

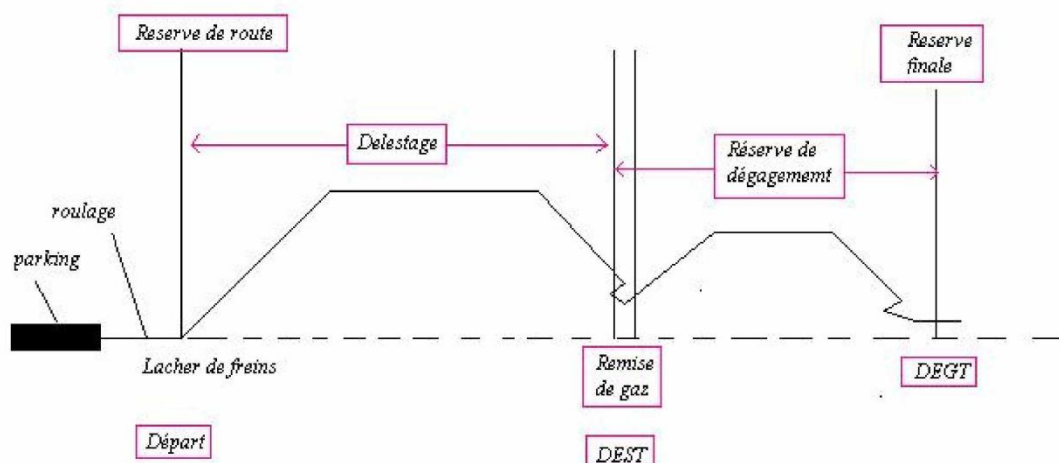


Fig 4.1 Carburant bloc

4.1.1 : Quantité de Carburant réglementaire à embarquer

La quantité de carburant au lâcher des freins (Q_{LF}) doit être la somme des quantités suivantes

- **Délestage d'étape <<d>>** : Il se définit par la quantité de carburant nécessaire depuis le lâcher des freins à l'aérodrome de départ, jusqu'au toucher des roues à l'aérodrome de destination, incluant toutes contraintes prévisibles sur la route (circulation aérienne, météorologie, performances avion...).
- **Reserve de route <<RR>>** : C'est une quantité destinée à couvrir les écarts entre les conditions réelles de vol et les conditions prévues, la réserve de route présente 5% du délestage de l'étape selon la réglementation JAR OPS.

- **Reserve de dégagement** $\langle\langle RD \rangle\rangle$: Quantité de carburant nécessaire depuis la remis des gaz à l'aérodrome de destination, jusqu'au toucher des roues à l'aérodrome de dégagement le plus éloigné, compte tenu de toutes les contraintes prévisibles.
- **Reserve finale** $\langle\langle RF \rangle\rangle$: Cette quantité est destinée à faire face pour certaines situations imprévues dans la phase finale du vol. Elle correspond à un vol de 30minutes à la vitesse d'attente en température standard à 1500ft au-dessus de l'aérodrome de dégagement.

La quantité de carburant au lâcher des freins est alors

$$Q_{LF} = d + RR + RD + RF$$

- **Roulage** $\langle\langle r \rangle\rangle$: C'est la quantité de carburant nécessaire pour assurer la mise en route et le roulage jusqu'au point du lâcher de freins

Alors

$$Q_{EMB} = r + Q_{LF}$$

4.2 Etude de la charge offerte en fonction de la distance

4.2 .1 Calcul de la charge offerte :

La masse maximale au lâcher des freins = Limitation Utile

Sachant que la masse de l'avion est constituée de

- Masse de base (m_b) = masse de l'avion pour l'étape considérée
- Quantité de carburant au lâcher des freins
- Charge marchande

Nous devrions vérifier que

$$\text{Limitation Utile} \leq m_b + Q_{LF} + \text{Charge}$$

Si on appelle la charge offerte C/O, la charge telle que l'égalité suivante soit vérifiée on aura :

$$C/O = L/U - (m_b + Q_{LF})$$

La quantité ($m_b + Q_{LF}$) est appelée masse en opération (M_{OPS})

$$M_{OPS} = (m_b + Q_{LF})$$

4.2 .2 Etude de la courbe de la charge offerte en fonction de la distance:

Pour étudier la courbe de la charge offerte en fonction de la distance, les réserves considérées (réserve de route, réserve de dégagement(RD) et réserve finale) sont indépendants de la distance.

Le délestage est calculé pour un régime de vol donné (maximum range, long range, mach constant)

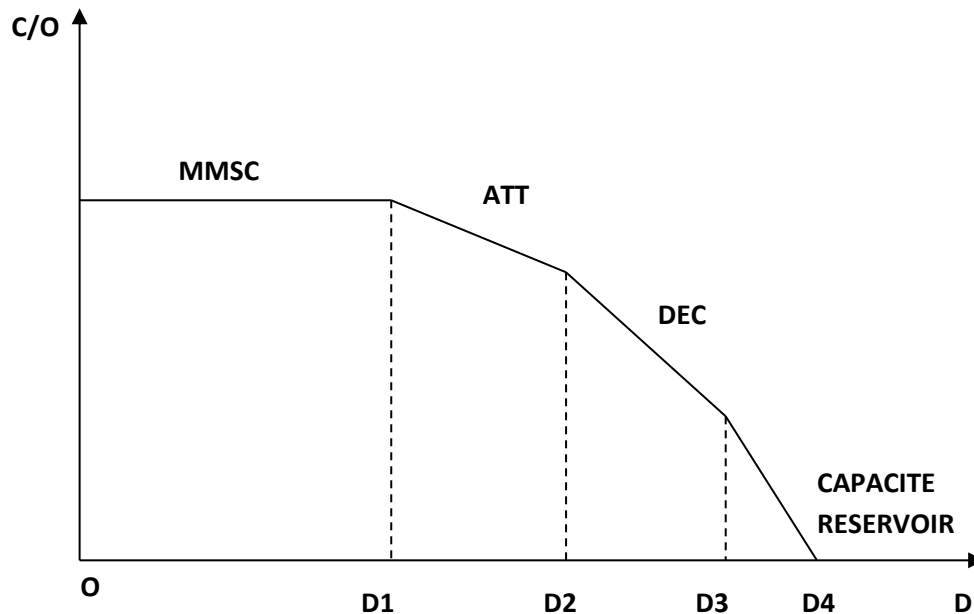


Fig 4.2 La courbe de la charge offerte en fonction de la distance

A partir du graphe

- **O à D1** : La nature de limitation est sans carburant. si la distance augmente, le délestage augmente et la charge offerte diminue
- **D1 à D2** : On est limité par la masse d'atterrissage
- **D2 à D3** : On est limité par la masse de décollage car la distance augmente et la charge offerte diminue
- **D3 à D4** : On est limité par la capacité réservoir

4.3: Les différents types des préparations

On peut retenir 3 méthodes possibles de préparations de vols :

Catégorie d'étape	Conditions déterminantes	Préparation
Courte	Limitations MMSC ou M_{Att}	Type
Moyenne	Limitation M_{Att}	Normale
Longue ou Océaniques	Limitation M_{Dec} Temps de vol élevée	Longue Distance

Tableau 4.1 Les différents types des préparations

4.3.1.a : Préparation type

Ce mode de préparations s'applique aux étapes courtes ou intervient la limitation MMSC (soit $C/O=C/O_{MAX}$) sur la courbe $C/O=f(D)$.

Cette préparation toutes les données pré calculées nécessaires au CDB pour fixer :

- Délestage
- Un niveau de vol
- Carburant définitif à embarquer
- Total des réserves

4.3.1.b : Préparation normale

Ce mode de préparations s'applique généralement aux étapes pour lesquelles la charge offerte est conditionnée par la masse maximale admissible au décollage.

Dans ce cas, sur la courbe $C/O=f(D)$, interviennent la limitation atterrissage ou bien on est à la frontière des deux limitations : $(MMSC / M_{Att})$ ou (M_{Att} / M_{dec}) ou $(MMSC / M_{dec})$

4.3.1.c : Préparation longue distance

La préparation des vols sur les étapes long-courriers où intervient sur la courbe $C/O = f(D)$ la limitation décollage, utilise en général l'ETF pour des raisons de sécurité et régularité de vol.

4.4: Routes aériennes

La route aérienne est la projection à la surface de la terre de la trajectoire d'un aéronef définie par

- Une Distance (départ – arrivée) mesurée à l'aide d'une règle graduée en Nm sur une carte aéronautique à une échelle appropriée
- L'orientation exprimée en degrés mesurée par rapport au méridien du lieu (nord géographique) R_v , ou par rapport au nord magnétique R_m .

Les routes aériennes sont jalonnées par des balises radioélectriques qui sont d'une diversité qui n'a cessé de croître avec le développement du trafic aérien et le perfectionnement de technologie, elles vont du simple radiophare aux répondeurs qui fournissent automatiquement aux avions des indications précises de position (**DME**) ou de cap (**VOR**).

4.4.1: Choix de la route

Lors de la préparation d'un vol, le choix de la route doit tenir compte des éléments suivants :

- Elle soit le plus courte en termes de distance ou en temps de vol
- Elle soit établit d'une façon à assurer le niveau minimum de sécurité exige
- Elle doit prendre compte les renseignements météorologiques les plus récents et précis
- Les redevances du survol
- Le survol des zones règlementées et interdites
- Le survol des villes et le taxes des nuisances sonores qui en découlent

4.4.2: Choix de la route avec CRJ900

Pour la compagnie aérienne Proflight, la route possible pour Lusaka(FLKK)-Johannesburg(FAOR) avec un Bombardier CRJ900 est :

KENNETH KAUNDA INTL (FLKK, FL) to O R TAMBO INTERNATIONAL (FAOR, FA): 11 fixes, 660.0 nautical miles

Cruise altitude between FL300 and FL330

FLKK (0.0nm) -DCT-> VLS12 (25.1nm) -G655F-> RETAR (78.2nm) -UG655-> EXALO (199.0nm) -UM215-> VBU (282.6nm) -UG655-> DANAM (380.7nm) -UM215->

ANTOG (403.1nm) -UM215-> TAVLA (439.7nm) -UG655-> ODKER (531.5nm) -UG655->

HBV (624.7nm) -DCT-> FAOR (660.0nm)

ID	FREQ	TRK	DISTANCE	COORDS	NAME/REMARKS
FLKK		0	0	S15°19'36.00" E028°27'24.00" "	KENNETH KAUNDA INTL
VLS12		185	25	S15°44'40.00" E028°26'12.00" "	VLS186/25
RETAR		180	53	S16°37'42.00" E028°28'18.00" "	RETAR
EXALO		180	121	S18°38'18.00" E028°33'24.00" "	EXALO
VBU	115.7	179	84	S20°01'45.00" E028°38'38.00" "	BULAWAYO / J. M. NKOMO
DANAM		190	98	S21°39'03.08" E028°25'58.98" "	DANAM
ANTOG		192	22	S22°01'08.98" E028°22'03.97" "	ANTOG
TAVLA		190	37	S22°37'24.00" E028°17'36.00"	TAVLA
ODKER		190	92	S24°08'30.00" E028°05'00.00"	ODKER
HBV	112.1	192	93	S25°40'32.67" E027°49'57.20"	HARTEBEESSPOORTDA M
FAOR		144	35	S26°08'01.30" E028°14'32.34"	O R TAMBO INTERNATIONAL

Tracks are magnetic, distances are in nautical miles

**FLKK DCT VLS12 G655F RETAR UG655 EXALO UM215 VBU UG655
DANAM UM215 TAVLA UG655 HBV DCT FAOR**

4.5: Ouverture d'une ligne

Pour ouvrir une ligne dans ce cas Lusaka(Zambie)-Johannesburg (Afrique du sud), la compagnie Proflight doit travailler sur un plan technique qui doit

- Assurer que le CRJ900 peut bien réaliser cette ligne après avoir étudié les performances et limitation d'aéronef
- Définir les différentes routes possibles qui pourront être suivies en fonction des conditions météorologiques et assurer également que les performances en croisière de CRJ900 sont compatibles avec ces routes
- Demander au service assurant la régulation du trafic les créneaux horaires appropriés

4.6: La méthode d'exploitation

Pour la détermination du Q_{LF} et temps de vol, le service d'exploitation utilise 3 méthodes de calcul pour trouver une quantité valable pour tous les vols

- Plan de vol technique dit << JETPLAN >>
- Par méthode graphique
- Méthode par tableau

4.6 .1: Plan de vol technique dit <<JETPLAN>>

Les plans de vol techniques sont établis en temps réel par ordinateur et donnent lieu à un document préparation /suivi de vol édité sur imprimante et appelé JETPLAN.

Les données consignées pendant le vol renferment les éléments suivants :

- Immatriculation de l'avion
- Type et variante de l'avion
- Date du vol
- Aéroport de départ
- Aéroport de décollage
- Heure de départ (heure bloc et heure de décollage réelles)
- Aéroport d'arrivée (prévue en temps réel)
- Heure d'arrivée (heure bloc et heure d'atterrissage réelles)
- Identification du vol
- Types d'exploitation (ETOPS, VFR, IFR)
- Route et segments de route avec les points de report ou les points de cheminement, distances, temps et routes
- Vitesse de croisière et durée de vols prévues entre les points de report ou les points de cheminement, heures estimées et réelles de survol
- Altitudes de sécurité et niveaux de vol minimums
- Altitude de sécurité et niveaux de vol minimums
- Altitude et niveaux de vols prévus
- Calculs carburant (relevés carburant en vol)
- Carburant à bord lors de la mise en route des moteurs
- Clairance initiale du plan de vol circulation aérienne et reclairances ultérieures
- Information météorologiques pertinentes

Les inscriptions sur le plan de vol exploitation doivent être faites en temps réel et de manière irréversible.

Le JETPLAN est calculé en fonction des conditions prévues du vol telles qu'elles sont connues au moment de la demande.

4.6 .2: Méthode graphique

C'est une interprétation graphique à travers des abaques, on fait entrer les données sur l'abscisse avec l'intersection d'autres données faire sortir un résultat comme le temps de vol, fuel et distance.

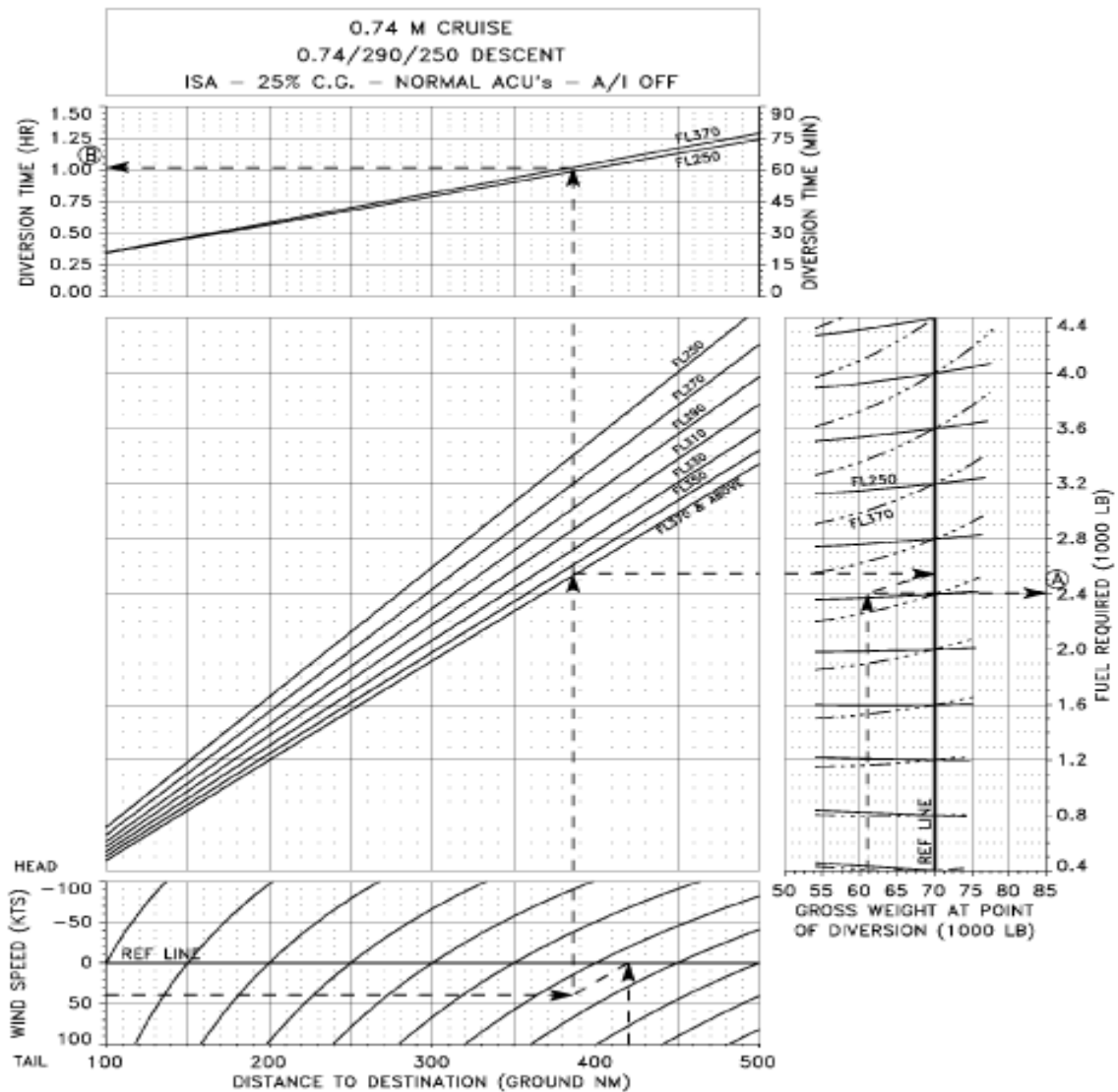


Fig 4.3 Bombardier CRJ900 In-Cruise Quick Check

4.6.3: Méthode par tableau

Avec l'utilisation des tableaux dans la manuel de FPCCM donnant une correspondance masse /distance air. Ces tableaux sont établis pour un vol à un régime de mach donne autour du niveau de vol optimal ou constant.

ACCELERATION FROM 250 KIAS / 0.70 M														
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF				ISA - 10 C 25% C.G.				FL 250						
								TIME (MIN)		DISTANCE (NM)		FUEL (LB)		
MACH	TOP OF CLIMB WEIGHT - 1000 LB													
	63	67	71	75	79	83								
0.62	0.1	0.7	0.1	0.8	0.1	0.9	0.2	1.0	0.2	1.1	0.2	1.2		
	12		13		14		15		17		18			
0.64	0.3	1.7	0.3	1.9	0.3	2.0	0.4	2.2	0.4	2.4	0.4	2.7		
	26		29		31		34		38		42			
0.66	0.4	2.8	0.5	3.0	0.5	3.3	0.6	3.6	0.6	3.9	0.7	4.3		
	42		46		50		55		60		66			
0.68	0.6	3.9	0.7	4.3	0.7	4.6	0.8	5.1	0.9	5.6	1.0	6.1		
	59		64		70	^A	77		84		92			
0.70	0.8	5.1	0.9	5.6	1.0	6.1	1.0	6.7	1.1	7.3	1.3	8.0		
	77		84		92		100		110		120			
0.72	1.0	6.5	1.1	7.1	1.2	7.8	1.3	8.5	1.4	9.3	1.6	10.2		
	96		105		115		125		137		150			
0.74	1.2	8.0	1.3	8.8	1.4	9.6	1.6	10.5	1.7	11.5	1.9	12.6		
	117		128		140		153		167		183			
0.76	1.4	9.8	1.6	10.7	1.7	11.7	1.9	12.8	2.1	14.0	2.3	15.3		
	141		154		168	^B	184		201		220			
0.78	1.7	11.7	1.9	12.8	2.0	14.0	2.2	15.3	2.4	16.8	2.7	18.4		
	167		183		200		218		239		262			
0.80	2.0	14.1	2.2	15.4	2.4	16.8	2.6	18.4	2.9	20.1	3.1	22.1		
	198		216		236		258		282		310			

CRJ900_IF_ACCEL250f_M10.P5 - 28/08/2002

Fig 4.4 Bombardier CRJ900 Acceleration Data

4.7: Etude de Performance d'un CRJ900 sur les routes régionales⁽⁶⁾

Avant de montrer que le CRJ 900 peut réaliser cette route Lusaka (FLKK)-Johannesburg (FAOR), on doit étudier la performance de l'avion dans plusieurs routes régionales.

Le tableau illustrés ci-dessous montrer la performance d'un CRJ900 par rapport les autres routes régionales.

Sources :

- Tous les calculs sont fait et tirer de CRJ900 'FPCCM' flight planning and Cruise control manual.
- Distances entre les différents aéroports régionaux pris de Documentation interne de Proflight Zambia

Conditions de vol :

Type de montée ‘‘Normal Climb 250/290 KIAS/0,74M’’

Cruise ‘‘0,74M Cruise’’

Descente ‘‘0,74M /290 /250 Descent’’

FL 370

Vent : Nul

MTOW : 63 000lb

Route	Distance (NM)	Temps (h : min)	Carburant (lb)
Lusaka (FLKK)- Harare (FVHA)	220	0 :55	3072
Lusaka (FLKK)- Windhoek (FYWH)	760	2 :10	6822
Lusaka (FLKK)- Lubumbashi (FZQA)	235	1:04	3222
Lusaka (FLKK)- Maputo (FQMA)	700	2:01	6322
Lusaka (FLKK)- Cape Town (FACT)	1240	3 :16	9822
Lusaka (FLKK)- Lilongwe (FWKI)	325	1 :06	3822
Lusaka (FLKK)- Dar es Salam (HTDA)	815	2 :17	7022
Lusaka (FLKK)- Gaborone (FBSK)	570	1 :43	5322
Lusaka (FLKK)- Luanda (FNLU)	980	2 :40	8122
Lusaka (FLKK)- Johannesburg (FAOR)	674	1 :58	6172

Tableau 4.2 Etude de Performance d’un CRJ900 sur les routes régionales

Constatations :

- CRJ900 a une vitesse de croisière élevée que permet de réduire le temps de vols
- Un temps de vol réduit correspond à une consommation carburant réduite
- CRJ900 peut bien réaliser les vols régionaux avec un gain de temps et consommation réduite de carburant.

4.8: Etude de Cas Lusaka(FLKK)-Johannesburg(FAOR)

L'ouverture de ligne Lusaka(FLKK)-Johannesburg(FAOR) est faisable avec le CRJ900 après avoir analysé la performance et limitation d'aéronef.



Fig 4.5 Route Lusaka-Johannesburg

L'étude de la plate-forme aéroportuaire doit être prise en considération avant l'ouverture d'une ligne

Voici un tableau avec les caractéristiques des pistes :

Aérodrome	Code (IATA/OACI)	Coordonnées Géographiques	Altitude	Piste	Longueur de piste
Lusaka	LUN/FLKK	15°19'50'' S 28°27'09'' E	1152m	10/28 15/33	3962m 2700m
Johannesburg	JNB/FAOR	26°08'21'' S 28°14'46'' E	1694m	03L/21R 03R/21L	4418m 3400m

Tableau 4.8 Caractéristiques des pistes

4.8.1: Calcul de temps de vol et Délestage

Le calcul de temps de vol et délestage de route Lusaka(FLKK)-Johannesburg(FAOR), était fait par méthode graphique avec les conditions suivant :

Conditions

Distance Sol : 674 Nm

La Montee: FPCCM ‘‘In flight Performance Climb Data 04-05-34’’ Annexe 2

- Normal Climb Speed ‘‘250/290 KIAS/0,74M’’
T=ISA
FL=370
Temps = 16,4min
Carburant = 1822lb
MTOW = 63 000lb

La Croisière et Descente :

FPCCM ‘‘In flight Performance In-Cruise Quick Check 04-11-3’’ Annexe 2

- 0,74M Cruise
- 0,74/290/250 Descent
T=ISA
FL=370
Temps = 1 .70hrs = 102min
Carburant = 4350lb
MTOW = 63 000lb
Vent = Nul

L'étape Lusaka (FLKK)-Johannesburg (FAOR):**Temps de vol:**

$$\begin{aligned}\text{Temps de vol} &= \text{Temps Montée} + \text{Temps Croisière et Descente} \\ &= 16,4\text{min} + 102\text{min} \\ &= \underline{\underline{118,4\text{min} = 1\text{hr } 58\text{min}}}\end{aligned}$$

Carburant :

$$\begin{aligned}\text{Carburant} &= \text{Carburant Montée} + \text{Carburant Croisière et Descente} \\ &= 1822\text{lb} + 4350\text{lb} \\ &= \underline{\underline{6172\text{lb}}}\end{aligned}$$

Chapitre 5 :

La liste des équipements minimales (MEL)

5 : LA LISTE DES EQUIPMENTS MINIMUMS (MEL)

L'expérience a prouvé que le fonctionnement de tous les systèmes et composants installés dans l'avion n'est pas nécessaire dans les conditions spécifiques et pour une période de temps limité et cela si le reste des instruments et équipements assure un niveau de sécurité acceptable.

Certains déviations sont autorisés pour ne pas interrompre le vol, ces déviations seront dans la liste minimum d'équipement 'MEL' reliée a des règlementations applicable.

Le 'MEL' est la base régulière qui permet l'utilisation d'un avion s'il y a des systèmes ou des composants inopérionnels.

Le 'MEL' est préparé par l'opérateur, en prend compte de la liste d'équipement principale 'MMEL' et doit être approuvée par l'autorité compétant. Le contenu de 'MEL' 'approuvé d'un opérateur ne peut pas être moins restrictif que le contenu de la source MMEL.

5.1 : Principe du 'MEL' ⁽⁷⁾

Le 'MEL' n'inclus pas des éléments requis tel que les ailes, les contrôles de surfaces, les réacteurs ou bien des éléments qui n'affecte pas la navigabilité d'un avion comme systèmes d'entretiens, éléments de commodités de passagers.

5.2 : Présentation du ‘MEL’

Le ‘MEL’ est présenté sous forme un tableau comme suit :

SYSTEM & SEQUENCE NUMBER 1 ITEM	2. NUMBER INSTALLED
A	3. NUMBER REQUIRED FOR DISPATCH
	4. REMARKS OR EXEPTIONS

- Colonne 1 : ‘ITEM’

- ‘ITEM’ Elle comporte l’équipement, les composantes, les systèmes ou les fonctions pour qui les données sont affichées.
- ‘SYSTEM & SEQUENCE NUMBER’ Les numéros de système sont basés sur ATA (Association du transport aérien).
- **L’intervalle du réparation**- Tous les utilisateurs de MEL doivent effectuer des réparations des systèmes ou des composants inopérants, reporté selon le ‘ MEL ‘ ou avant aux temps de réparation établis par les indicateurs suivants de lettre :

Catégorie « A » : Des articles dans cette catégorie seront réparés dans l'intervalle de temps spécifiée dans la colonne de remarques de MEL approuvé de l'opérateur, à l'exclusion du jour où le défaut de fonctionnement a été enregistré dans le carnet d'entretien (Aircraft Maintenance Record /Logbook) des avions.

Catégorie « B » : Des articles dans cette catégorie seront réparés dans trois (3) jours consécutifs de calendrier (72 heures), à l'exclusion du jour où le défaut de fonctionnement a été enregistré dans le carnet d'entretien (Aircraft Maintenance Record /Logbook) des avions.

Catégorie « C » : Des articles dans cette catégorie seront réparés dans dix (10) jours consécutifs de calendrier (240 heures), à l'exclusion du jour où le défaut de fonctionnement a été enregistré dans le carnet d'entretien (Aircraft Maintenance Record /Logbook) des avions.

Catégorie « D » : Des articles dans cette catégorie seront réparés aux moins de (120) jours de calendrier consécutifs (2880 heures), à l'exclusion du jour le défaut de fonctionnement a été enregistré dans le carnet d'entretien (Aircraft Maintenance Record /Logbook) des avions.

Remarque : Les indicateurs de lettre (A, B, C, D) sont insérés à côté de la colonne 2.

- Colonne 2 : **“NUMBER INSTALLED”**

Elle indique pour un élément donne la quantité d'équipement installés dans l'avion. Si la quantité d'équipements est variable, le symbole « - » indique un nombre variable.

- Colonne 3: **“NUMBER REQUIRED FOR DISPATCH”**

Indique pour un élément donne le minimum d'équipements qui doivent être opérationnels pour le dispatche, on prenant en considération les conditions inscrites dans la colonne 4.

- Colonne 4: **“REMARKS OR EXCEPTIONS”**

‘M’ ce symbole représente les procédures de maintenance

‘M#’ ce symbole représente la procédure de maintenance effectuer par un personnel d’entretien

‘O’ ce symbole représente les procédures qui doivent être prises par l’équipage.

Lorsque les deux symboles (‘M’) et (‘O’) sont utilisés en combinaison, les procédures d’équipage et l’entretien doit être effectué.

5.3 : Mel d'un CRJ 900 (CL-600-2D 24)

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SYSTEM & SEQUENCE	1	2.	NUMBER INSTALLED		
NUMBER	ITEM		3. NUMBER REQUIRED FOR DISPATCH		
4. REMARKS OR EXEPTIONS					
27 – FLIGHT CONTROLS					
12-01	Aileron Trim System	B	1	0	May be inoperative provided: a) Autopilot is operative, b) X-Flow Pump is operative, and c) Aileron trim system is centered.
15-01	EICAS LH and RH Aileron Control Surface Position Indication	C	1	0	(M) May be inoperative provided visual inspection of affected control surface for correct operation is made before each departure
24-02	Rudder Pedal Adjustment Systems	C	2	1	(O) One may be inoperative provided: a) Pedals are in position acceptable to affected crewmember, b) EICAS Rudder Control Surface Position Indication is operative, and c) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.
35-01	Stall Warning Switch Lights (light function only)	C	2	1	(O) One may be inoperative provided shaker and pusher are checked operative prior to each flight

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SYSTEM & SEQUENCE	1	2.	NUMBER INSTALLED	
NUMBER	ITEM		3. NUMBER REQUIRED FOR DISPATCH	
4. REMARKS OR EXEPTIONS				
30 – ICE AND RAIN PROTECTION				.
12-01 Wing Anti-Ice Modulating and SOVs (Wing Anti-Ice Valve)	C	2	0	(M#) Both may be inoperative provided: a) Valves are secured CLOSED, b) Operations are not conducted in known or forecast icing conditions, and c) Both Ice Detection Systems are operative.
12-05 Wing Cross Bleed Valve (Anti-Ice)	C	1	0	(M#) May be inoperative CLOSED provided: a) Both Wing Anti-Ice Modulating SOV's are operative, b) Wing Cross Bleed Valve is secured closed, c) Operations are not conducted in known or forecast icing conditions, and d) Both Ice Detection Systems are operative.
41-01 Windshield and Side Window Anti-Ice Controllers	C	4	3	(M) One may be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Pilot's (Left) side window heating is operative.
81-01 Ice Detection Systems	C	2	1	(M#) One may be inoperative provided wing and cowl anti-ice systems are turned ON when icing conditions as defined in the AFM exist or are anticipated.

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SYSTEM & SEQUENCE	1	2.	NUMBER INSTALLED
NUMBER	ITEM		3. NUMBER REQUIRED FOR DISPATCH
32 – LANDING GEAR			
30-01 Landing Gear Retraction System	B	1	0 . (M#) May be inoperative provided: a) Operations are conducted in accordance with AFM Supplement (Flight with Landing Gear Down), b) Operations are not conducted in known or forecast icing conditions, c) Ground lock pins are installed to ensure that all three landing gears are locked down throughout flight, d) Inflight performance information given in the Flight Planning and Cruise Control Manual (FPCCM) or the Computerized In-Flight Performance (CIFP) is used, e) Extended over water operations are prohibited, f) Both headsets are worn, g) Flight Compartment and Cabin Interphone systems are operative, h) Both Flap Channels of the Slat Flap Electronic Control Unit are operative, i) Both Flap Power Drive Unit Motors are operative, j) Both Slat Channels of the Slat Flap Electronic Control Unit are operative, k) Both Slat Power Drive Unit Motors are operative, and l) Cat II and Cat III A operations are prohibited . (M#) May be inoperative in LOCKED position (down) provided downlock release mechanism is verified operative.
31-01 Landing Gear Selector Handle Anti-Retract Mechanism	C	1	0 . (M#) May be inoperative in LOCKED position (down) provided downlock release mechanism is verified operative.

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SYSTEM & SEQUENCE	1	2.	NUMBER INSTALLED	
NUMBER	ITEM		3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS OR EXEPTIONS	
33 – LIGHTS				
42-01	Navigation Lights C	4	2	(O) One light bulb may be inoperative at each wing tip provided remaining light bulb is verified operative.
1)	Wing Tip Position Light Bulbs	2		
2)	Aft Position Light Bulbs C	1	1	(O) One light bulb may be inoperative provided remaining light bulb is verified operative.
24-01	Passenger Notice System (No Smoking/ Fasten Seat Belts) A	1	0	(O) May be inoperative provided: a) Aircraft crew are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.
42-01	Navigation Lights C	4	2	(O) One light bulb may be inoperative at each wing tip provided remaining light bulb is verified operative.
1)	Wing Tip Position Light Bulbs			
2)	Aft Position Light Bulbs C	2	1	(O) One light bulb may be inoperative provided remaining light bulb is verified operative.
51-02	Exterior Emergency Lights C	8	6	(O)(M) Forward overwing emergency light on each side of aircraft may be inoperative.

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SYSTEM & SEQUENCE		1	2.	NUMBER INSTALLED	
NUMBER	ITEM			3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXEPTIONS	
35 – OXYGEN					
11-02	Oxygen Pressure Switch	B	1	0	(M) May be inoperative provided: a) Oxygen cylinder pre-charged pressure is checked prior to each flight, b) Oxygen cylinder control valve is verified OPEN prior to each flight, and c) Pilot and Copilot Masks are verified operative prior to each flight.
12-01	Flight Crew Oxygen Pressure Indications		1		
1)	EICAS Readout	C		0	(M)(O) May be inoperative provided Ground Service Panel Pressure Gauge or Bottle Pressure Gauge is operative and checked prior to each flight.
2)	Ground Service Panel Pressure Gauge	C	1	0	(M) May be inoperative provided Bottle Pressure Gauge is operative and checked prior to each flight.

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SYSTEM & SEQUENCE	1	2.	NUMBER INSTALLED
NUMBER	ITEM		3. NUMBER REQUIRED FOR DISPATCH
35 – OXYGEN			
20-01 Passenger Oxygen System	B	1	0
1) Automatic Deployment	B	1	0

4. REMARKS OR EXEPTIONS

.

(O) May be inoperative provided:

- a) All components of cabin pressurization warning and indicating systems are operative,
- b) Operations are conducted so that minimum enroute altitude is at or below 13,000 ft MSL,
- c) Operations are conducted at or below FL 250,
- d) Portable oxygen units are provided for all crew members and for 10 percent of the passengers for half an hour (supplemental oxygen),
- e) Operational procedures are established to ensure that passengers are appropriately briefed to accommodate revised equipment, and
- f) Both Air Conditioning Packs are verified operative.

(M#) May be inoperative provided:

- a) Manual deployment is operative, and
- b) Operations are conducted at or below FL 300.

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SYSTEM & SEQUENCE	1	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXEPTIONS
NUMBER	ITEM					
49 – APU						
10-01 Auxiliary Power Unit (APU)	C	1	0			(M) May be inoperative provided: a) APU is deactivated, b) Intake door is visually verified CLOSED, and c) Both Integrated Drive Generators (IDG) are operative.
14-01 APU Air Intake Door Linear Actuator	C	1	0			May be inoperative provided: a) APU is not used, b) Aircraft speed is limited to 220 knots, and c) Both Integrated Drive Generators (IDG) are operative.
51-01 APU Load Control Valve (LCV)	C	1	0			(M#) May be inoperative CLOSED provided Bleed Valves are selected to “Manual” on the Bleed Air Control Panel. NOTE: The APU is available as a source of electrical power only, if required
51-02 APU Surge Control Valve	C	1	0			May be inoperative CLOSED provided: a) APU is not operated above 17,000 ft, and b) Operations are not dependent on use of APU.
61-02 APU Sub-system	B	1	0			(O) May be inoperative as indicated by “APU FAULT” status message on ground provided: a) APU is operative (start and shutdown normally), and b) Flight operations are not dependent on use of APU.

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SYSTEM & SEQUENCE	1	2.	NUMBER INSTALLED
NUMBER	ITEM		3. NUMBER REQUIRED FOR DISPATCH
52 – DOORS			
11-01	Passenger Door Power Assist System	C 1	0 M#) May be inoperative provided door is verified manually operative (opens and closes) without any interference.
11-06	Passenger Door Support Wheel Assembly	C 1	0 (M#)(O) May be inoperative or missing provided: a) Support Wheel Assembly is deactivated, b) Alternate procedures to support door with cable kit are established and used, and c) Placarded stairway loading limitations are maintained.

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SYSTEM & SEQUENCE	1	2. NUMBER INSTALLED	
NUMBER	ITEM	3. NUMBER REQUIRED FOR DISPATCH	
78 - EXHAUST			
30-01 Thrust Reverser Systems	C	2	1
		4. REMARKS OR EXEPTIONS . (M#) One may be inoperative provided: a) There is no structural damage to thrust reverser system beyond approved acceptable damage limits, b) Inoperative thrust reverser is deactivated, stowed and locked in forward thrust position, and c) Operations are conducted in accordance with AFM performance data.	

MINIMUM EQUIPMENT LIST		
Zambia Department of Civil Aviation		Proflight Zambia
AIRCRAFT: CL-600-2D 24	REVISION N° : 0 DATE : 06/13	PAGE : 10-10

SYSTEM & SEQUENCE	1	2.	NUMBER INSTALLED
NUMBER	ITEM		3. NUMBER REQUIRED FOR DISPATCH
4. REMARKS OR EXEPTIONS			
79 - OIL			
12-01 Oil Replenishment System	D	1	0
30-01 Low Oil Pressure Switch	A	2	1
30-03 Engine Oil Level Indications	C	2	0

CONCLUSION

A l'issue de ce modeste travail portant sur la mise en ligne d'un Bombardier CRJ900 à Proflight Zambia, conçu pour effectuer des vols régionaux, il est nécessaire de dégager les principaux avantages apportés par cette étude ayant pour but d'assurer le bien être des passagers et la protection de l'environnement en termes de limitation des nuisances sonores.

L'étude des performances de cet aéronef se fait par la mesure de la consommation réelle de carburant et le temps de vols en utilisant le Flight Planning and Cruise Control Manual de Bombardier CRJ900 (FPCCM) pour les diverses routes régionales.

De ce fait, la compagnie Proflight Zambia pourrait exploiter cet avion dans le cadre du renouvellement de sa flotte et augmenter l'offre de la compagnie aérienne par l'apport sur le plan économique de l'impact sur la consommation en carburant et la réduction de la durée de vols.

Enfin, plusieurs perspectives peuvent être envisagées pour la suite de cette contribution en participant dans le développement du futur projet de la compagnie Proflight Zambia dans les années qui viennent et exceptionnellement être d'un intérêt pour les étudiants du Département d'Aéronautique pour leurs travaux de recherche.

Annexe 1

Annexe 1-JETPLAN FLKK-FAOR

PLAN 4910 FLKK TO FAOR 73W2 M79/F IFR 12/06/13
 NONSTOP COMPUTED 1604Z FOR ETD 1200Z PROGS 0000ADF 7T-VCD KGS

DEST	FAOR	E.FUEL	A.FUEL	E.TME	NM	NAM	FL
R.R.		004130	. . . . .	01/36	0674	0696	380
ALT	FASI	000000	. . . . .	00/00			
HOLD		000489	. . . . .	00/08	0011	0010	
XTR		001119	. . . . .	00/30			
TOF		000977	. . . . .	00/26	SIGN	CDB	.....
TAXI		006715	. . . . .	02/40			
BLOCK		000150	CORR.	+ /-			
		006865	. . . . .	02/40	BLOCK	FUEL	.....

FL 380

FUEL BURN ADJUSTMENT FOR 4000 FT DECREASE IN CRZ ALTITUDE: KGS
 FUEL BURN ADJUSTMENT FOR 4000 FT INCREASE IN CRZ ALTITUDE: KGS
 FUEL BURN ADJUSTMENT FOR 1000KGS INCREASE/DECREASE IN TOW:0058KGS

ALT AIRPORT	. . . . .	CIE NAME	. . . . .	COST INDEX	. . . . .
BLOCK	. . . . .	NUMERO B/L	. . . . .	
CMD	(-)	QUANTITY	. . . . .	
MAX B/O	. . . . .			

	E. WT	CORR.	OP. LIMIT	STRUC.	REASONS FOR OP. LIMIT
BASIC	043134	. . . . .		
EPLD	019597	. . . . .		
EZFW	062731	. . . . .	ZFW	. . . . .	062731 /
TOF	006716	. . . . .		
ETOW	069447	. . . . .	OTOW	. . . . .	079015 /
EB/O	004130	. . . . .		
ELAW	065317	. . . . .	LAW	. . . . .	065317 /

FLKK UM215 TAVLA UZ7 OKPIT OKPI4A FAOR

BLOCK OFF	. . . . .	LANDING	. . . . .	FOB. TO	. . . . .
BLOCK ON	. . . . .	TAKE OFF	. . . . .	FOB. LAW	. . . . .
				CODE	
TIME	. . . . .	TIME	. . . . .	DELA	. . . . .

WIND M010 MXSH 2/VBU

ETP FLKK/FAOR 00/47 0330NM M001/M013 BURN 0027 S20498E028318

MET /

Annexe 1-JETPLAN FLKK-FAOR

CLEARANCE /

FLKK ELEV 3782FT

ETA 1336Z

WPT	AWY	FL	OAT	WIND	MCS	COMP	TAS	ZDST	ZT	ETA	ZFU	EFR	VAR
FREQ	MORA	TP	DEV	S	MH	TCS	G/S	DSTR	CT	ATA	CFU	AFR	
LAT/LONG													

 RETAR CLB 185 0078 0/13 ... 011 0056 ...
 074 186 179 ... 0596 0/13 ... 011

S16377E028283

 FIR CLB 184 0001 0/00 ... 000 0056 ...
 074 189 178 ... 0595 0/13 ... 011

S16388E028284

 TOC 380 184 0059 0/08 ... 005 0051 ...
 074 189 178 ... 0536 0/21 ... 016

S17378E028306

 IXEMI UM215 380 -50 24038 184 M19 460 0042 0/06 ... 002 0048 ...
 074 00 P07 1 189 178 441 0494 0/27 ... 019

S18199E028326

 EXALO UM215 380 -50 24842 186 M16 460 0018 0/02 ... 001 0047 ...
 056 00 P07 0 191 178 444 0476 0/29 ... 020

S18383E028334

 VBU UM215 380 -50 25444 185 M12 460 0083 0/11 ... 005 0043 ... 115.7
 075 00 P07 2 191 177 448 0393 0/40 ... 024

S20017E028386

 ETP1 UM215 380 -50 26150 197 M16 460 0049 0/07 ... 003 0040 ...
 075 00 P07 1 203 187 444 0344 0/47 ... 027

S20498E028318

 DANAM UM215 380 -50 26150 197 M16 460 0049 0/07 ... 003 0037 ...
 075 00 P07 1 203 187 444 0295 0/54 ... 030

S21391E028260

Annexe 1-JETPLAN FLKK-FAOR

ANTOG UM215 380 -50 26454 201 M17 460 0022 0/03 ... 001 0036 ...
050 00 P07 2 208 189 443 0273 0/57 ... 031 ...

S22011E028221

TAVLA UM215 380 -50 26555 199 M15 460 0036 0/04 ... 002 0034 ...
050 00 P07 2 207 187 445 0237 1/01 ... 033 ...

S22374E028176

EPVOL UZ7 380 -50 26620 181 P02 460 0079 0/11 ... 004 0030 ...
090 00 P07 1 183 168 462 0158 1/12 ... 037 ...

S23552E028361

TOD UZ7 380 -50 26722 183 P03 460 0054 0/07 ... 003 0027 ...
090 00 P07 1 189 167 463 0104 1/19 ... 040 ...

S24480E028492

NESAG DSC ... 183 ... 0009 0/01 ... 000 0027 ...
090 189 167 ... 0095 1/20 ... 040 ...

S24568E028511

OKPIT DSC ... 208 ... 0031 0/04 ... 000 0027 ...
083 213 191 ... 0064 1/24 ... 040 ...

S25277E028445

JSV40 DSC ... 231 ... 0010 0/02 ... 000 0027 ...
079 233 213 ... 0054 1/26 ... 040 ...

S25360E028385

JSV26 DSC ... 231 ... 0014 0/02 ... 000 0027 ...
079 234 214 ... 0040 1/28 ... 041 ...

S25481E028296

D120I DSC ... 210 ... 0024 0/05 ... 000 0026 ...
089 212 192 ... 0016 1/33 ... 041 ...

S26114E028242

FAOR DSC ... 335 ... 0016 0/03 ... 000 0026 ...
089 353 317 ... 0000 1/36 ... 041 ... S

26080E028145

FIRS FVHF/1213 FBGR/1254 FAJA/1301

MSA TTK DIST TIME ETA FUEL

ALTERNATE - 1 FASI 089 129 0011 0.08 1344 000489

(FPL-ETUDES-IN
-B738/M-SDE1E2E3FGHM1ZRWXY/B2L
-FLKK1200

Annexe 1-JETPLAN FLKK-FAOR

-N0460F380 UM215 TAVLA UZ7 OKPIT OKPI4A
-FAOR0136 FASI
-PBN/A1B2B3B4B5 DOF/130613 REG/7T-VCD EET/FVHF0013 FBGR0054 FAJA0101
SEL/JRBS OPR/TASSILI AIRLINES
-E/0240 P/TBN R/VE S/MD J/LF D/3 168 C YELLOW
A/WHITE/BLUE/GREEN)

WINDS/TEMPERATURES ALOFT FORECAST

FD DATA BASED ON 0000ADF

	3000	3400	3900	4100					
RETAR	2226M31	2231M40	2334M52	2334M56					
IXEMI	2330M31	2436M41	2439M52	2438M56					
EXALO	2432M31	2538M41	2543M52	2541M56					
VBU	2535M32	2541M41	2645M52	2644M56					
DANAM	2538M32	2646M41	2650M52	2648M56					
ANTOG	2641M33	2650M42	2654M52	2752M56					
TAVLA	2642M33	2651M42	2756M52	2754M56					
EPVOL	2610M33	2616M42	2721M52	2720M56					
NESAG	2712M34	2717M43	2723M52	2723M56					
OKPIT	2749M34	2759M43	2764M52	2762M56					
JSV40	2750M34	2759M43	2765M52	2763M56					
JSV26	2750M34	2760M43	2765M53	2763M56					
D120I	2750M35	2760M43	2766M53	2764M56					
FAOR	2752M35	2760M43	2766M53	2764M56					

FL /	3000	6000	9000	12000	15000	18000	21000	24000
FLKK	09015+15	11012+08	12012+03	14012-01	15013-06	17015-12	19019-18	20022-25

FL /	3000	6000	9000	12000	15000	18000	21000	24000
FAOR	19013+09	23016+03	24020-01	24023-07	25029-13	26034-20	26042-27	26050-33

DRIFTDOWN SUMMARY DATA

CRZ TO	BURN	FL	MSA	TO	BURN	FL	MSA	FOB	LAT	LON	W
LRC*FLKK	003113	100	076	FAOR	003112	100	091	004006	S20498	E028318	
1LE*FLKK	002328	200	076	FAOR	002309	210	091	004006	S20498	E028318	

WARNING FLAGS: M-MSA, D-FUEL DUMP REQ., F-DIVERT FUEL REQ.,
S-SPIRAL DESCENT

DRIFTDOWN DETAIL DATA

DEPRESSURIZED (LRC) DIVERT SUMMARY ...

LAT/LONG	S20498 E028318	FLKK	FAOR
ETP TIME	00.56 @ 0354KT		
ETP F.L.	099		
ETP FOB	004006		

Annexe 1-JETPLAN FLKK-FAOR

G/C DIST	0329	0317
ETP W/C	M001	M013
DRIFTDOWN BURN DATA ...	LRC	LRC
DRIFT F.L.	100	100
ENROUTE TEMP	P007	P007
AVG GWT	065544	065545
MSA F.L.	075	090
DRIFTDOWN DUMP FUEL	000000	000000
EMERGENCY DESCENT	000000	000000
CRUISE	002385	002384
FINAL DESCENT	000158	000158
HOLD	000570	000570
TOTAL	003113	003112

ONE ENGINE INOP DIVERT SUMMARY ...

LAT/LONG	S20498 E028318	FLKK	FAOR
ETP TIME	01.00 @ 0330KT		
ETP F.L.	183		
ETP FOB	004006		
G/C DIST	0329	0317	
ETP W/C	M003	M015	
DRIFTDOWN BURN DATA ...	1LE	1LE	
DRIFT F.L.	200	210	
ENROUTE TEMP	M009	M013	
AVG GWT	065764	065776	
MSA F.L.	075	090	
DRIFTDOWN DUMP FUEL	000000	000000	
DRIFTDOWN DESCENT	000299	000297	
CRUISE	001346	001327	
FINAL DESCENT	000143	000145	
HOLD	000540	000540	
TOTAL	002328	002309	

FIR/UIR Enroute Charge Report...

From FLKK to FAOR

Flv 380 weight 80000 kgs 13JUN2013

Route

FLKK UM215 TAVLA UZ7 OKPIT OKPI4A FAOR

Over-Flight Summary

FIR/UIR	AW Dist (nm)	GC Dist (nm)	Currency	Charge	Charge USD
FLFI	79	79	USD	22.08	22.08
FVHF	298	298	USD	119.20	119.20
FBGR	60	59	BWP	118.39	13.71

Annexe 1-JETPLAN FLKK-FAOR

FAJA	237	210	ZAR	766.87	75.98
Total	674	646			230.97

Exchange Rate Summary

Currency	Source	Exchg	Time	Date
BWP	JEPP	8.636	16:15:05	11JUN13
ZAR	JEPP	10.093	16:15:05	11JUN13

Charge Summary - USD

Total	230.97
-------	--------

END OF JEPPESEN DATAPLAN REQUEST NO. 4910

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**Flight Planning and Cruise Control Manual
CSP C -018**



IN-FLIGHT PERFORMANCE General

04-01-1

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1. INTRODUCTION

This section provides in-flight performance information to be used for hand calculation of detailed flight plans, if computerized flight planning is not available.

The performance information includes:

- Maneuvering capability chart,
- General cruise speed chart,
- Altitude capability tables,
- Climb and level flight acceleration data,
- Cruise specific air range charts,
- Cruise control tables,
- Descent and holding tabulated data,
- In-cruise quick check charts.

Where applicable, the information is presented for a number of speed schedules. A speed schedule is a combination of indicated airspeed (IAS), in knots, and Mach number. A constant IAS applies to below the crossover altitude, while a constant Mach number applies to above the crossover altitude. The crossover altitude is the altitude at which the true airspeed (TAS), corresponding to the IAS, equals the TAS corresponding to the Mach number. The speed schedules incorporate the speed as limited by air traffic control (ATC) of 250 KIAS up to 10,000 ft.

All performance data presented in this chapter are based on a centre of gravity location 25% of the mean aerodynamic chord and using normal engine bleed for air-conditioning on and anti-ice off, unless otherwise noted.

It is permitted to interpolate linearly between airplane weight, altitude and/or temperature values given in the tables. Shaded areas distinguish several variables by column.



**IN-FLIGHT PERFORMANCE
General**

04-01-2

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1. INTRODUCTION

The maneuvering capabilities are shown in Figure 04-02-1. The chart shows the maneuver margin (bank angle and/or g-load factor) for a given weight, C.G., altitude and speed combination. Alternatively, for a given load factor, the chart shows the altitude and speed margins for a given weight, C.G. and speed combination.

Maneuvering capability is defined relative to buffet onset or stick shaker activation, whichever occurs first.

Example A:

Associated conditions:

- Airplane gross weight = 33,000 kg (72,750 lb)
- Centre of Gravity (C.G.) = 20% MAC
- Indicated Mach No. = 0.770
- Pressure altitude = 35,000 feet

Example A in Figure 04-02-1, for the associated conditions mentioned above (enter the chart from the indicated Mach number scale), shows that the maneuvering capability is equal to 1.70 g or a bank angle of 54°.

Example B:

Associated conditions:

- Airplane gross weight = 33,000 kg (72,750 lb)
- Centre of Gravity (C.G.) = 20% MAC
- Pressure altitude = 37,000 feet
- Required maneuvering capability = 1.30 g (or approximately 40° bank)

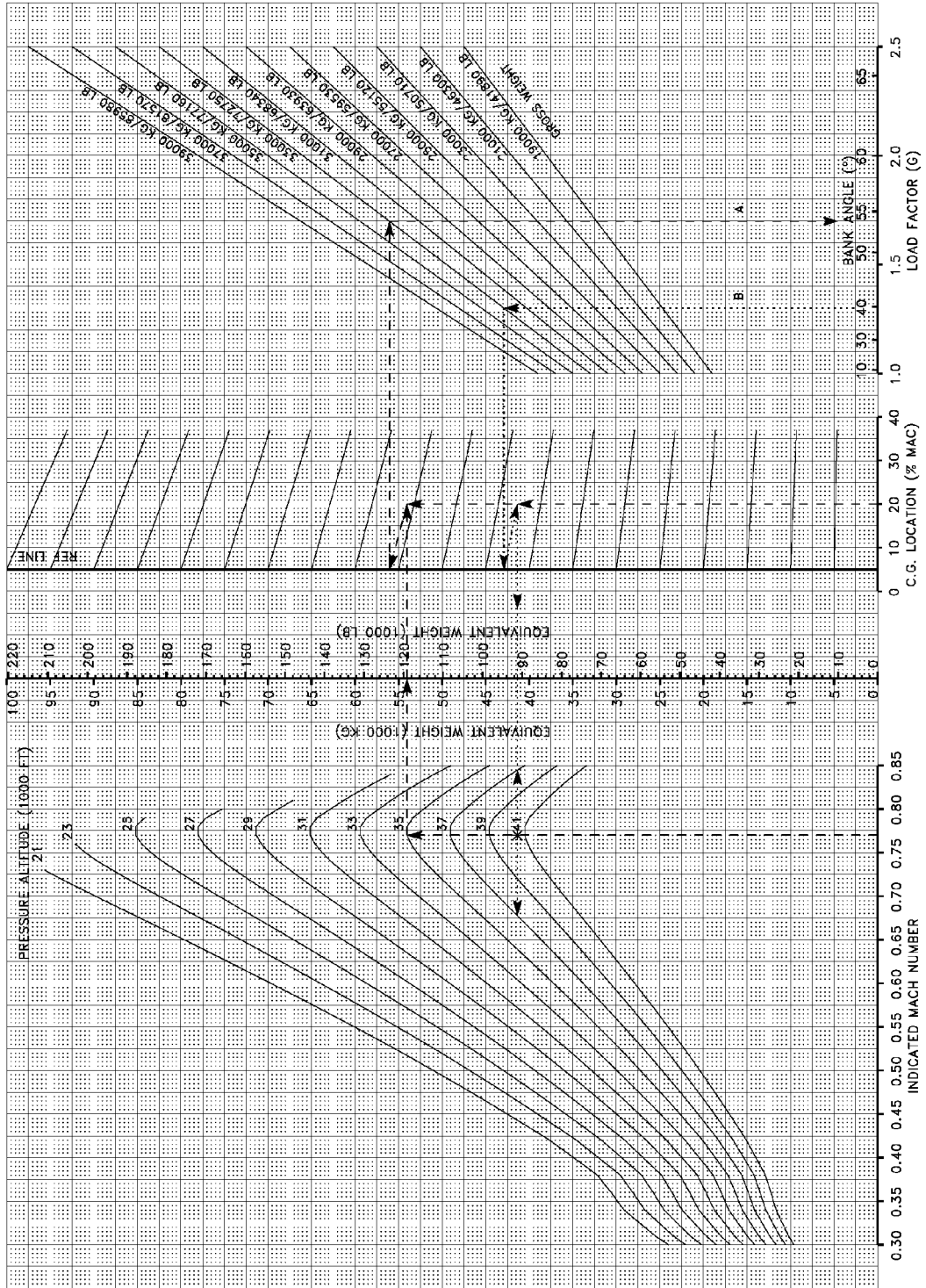
Example B in Figure 04-02-1, for the associated conditions mentioned above (enter the chart from the load factor (or bank angle) scale towards the gross weight scale), shows the following speed margins:

- Low speed = M 0.680
- High speed = M 0.845

Operating at a speed greater than M 0.680 and lower than M 0.845 at 37,000 feet will ensure that a minimum maneuvering capability of 1.30 g before stick shaker activation or buffet onset, will be maintained for the above conditions.

Following the same example, the maximum altitude at a speed of M 0.77, before stick shaker activation or buffet onset for the required maneuvering capability of 1.30 g is 40,600 feet, as marked by an x in Figure 04-02-1.

MANEUVERING CAPABILITY CHART



CRJ900_maneuver_margin_MS_01 nov01

Maneuvering Capabilities
Figure 04-02-1



IN-FLIGHT PERFORMANCE General Cruise Speeds

04-03-1

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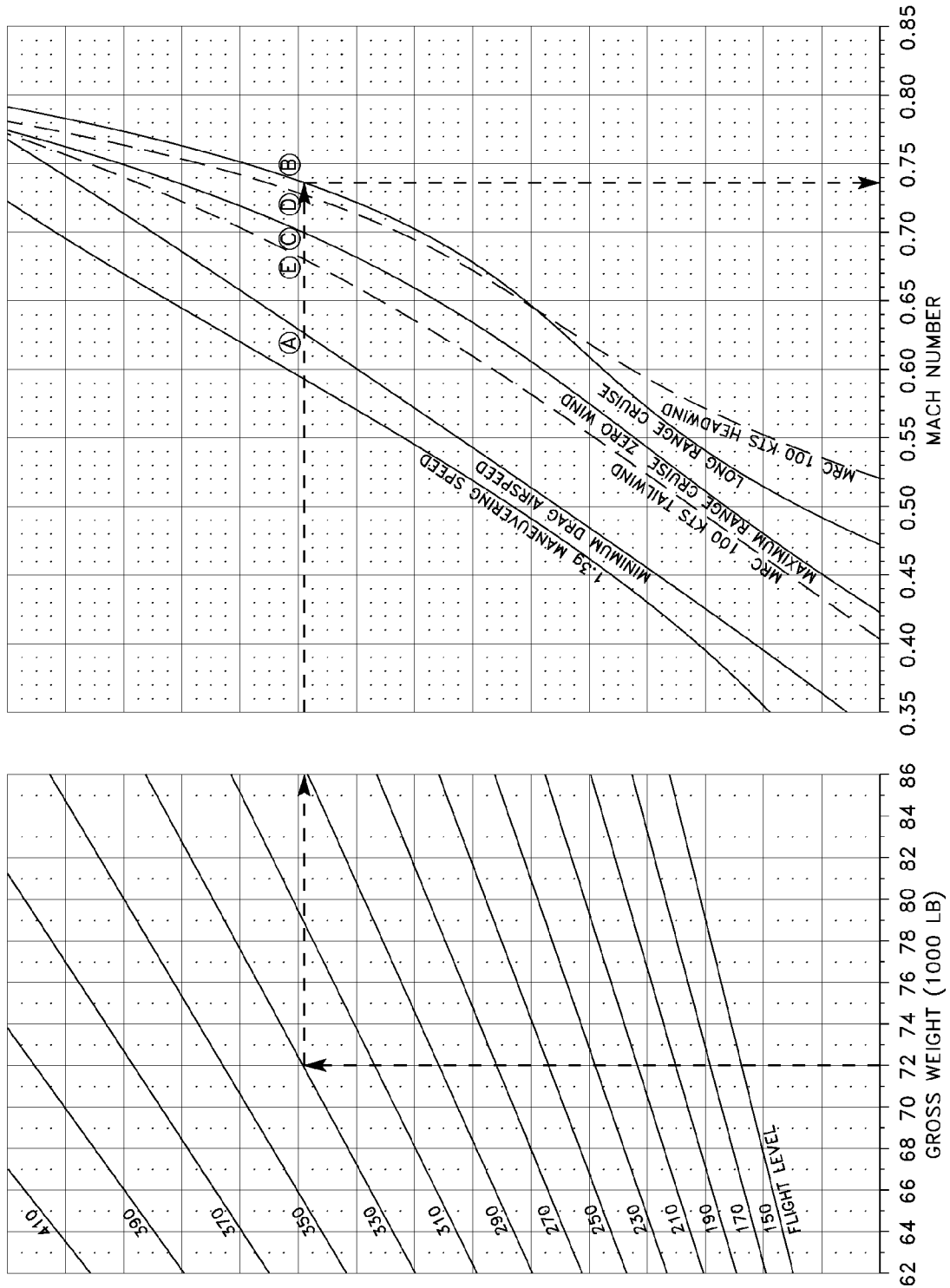
1. INTRODUCTION

The General Cruise Speeds Chart presents 1.3 'g' maneuver speed boundary, minimum drag speed (V_{MD}), maximum range cruise speed (MRC) for -100, 0 and 100 kt wind speeds and long range cruise speed (LRC) as a function of aircraft gross weight and altitude.

At V_{MD} , the thrust required is minimum for a given gross weight and altitude combination. This speed is generally selected for holding. At each combination of weight, altitude and wind component, there is one speed, the MRC speed, where the maximum range is obtained. In practice, the airplane can fly a considerably higher speed, the LRC speed, with a specific range loss of 1% (99% maximum SAR).

Example: At a given aircraft weight of 72,000 lb and a pressure altitude of 33,000 ft:

- Minimum drag speed is at 0.625 M (A),
- Long range cruise speed is at 0.736 M (B),
- Maximum range cruise speed, with zero wind, is at 0.70 M (C),
- Maximum range cruise speed, with 100 kt headwind, is at 0.729 M (D),
- Maximum range cruise speed, with 100 kt tailwind, is at 0.68 M (E).



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General Cruise Speeds
Figure 04-02-1



IN-FLIGHT PERFORMANCE Altitude Capability

04-04-1

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1. INTRODUCTION

The altitude capability tables provide maximum cruise thrust limit altitude at a given aircraft gross weight for 0.74 M, 0.77 M, 0.80 M and LRC cruise speeds. The maximum cruise thrust limit altitude is that altitude where at a given weight, with maximum cruise thrust, depending on temperature, the selected speed can be maintained in level flight.

The maximum altitude capability is presented in tabulated form as a function of temperature, altitude and airplane weight. The maximum altitude will usually be limited by one of the following conditions:

- The use of maximum cruise thrust,
- The maximum operating limit speed (V_{MO}) or Mach (M_{MO}),
- The maneuvering capability.

The information is presented for airplane weights in pounds and for -10, 0, 5, 10, 15 and 20°C temperature deviations from ISA.

ALTITUDE CAPABILITY - MACH 0.74

MAX. CRUISE THRUST NORMAL ACU'S A/I OFF	<i>25% C.G.</i>	CRUISE THRUST LIMIT ALTITUDE (FT)
--	-----------------	--

GROSS WEIGHT (1000LB)	DEVIATION FROM ISA (C)					
	- 10	0	5	10	15	20
61000						>41000
63000						40856
65000					>41000	40350
67000	>41000	>41000	>41000	>41000	40663	39846
69000	40993	40920	40888	40847	40159	39337
71000	40488	40416	40381	40340	39658	38844
73000	39987	39915	39878	39837	39158	38383
75000	39489	39417	39378	39338	38686	37922
77000	38995	38926	38891	38854	38230	37461
79000	38540	38470	38434	38399	37777	37001
81000	38085	38015	37979	37944	37321	36517
83000	37632	37564	37526	37490	36863	36017
85000	37183	37116	37077	37040	36395	35356

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 Altitude Capability - 0.74 M
 Figure 04-03-1



**IN-FLIGHT PERFORMANCE
Altitude Capability**

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ALTITUDE CAPABILITY - MACH 0.77

MAX. CRUISE THRUST NORMAL ACU'S A/I OFF	25% C.G.	CRUISE THRUST LIMIT ALTITUDE (FT)
--	----------	--

GROSS WEIGHT (1000LB)	DEVIATION FROM ISA (C)					
	- 10	0	5	10	15	20
61000						40931
63000						40475
65000					>41000	40010
67000		>41000	>41000	>41000	40560	39536
69000	>41000	40986	40949	40900	40074	39062
71000	40571	40498	40458	40409	39590	38621
73000	40084	40009	39969	39921	39106	38183
75000	39599	39522	39481	39435	38655	37744
77000	39115	39037	38994	38955	38211	37297
79000	38661	38589	38549	38509	37767	36839
81000	38218	38146	38106	38065	37323	36361
83000	37777	37703	37666	37623	36876	35762
85000	37338	37261	37227	37185	36416	34981

CRJ900_IF_ALT CAP771.PS - 27/08/2002

Altitude Capability - 0.77 M
Figure 04-04-1

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**IN-FLIGHT PERFORMANCE
Altitude Capability**

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ALTITUDE CAPABILITY - MACH 0.80

MAX. CRUISE THRUST NORMAL ACU'S A/I OFF	25% C.G.	CRUISE THRUST LIMIT ALTITUDE (FT)
--	----------	--

GROSS WEIGHT (1000LB)	DEVIATION FROM ISA (C)					
	- 10	0	5	10	15	20
61000					>41000	39947
63000					40612	39463
65000	>41000	>41000	>41000	>41000	40122	38978
67000	40812	40708	40666	40606	39633	38532
69000	40328	40224	40181	40126	39142	38080
71000	39839	39741	39697	39643	38682	37629
73000	39349	39257	39211	39160	38237	37175
75000	38874	38792	38749	38699	37792	36693
77000	38429	38345	38304	38252	37344	36192
79000	37983	37898	37859	37806	36889	35309
81000	37536	37451	37410	37360	36405	34335
83000	37091	37006	36962	36907	35832	33305
85000	36635	36543	36497	36444	35084	

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Altitude Capability - 0.80 M
Figure 04-04-2

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ALTITUDE CAPABILITY - LONG RANGE CRUISE

MAX. CRUISE THRUST NORMAL ACU'S A/I OFF	25% C.G.	CRUISE THRUST LIMIT ALTITUDE (FT)
--	-----------------	--

GROSS WEIGHT (1000LB)	DEVIATION FROM ISA (C)					
	- 10	0	5	10	15	20
61000						40705
63000					>41000	40225
65000					40688	39733
67000	>41000	>41000	>41000	>41000	40178	39247
69000	40681	40603	40568	40517	39683	38774
71000	40186	40107	40066	40018	39196	38294
73000	39690	39611	39572	39522	38718	37823
75000	39200	39118	39079	39033	38253	37372
77000	38500	38670	38631	38594	37809	36915
79000	38293	38220	38178	38139	37361	36420
81000	37841	37771	37730	37683	36906	35826
83000	37392	37321	37281	37234	36432	35047
85000	36954	36872	36835	36787	35906	34258

CRJ900_IF_ALTCAPLRCI.PS - 27/08/2002

 Altitude Capability - Long Range Cruise
 Figure 04-04-3



**IN-FLIGHT PERFORMANCE
Altitude Capability**

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1. INTRODUCTION

A. Climb Ceiling

Climb ceiling with all engines operating, based on a 300 fpm rate of climb limit, is given as a function of aircraft weight at brake release and weight at altitude for each climb speed schedule and temperature conditions. The data are based on the use of maximum climb thrust with normal air-conditioning on and anti-ice off.

B. Climb Data

The climb data information are presented in tabular form and are based on the use of all engines maximum climb thrust with normal air-conditioning and anti-ice off. The data are presented for the following climb speed schedules:

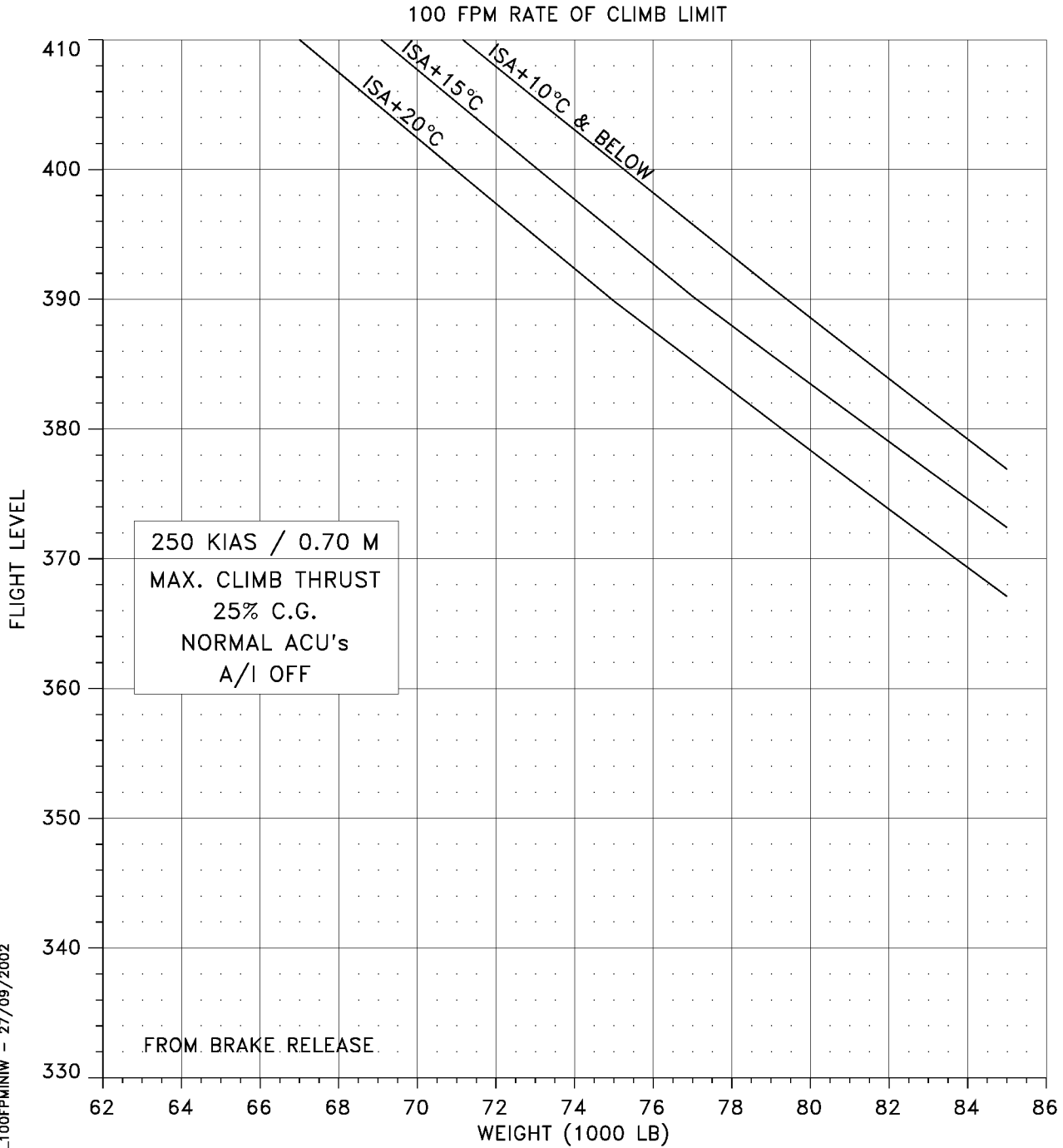
- 250 KIAS / 0.70 M “Long Range Climb Speed”
- 250/290 KIAS / 0.74 M “Normal Climb Speed”
- 250/320 KIAS / 0.77 M “High Speed Climb”

The following data are presented as a function of airplane weight at brake release and pressure altitude for each climb speed schedule and -10, 0, 5, 10, 15, 20°C temperature deviations from ISA:

- Time : In minutes
- Distance : In nautical miles
- Fuel : In pounds
- Airspeed : Mach
- ATAS : Average true airspeed in knots
- ROC : Rate of climb at final altitude in fpm

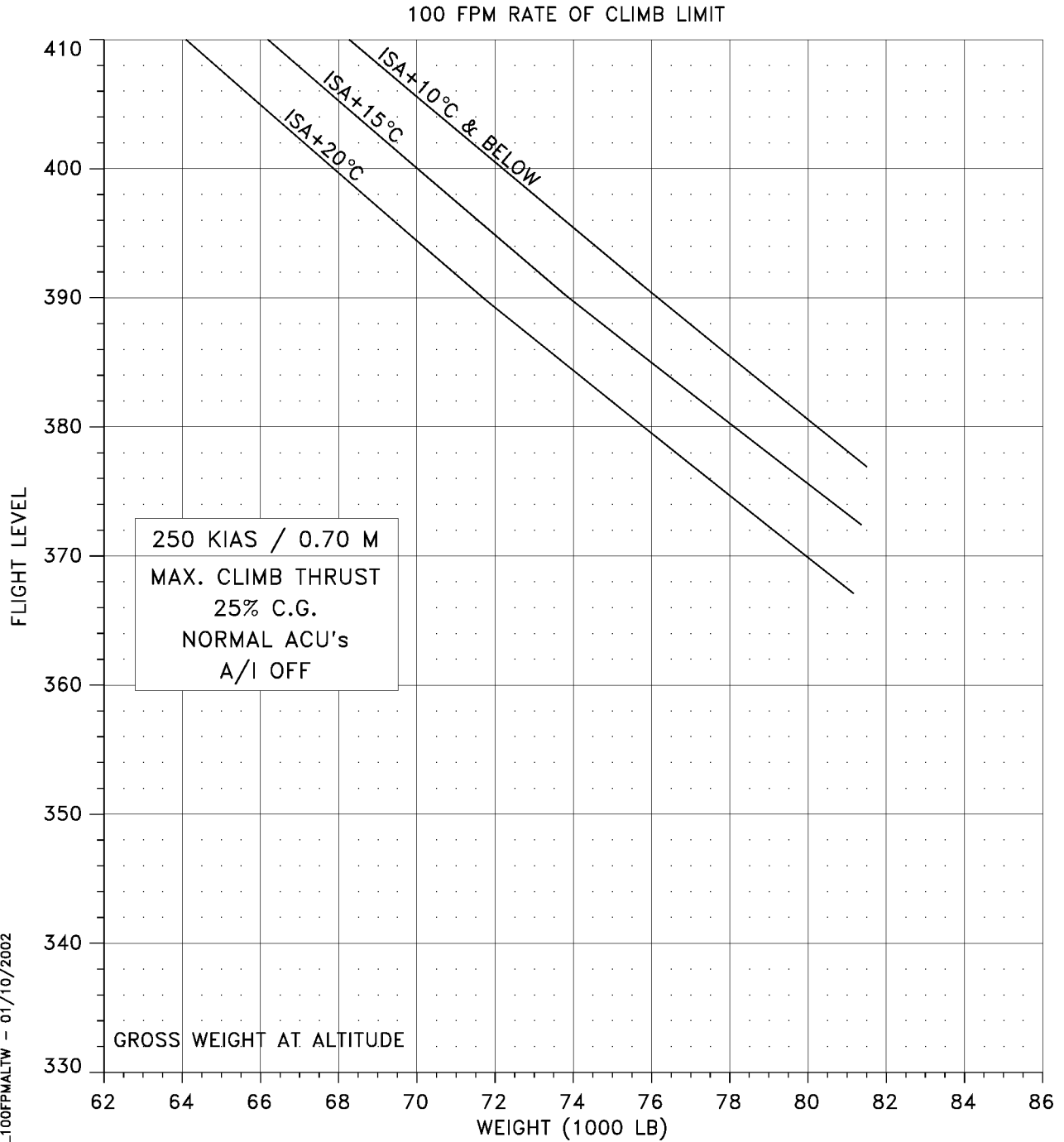
As elapsed time and fuel consumed are presented from brake release to the top of climb altitude, no correction for time and fuel during take-off and acceleration to climb speed is necessary. The distance represents the air distance covered and ATAS represents the average true airspeed from the brake release point to the point at which the top of climb altitude is reached. Speed is given as a true airspeed to enable air to ground distance correction for wind.

Climb data with cowl anti-ice on and with total anti-ice on (cowl and wing) are presented for long range and normal climb speed schedules (250 KIAS / 0.70 M and 250/290 / 0.74 M, respectively) and -10, 0, 10 and 20°C temperature deviations from ISA.



CRJ900_JF_CLB250I_100FPMINW - 27/09/2002

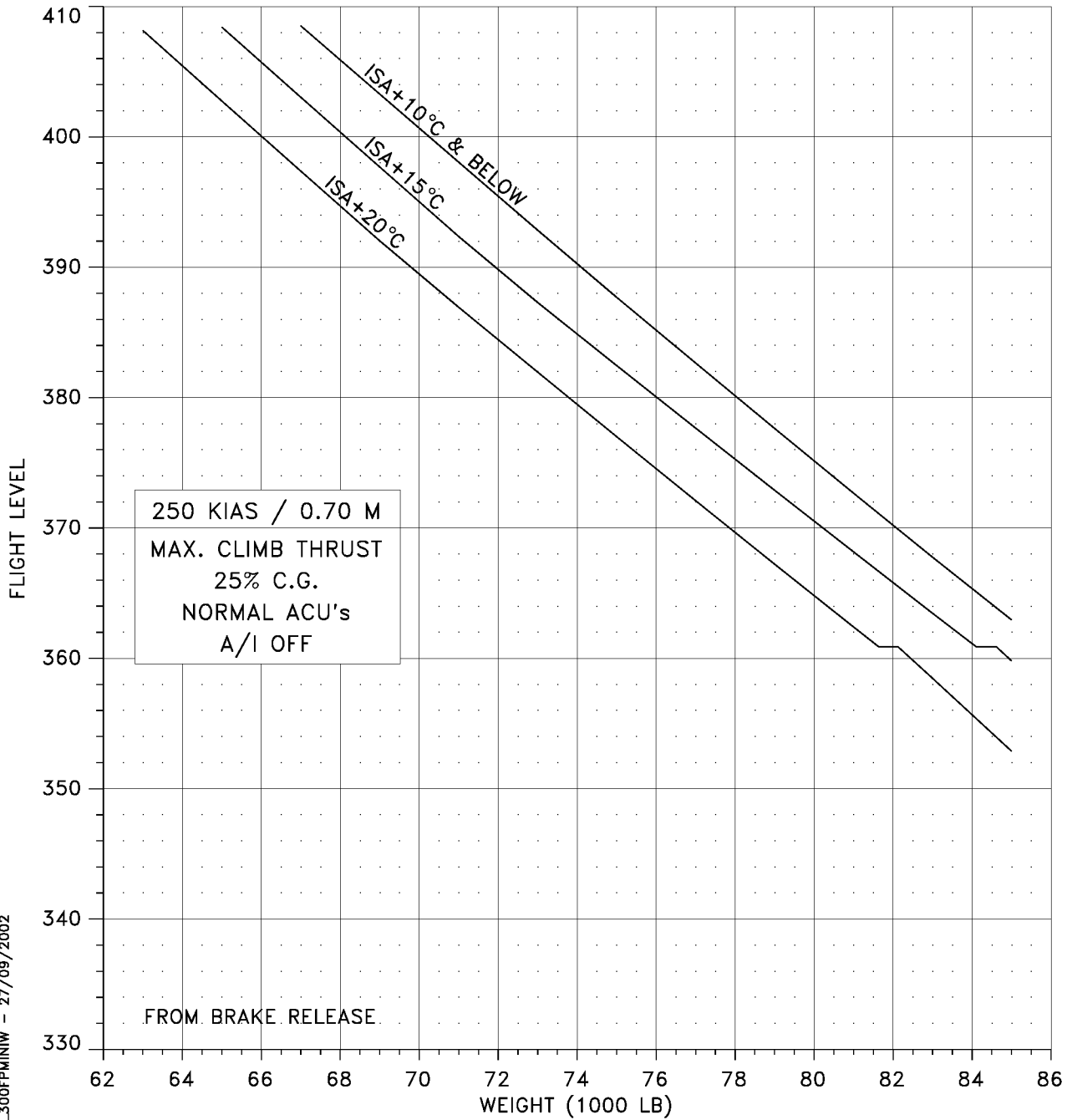
Climb Ceiling (From Brake Release) - 250 KIAS / 0.70 M (100 FPM Rate of Climb Limit)
 Figure 04-05-1



CRJ900_JF_CLB250I_100FPMALTW - 01/10/2002

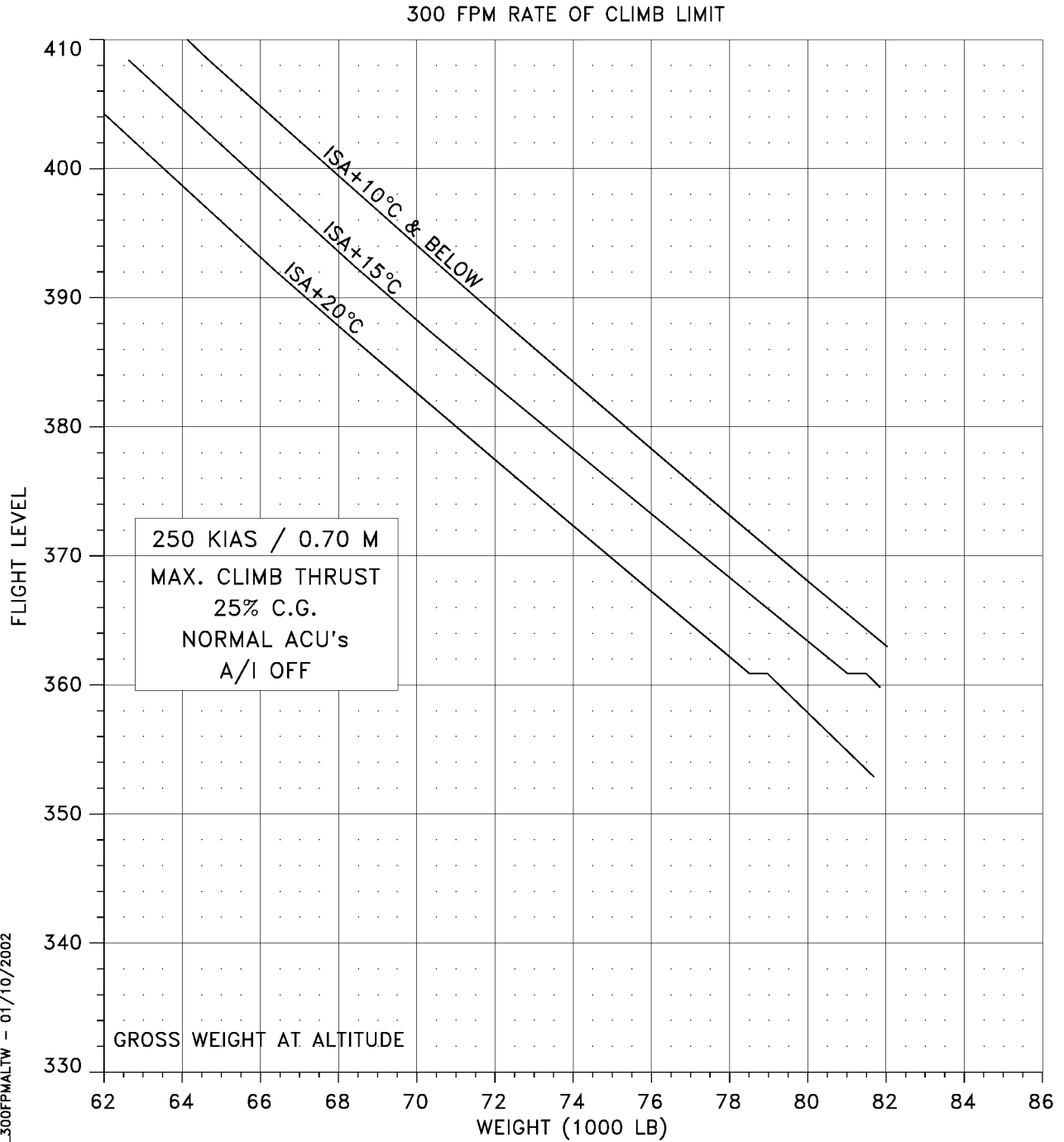
Climb Ceiling (Gross Weight at Altitude) - 250 KIAS / 0.70 M (100 FPM Rate of Climb Limit)
Figure 04-05-2

300 FPM RATE OF CLIMB LIMIT



CRJ900_IF_CLB250I_300FPMINW - 27/09/2002

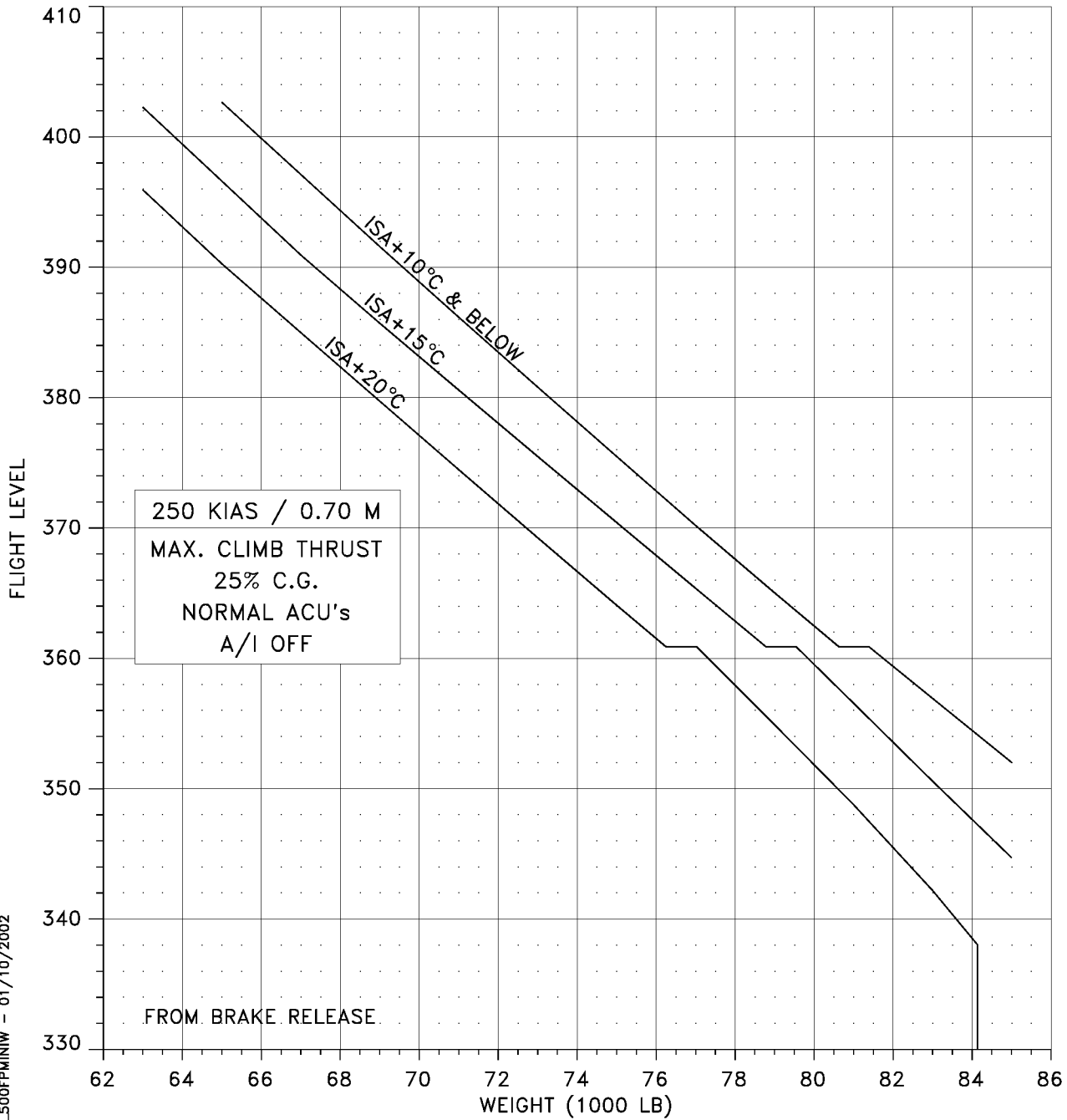
Climb Ceiling (From Brake Release) - 250 KIAS / 0.70 M (300 FPM Rate of Climb Limit)
 Figure 04-05-3



CRJ900_JF_CLB250I_300FPMALTW - 01/10/2002

Climb Ceiling (Gross Weight at Altitude) - 250 KIAS / 0.70 M (300 FPM Rate of Climb Limit)
Figure 04-05-4

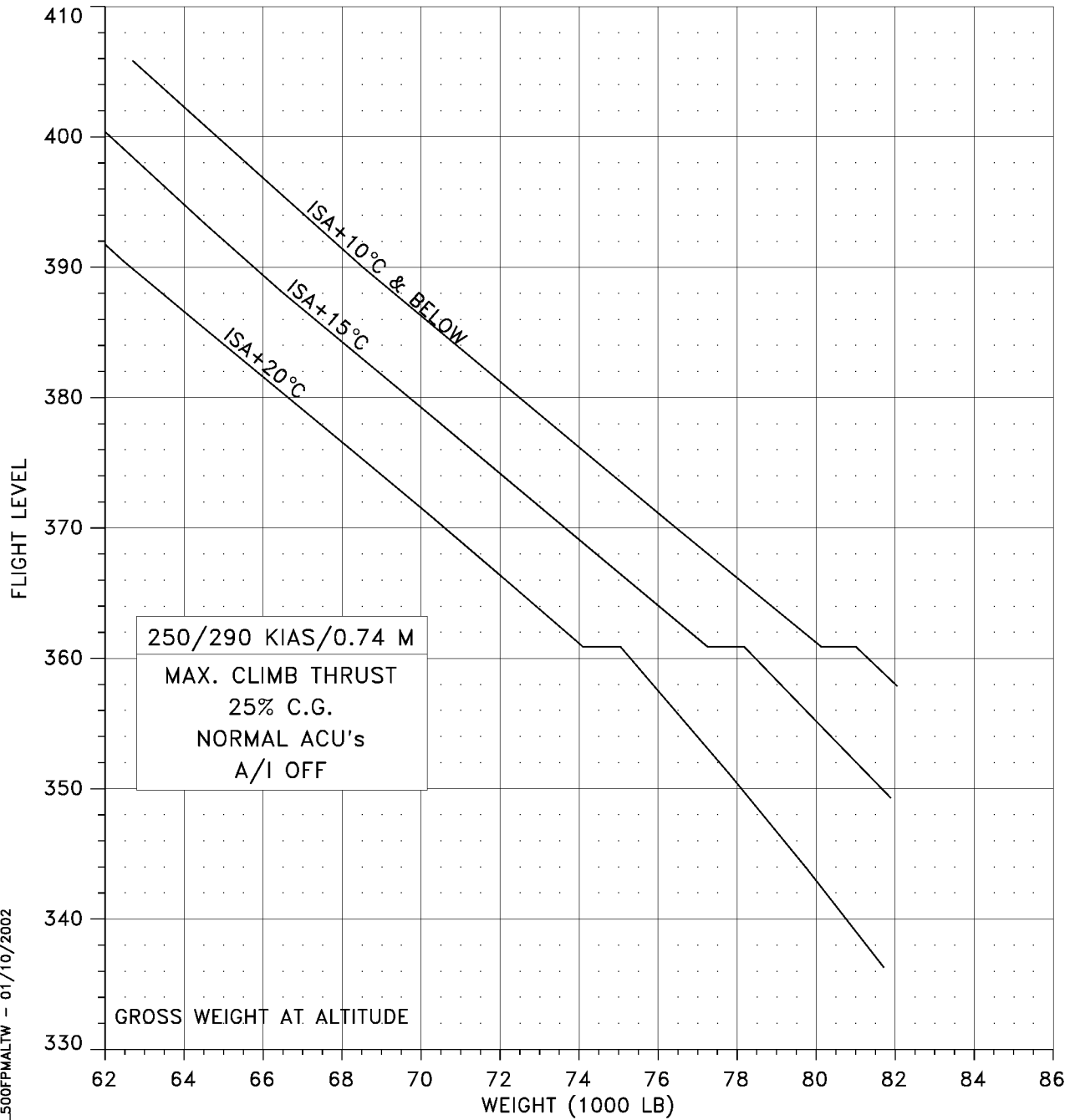
500 FPM RATE OF CLIMB LIMIT



CRJ900_JF_CLB250I_500FPMINW - 01/10/2002

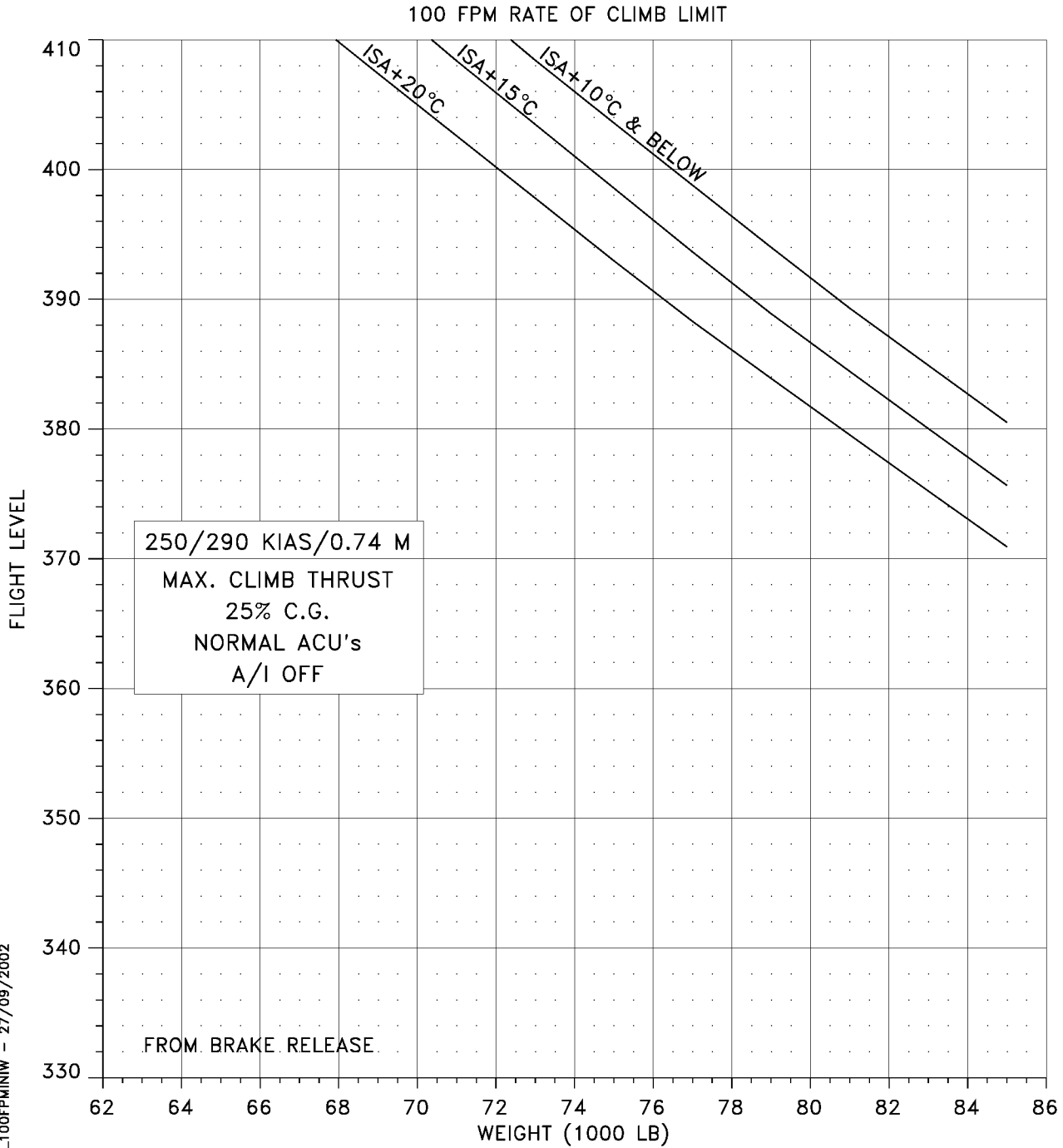
Climb Ceiling (From Brake Release) - 250 KIAS / 0.70 M (500 FPM Rate of Climb Limit)
 Figure 04-05-5

500 FPM RATE OF CLIMB LIMIT



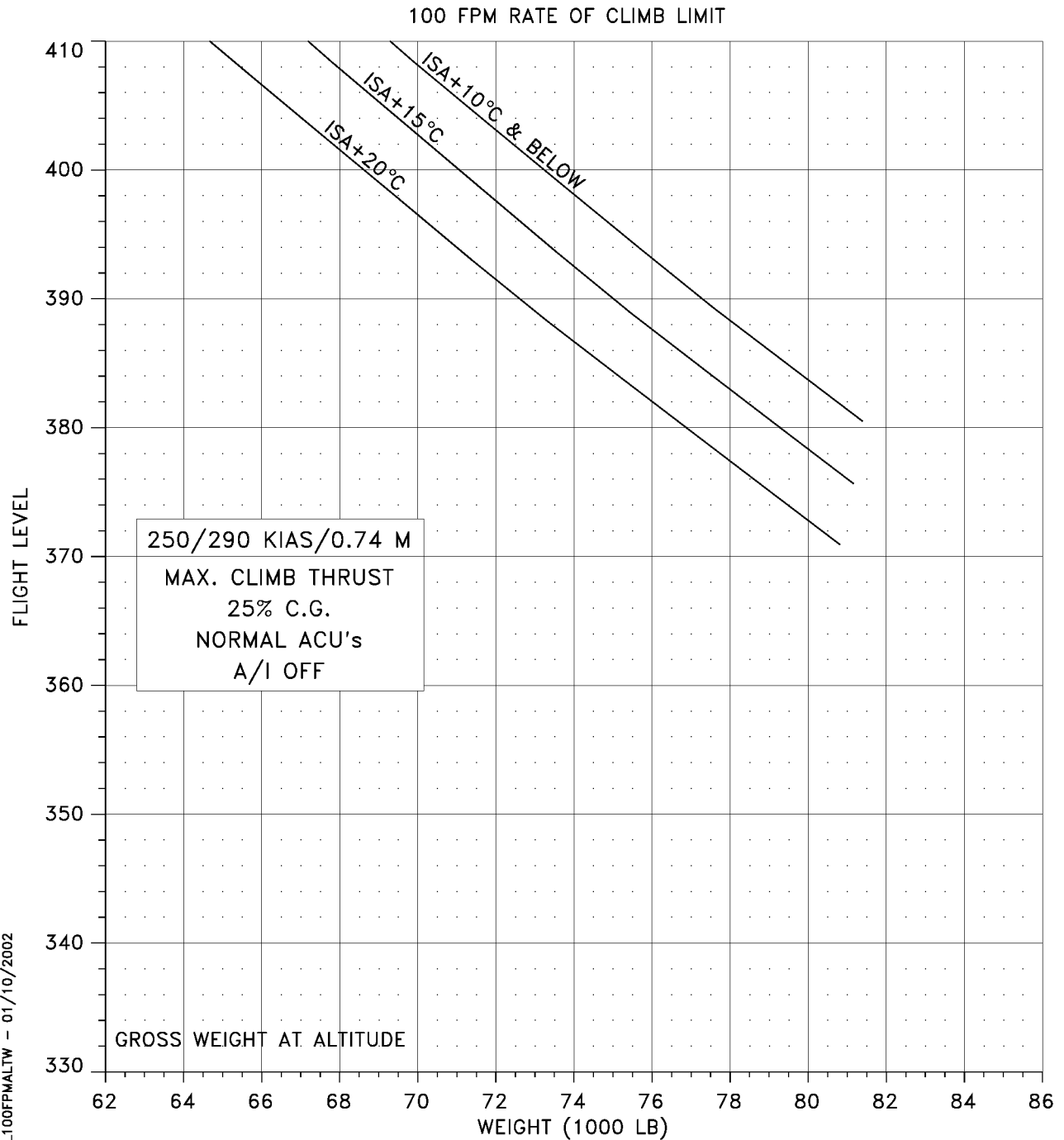
CRJ900_IF_CLB290L_500FPMALTW - 01/10/2002

Climb Ceiling (Gross Weight at Altitude) - 250 KIAS / 0.70 M (500 FPM Rate of Climb Limit)
Figure 04-05-6



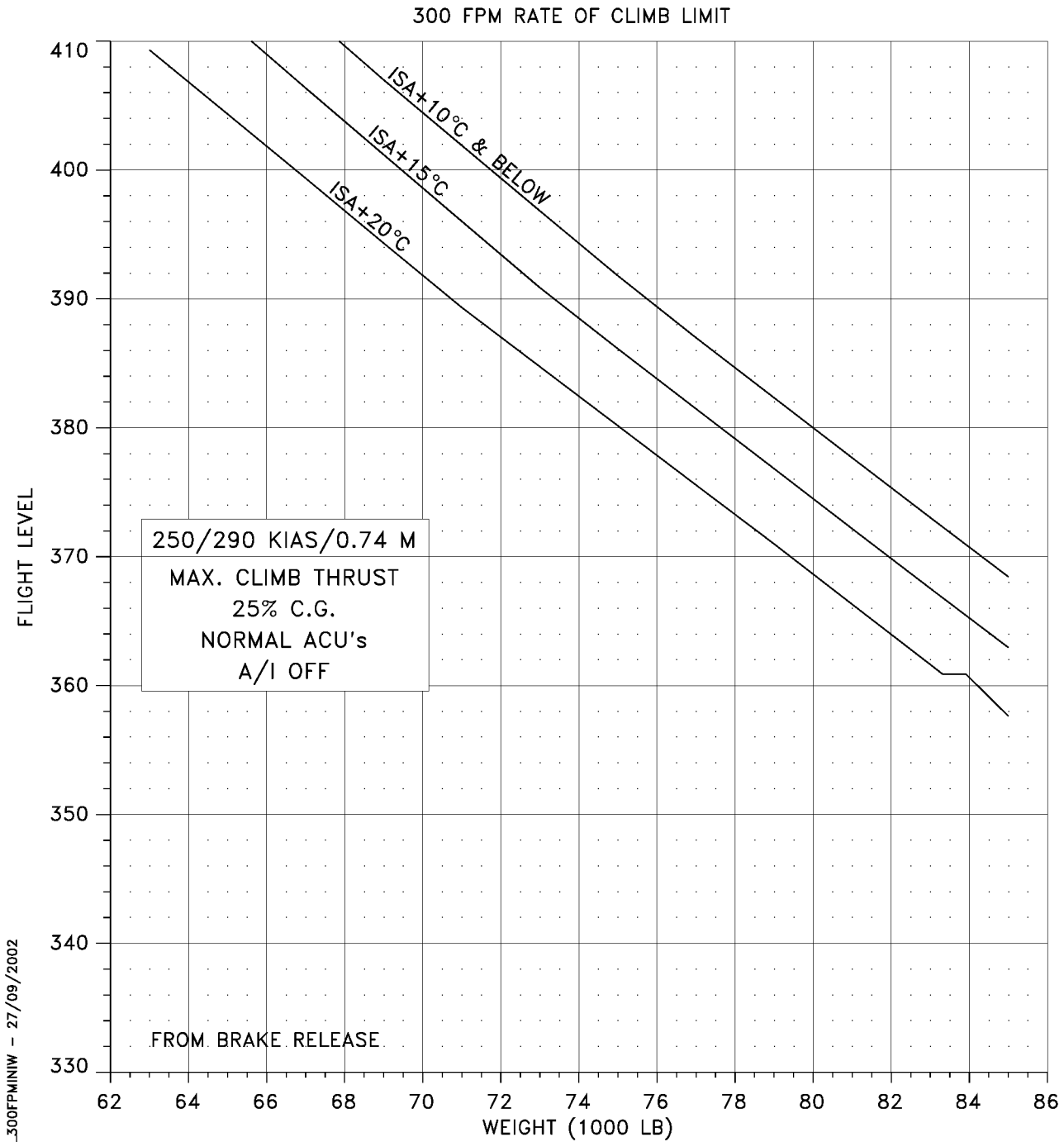
CRJ900_IF_CLB290L_100FPMINW - 27/09/2002

Climb Ceiling (From Brake Release) - 250/290 KIAS / 0.74 M (100 FPM Rate of Climb Limit)
 Figure 04-05-7



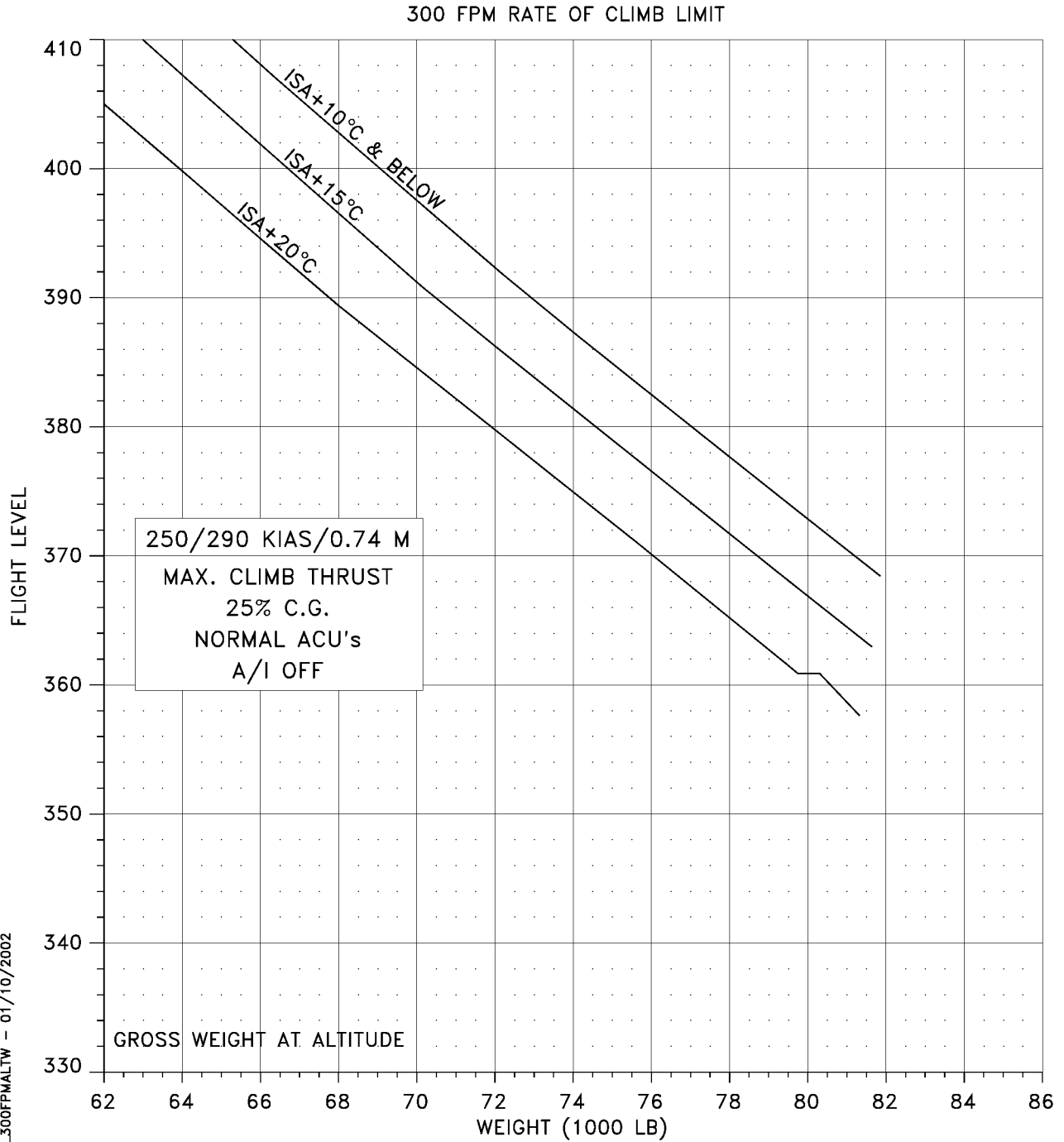
CRJ900_JF_CLB290L_100FPMALTW - 01/10/2002

Climb Ceiling (Gross Weight at Altitude) - 250/290 KIAS / 0.74 M (100 FPM Rate of Climb Limit)
Figure 04-05-8



CRJ900_IF_CLB2901_300FPMINW - 27/09/2002

Climb Ceiling (From Brake Release) - 250/290 KIAS / 0.74 M (300 FPM Rate of Climb Limit)
 Figure 04-05-9

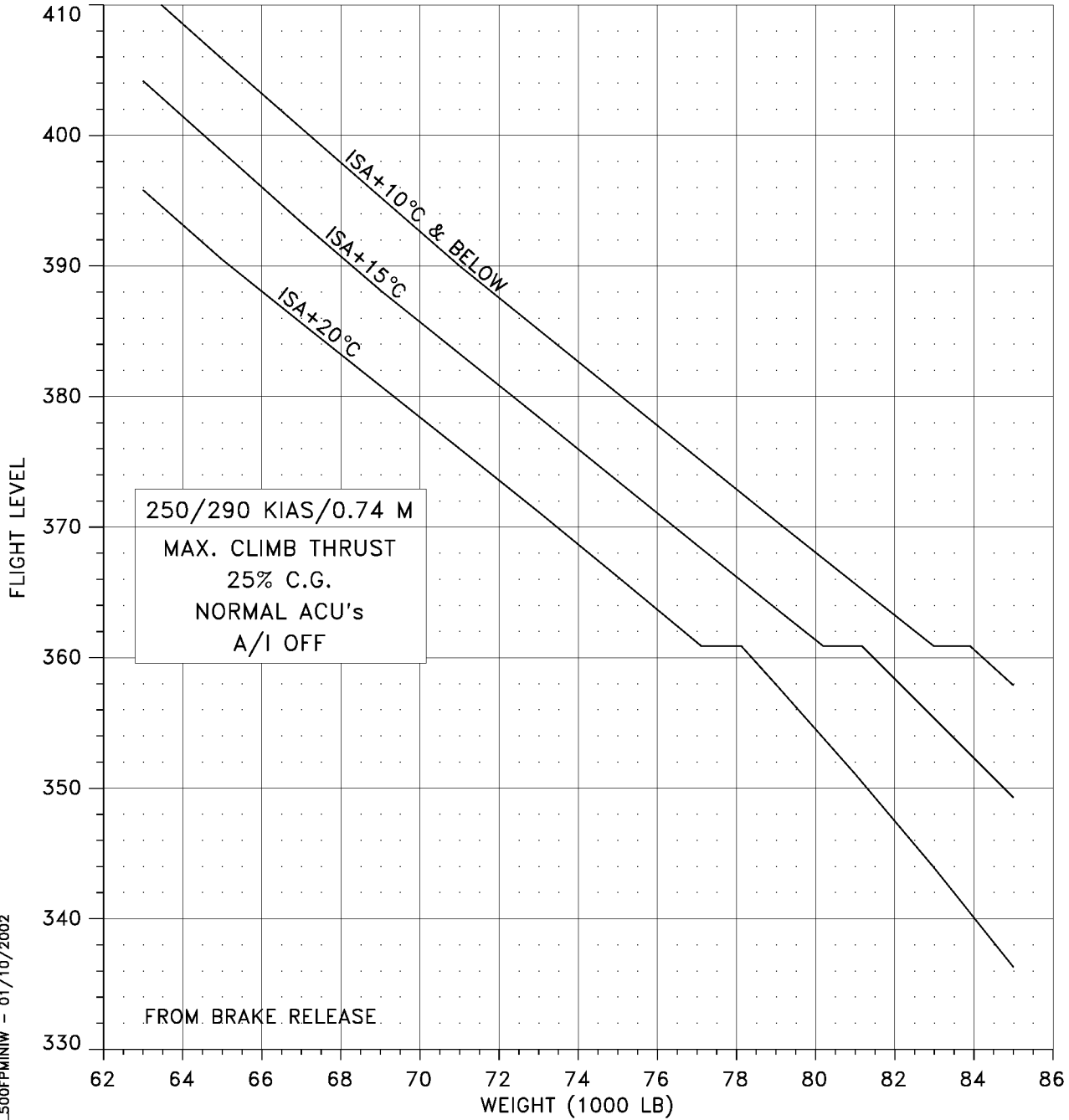


CRJ900_JF_CLB2901_300FPMALTW - 01/10/2002

Climb Ceiling (Gross Weight at Altitude) - 250/290 KIAS / 0.74 M (300 FPM Rate of Climb Limit)
Figure 04-05-10

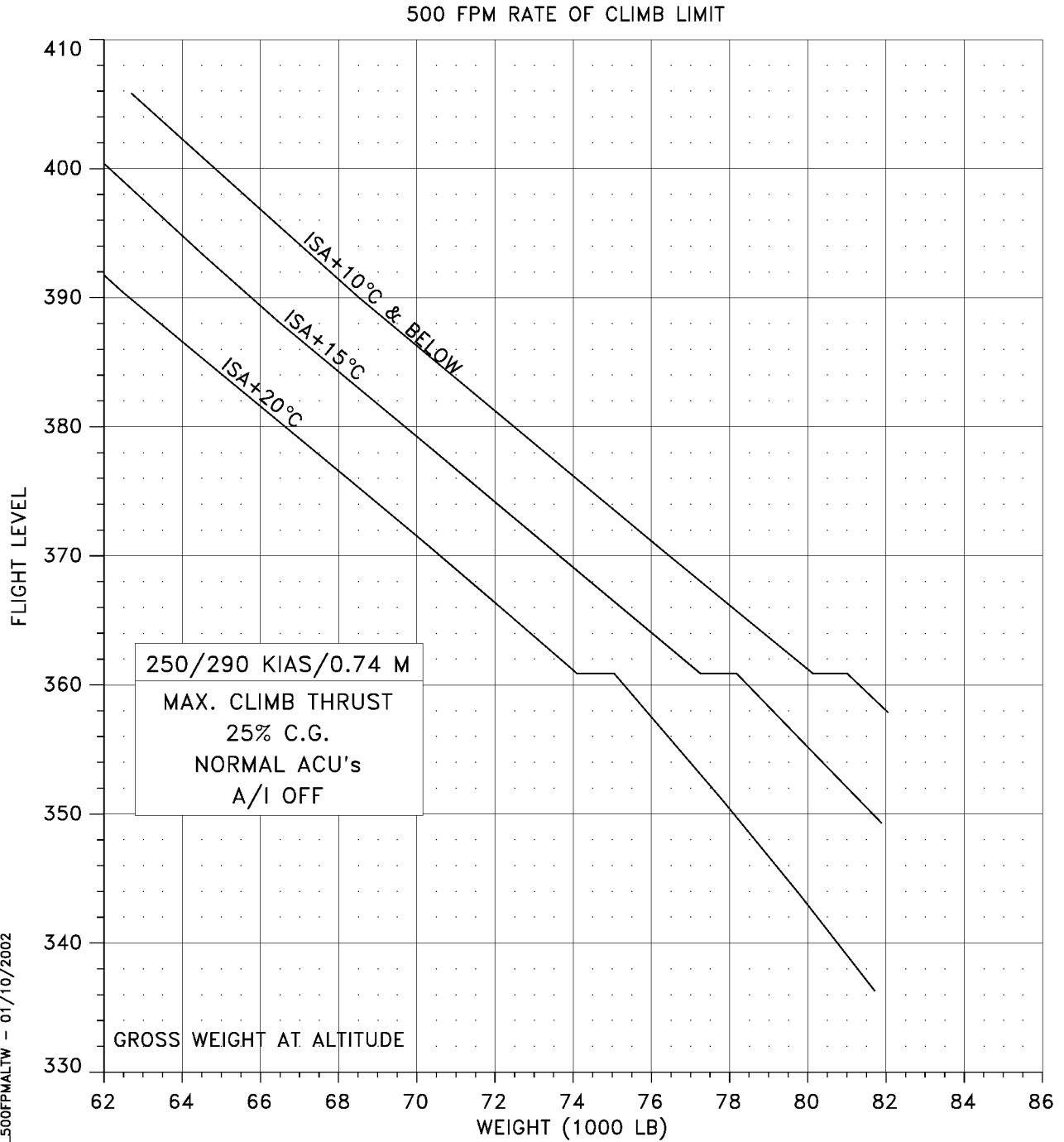
IN-FLIGHT PERFORMANCE

500 FPM RATE OF CLIMB LIMIT



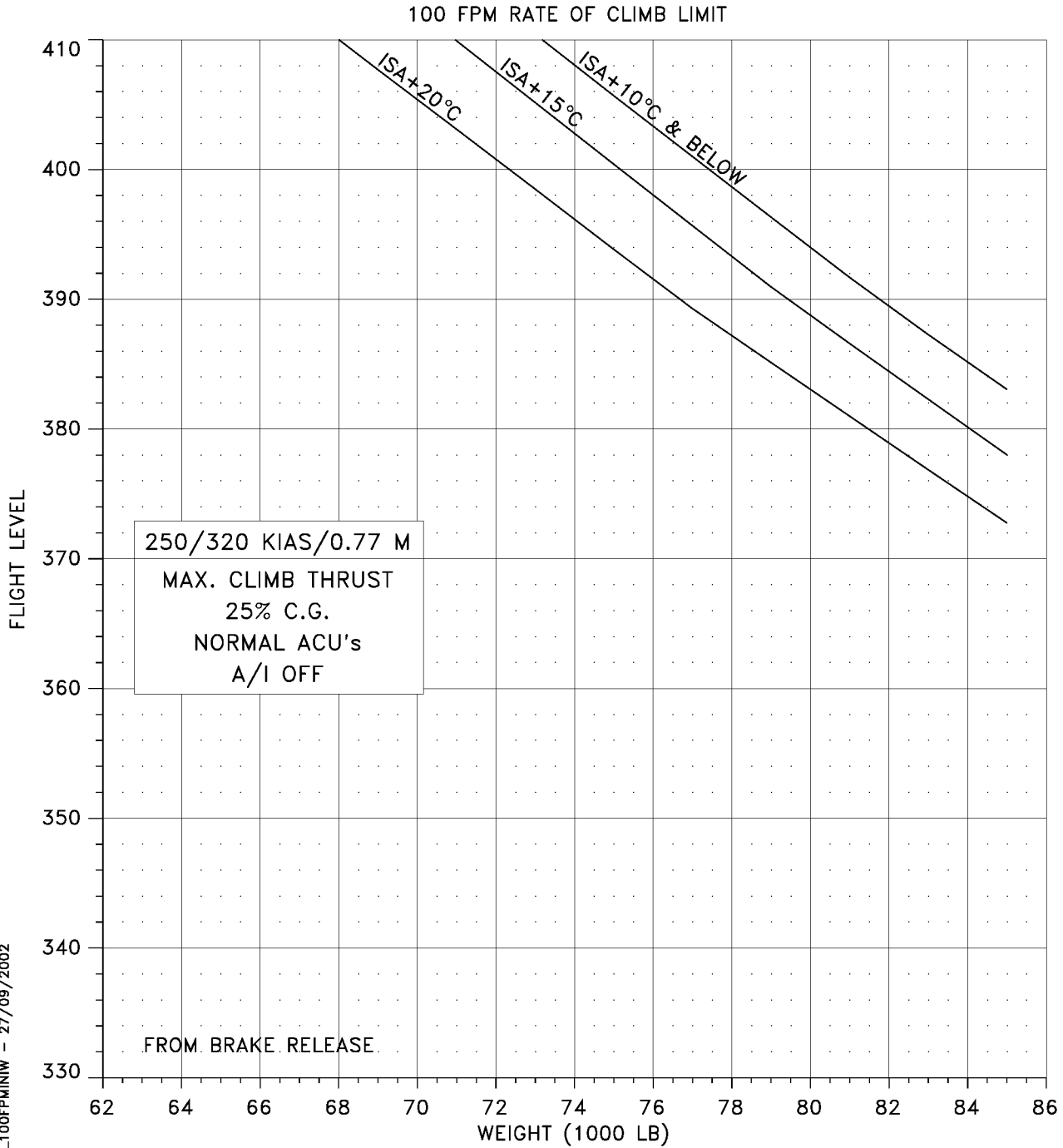
CRJ900_IF_CLB290I_500FPMINW - 01/10/2002

Climb Ceiling (From Brake Release) - 250/290 KIAS / 0.74 M (500 FPM Rate of Climb Limit)
Figure 04-05-11



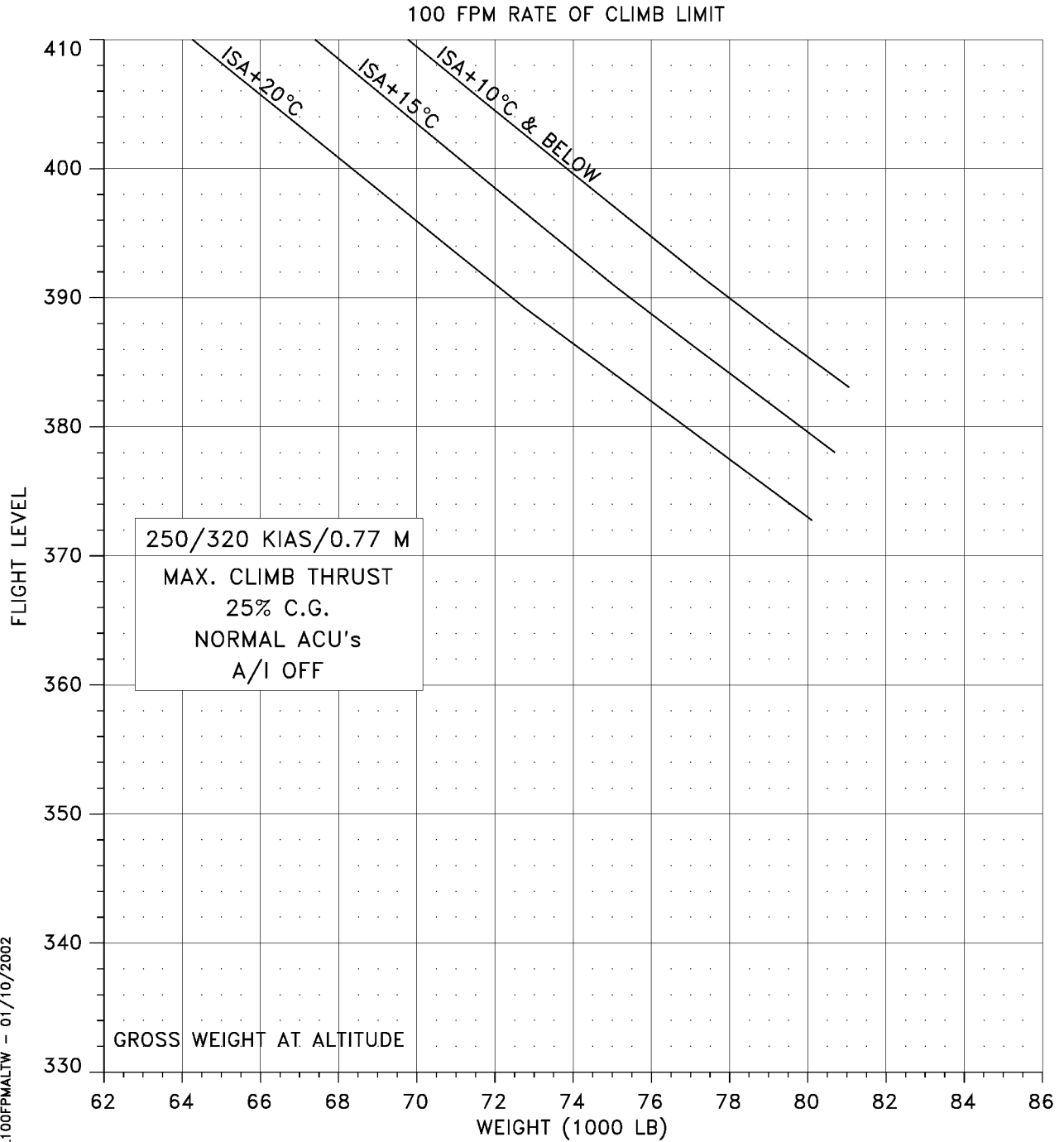
CRJ900_JF_CLB2901_500FPMALTW - 01/10/2002

Climb Ceiling (Gross Weight at Altitude) - 250/290 KIAS / 0.74 M (500 FPM Rate of Climb Limit)
Figure 04-05-12



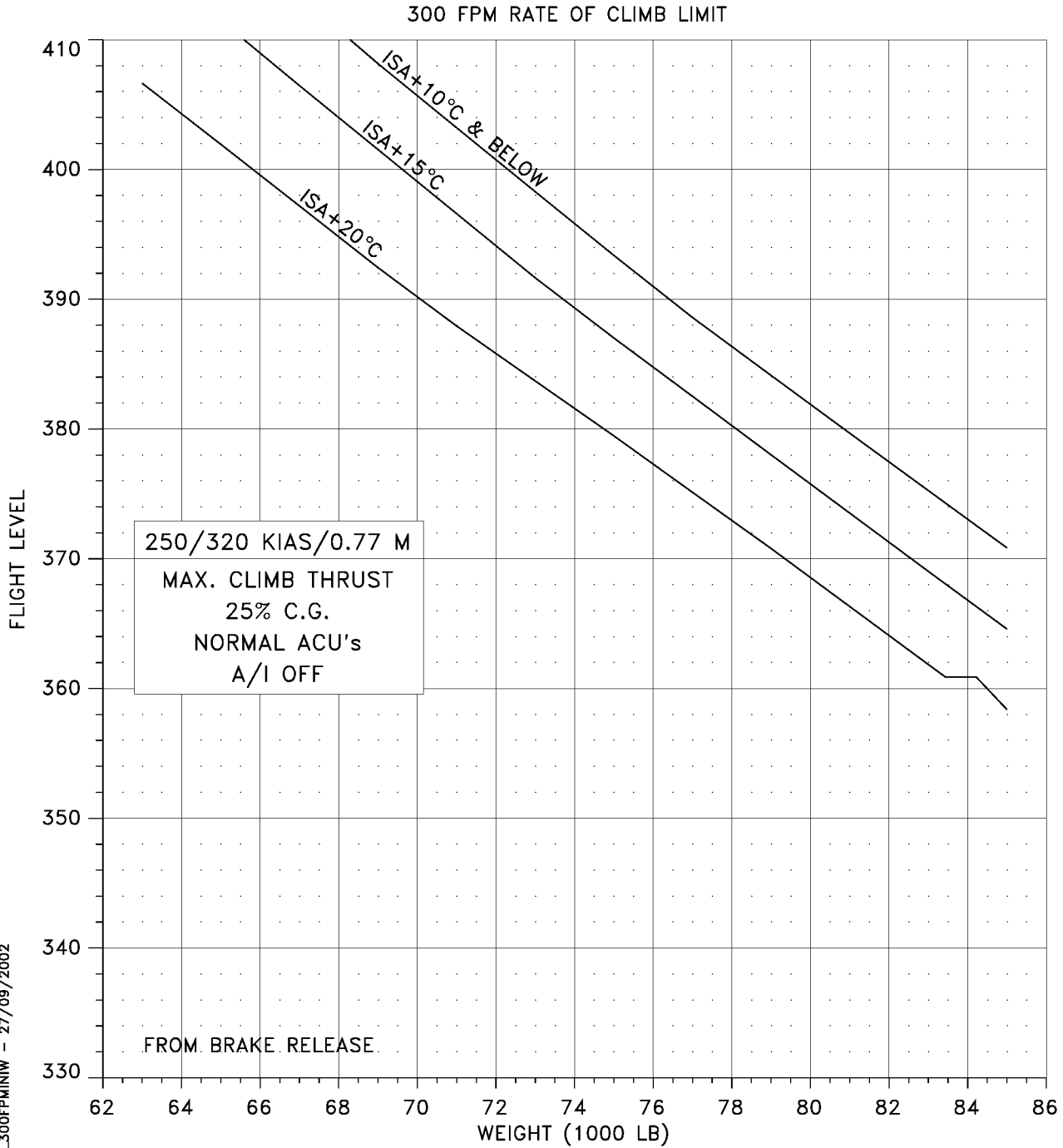
CRJ900_JF_CLB320I_100FPMINW - 27/09/2002

Climb Ceiling (From Brake Release) - 250/320 KIAS / 0.77 M (100 FPM Rate of Climb Limit)
 Figure 04-05-13



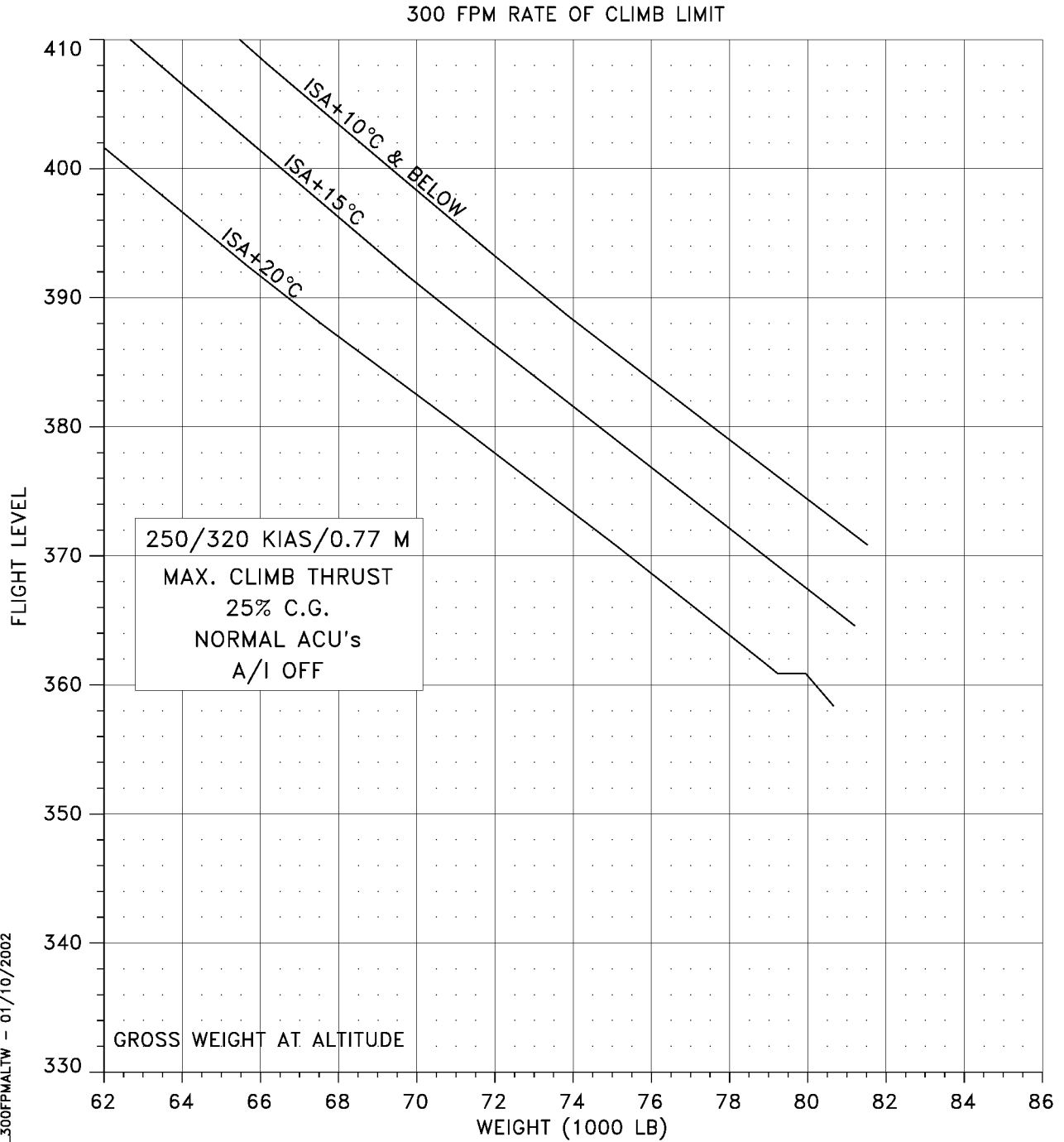
CRJ900_JF_CLB320_100FPMALTW - 01/10/2002

Climb Ceiling (Gross Weight at Altitude) - 250/320 KIAS / 0.77 M (100 FPM Rate of Climb Limit)
Figure 04-05-14



CRJ900_IF_CLB320I_300FPMINW - 27/09/2002

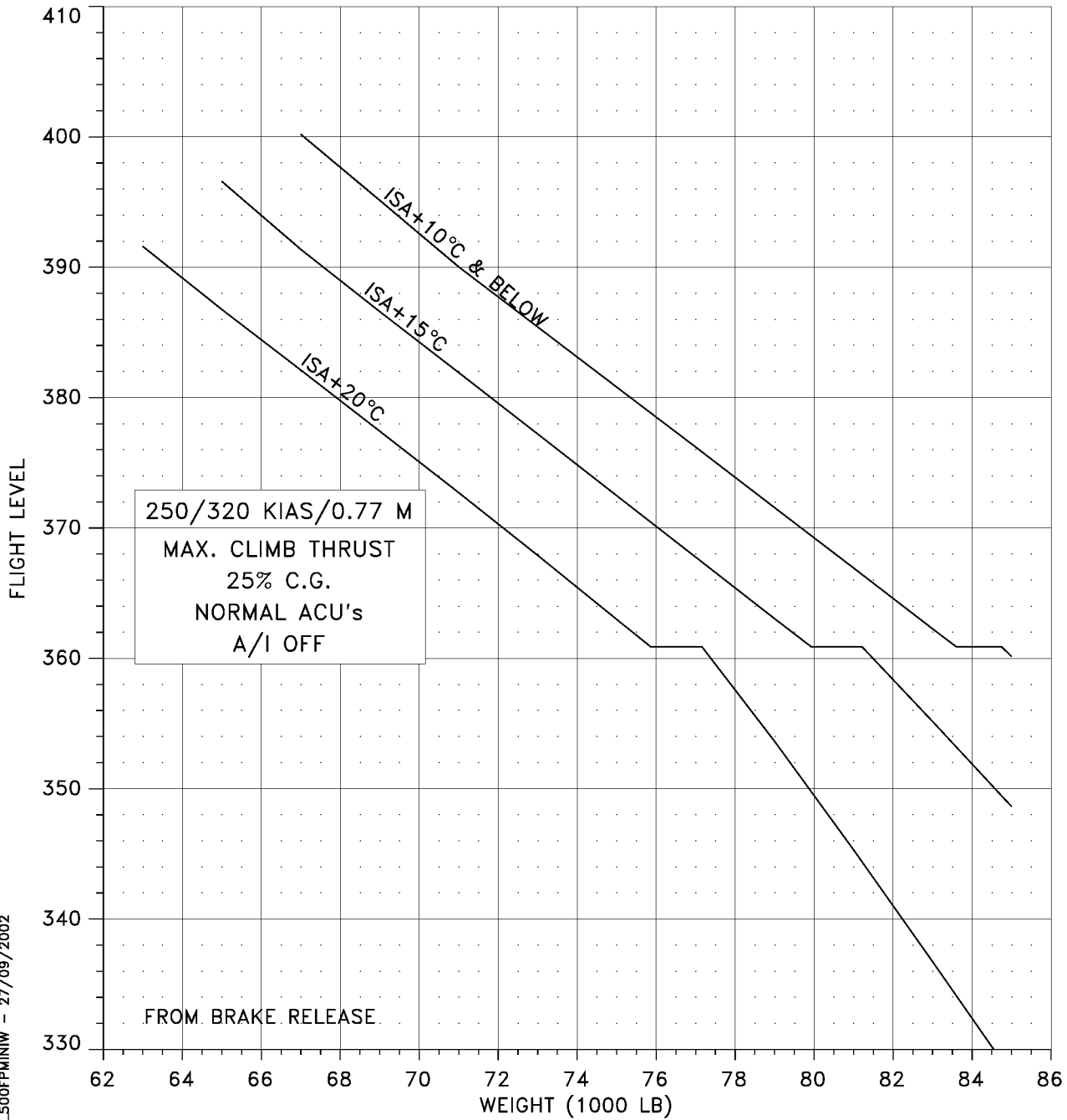
Climb Ceiling (From Brake Release) - 250/320 KIAS / 0.77 M (300 FPM Rate of Climb Limit)
Figure 04-05-15



CRJ900_IF_CLB320I_300FPMALTW - 01/10/2002

Climb Ceiling (Gross Weight at Altitude) - 250/320 KIAS / 0.77 M (300 FPM Rate of Climb Limit)
Figure 04-05-16

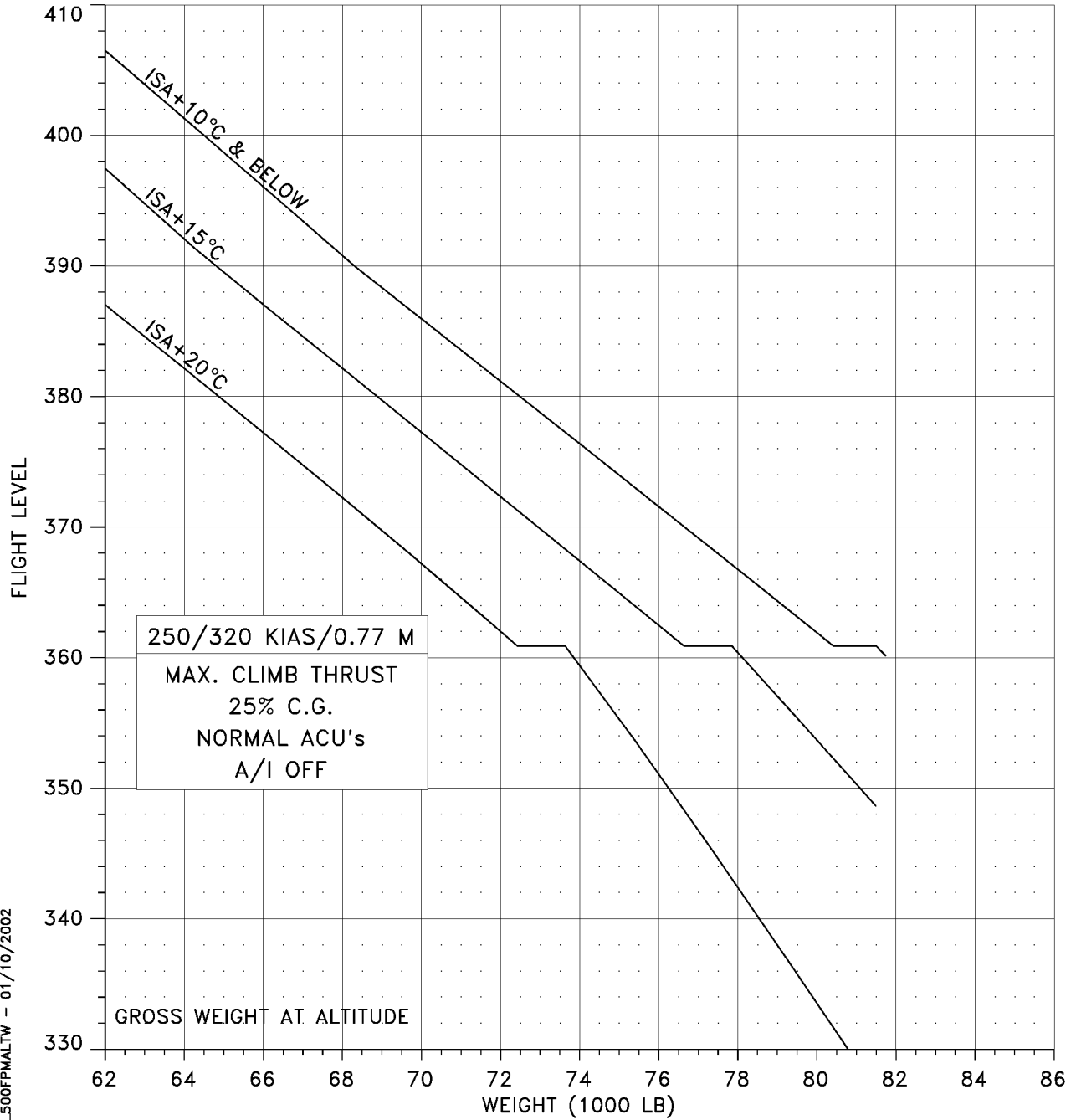
500 FPM RATE OF CLIMB LIMIT



CRJ900_IF_CLB320I_500FPMINW - 27/09/2002

Climb Ceiling (From Brake Release) - 250/320 KIAS / 0.77 M (500 FPM Rate of Climb Limit)
 Figure 04-05-17

500 FPM RATE OF CLIMB LIMIT



CRJ900_JF_CLB320L_500FPMALTW - 01/10/2002

Climb Ceiling (Gross Weight at Altitude) - 250/320 KIAS / 0.77 M (500 FPM Rate of Climb Limit)
Figure 04-05-18



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-20

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	20.2	1903	21.7	2019	23.5	2154	25.9	2322	29.3	2550	35.4	2928
	115.2	342	124.4	344	135.7	346	150.6	349	172.3	353	211.4	358
	0.700	510	0.700	405	0.700	305	0.700	211	0.700	125	0.700	49
390	17.3	1738	18.2	1823	19.2	1914	20.4	2014	21.7	2126	23.3	2253
	96.1	334	101.6	335	107.8	336	114.7	337	122.7	339	132.1	341
	0.700	879	0.700	775	0.700	672	0.700	572	0.700	474	0.700	381
370	15.3	1619	16.1	1691	16.9	1766	17.7	1846	18.6	1931	19.5	2023
	83.5	326	87.7	327	92.1	328	96.9	329	102.1	330	107.9	331
	0.700	1210	0.700	1112	0.700	1014	0.700	919	0.700	823	0.700	729
350	13.9	1523	14.5	1587	15.2	1654	15.9	1724	16.6	1797	17.4	1875
	74.2	320	77.7	320	81.3	321	85.1	322	89.2	323	93.6	323
	0.700	1631	0.700	1525	0.700	1423	0.700	1324	0.700	1228	0.700	1132
330	12.8	1439	13.3	1497	13.9	1558	14.5	1622	15.1	1688	15.8	1758
	66.7	313	69.7	314	72.8	314	76.0	315	79.4	315	83.1	316
	0.700	1866	0.700	1764	0.700	1663	0.700	1565	0.700	1470	0.700	1378
310	11.6	1343	12.1	1397	12.5	1452	13.1	1509	13.6	1569	14.2	1631
	58.7	304	61.2	305	63.8	305	66.6	306	69.4	306	72.5	307
	0.682	1603	0.682	1524	0.682	1447	0.682	1371	0.682	1297	0.682	1225
290	10.4	1247	10.8	1295	11.3	1345	11.7	1397	12.2	1450	12.7	1506
	51.2	295	53.4	296	55.6	296	57.9	297	60.3	297	62.8	298
	0.655	1835	0.655	1750	0.655	1668	0.655	1586	0.655	1508	0.655	1431
270	9.4	1157	9.8	1202	10.1	1247	10.5	1294	10.9	1342	11.3	1392
	44.8	287	46.7	287	48.6	288	50.5	288	52.6	289	54.7	289
	0.628	2067	0.628	1974	0.628	1885	0.628	1800	0.628	1716	0.628	1635
250	8.5	1073	8.8	1113	9.1	1155	9.5	1197	9.8	1241	10.2	1286
	39.3	279	40.9	279	42.5	280	44.2	280	45.9	280	47.7	281
	0.604	2290	0.604	2191	0.604	2097	0.604	2006	0.604	1919	0.604	1833
200	6.5	878	6.7	910	7.0	943	7.2	976	7.5	1011	7.8	1046
	28.1	260	29.2	260	30.3	260	31.5	261	32.6	261	33.8	262
	0.547	2813	0.547	2699	0.547	2591	0.547	2488	0.547	2389	0.547	2294
150	4.9	699	5.0	724	5.2	749	5.4	774	5.6	800	5.8	827
	19.5	241	20.3	241	21.0	242	21.8	242	22.6	242	23.4	243
	0.497	3348	0.497	3217	0.497	3095	0.497	2979	0.497	2869	0.497	2763
100	3.5	527	3.6	545	3.7	563	3.8	581	4.0	600	4.1	619
	12.7	220	13.1	220	13.6	221	14.1	221	14.6	222	15.1	222
	0.452	3769	0.452	3626	0.452	3492	0.452	3365	0.452	3245	0.452	3131
50	2.2	357	2.3	368	2.3	380	2.4	391	2.5	403	2.6	416
	7.0	191	7.2	191	7.4	191	7.7	192	7.9	192	8.2	193
	0.413	4111	0.413	3958	0.413	3815	0.413	3680	0.413	3552	0.413	3431

CRJ900_IF_CLB250I_LW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M), ISA-10 °C (Page 1 of 2)
Figure 04-05-19



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-21

Sep 09/02

CLIMB 250 KIAS / 0.70 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	25.1	2402	27.5	2584	30.8	2825	36.2	3194	48.7	4001		
	143.7	343	158.6	346	179.4	349	213.6	354	294.7	363		
	0.700	292	0.700	208	0.700	131	0.700	62	0.700	13		
370	20.6	2123	21.8	2233	23.2	2356	24.8	2495	26.7	2656	29.0	2849
	114.3	332	121.4	334	129.7	335	139.3	337	150.8	339	165.2	342
	0.700	636	0.700	546	0.700	459	0.700	375	0.700	295	0.700	220
350	18.2	1958	19.1	2047	20.0	2142	21.1	2246	22.3	2358	23.6	2481
	98.3	324	103.4	325	109.0	326	115.2	327	122.0	329	129.6	330
	0.700	1038	0.700	945	0.700	852	0.700	760	0.700	670	0.700	583
330	16.5	1831	17.2	1909	18.0	1992	18.9	2081	19.8	2175	20.8	2276
	87.0	317	91.1	318	95.6	318	100.4	319	105.6	320	111.2	321
	0.700	1289	0.700	1202	0.700	1116	0.700	1031	0.700	948	0.700	864
310	14.8	1697	15.4	1766	16.1	1839	16.8	1916	17.5	1998	18.3	2084
	75.7	308	79.1	308	82.7	309	86.6	310	90.7	310	95.1	311
	0.682	1156	0.682	1088	0.682	1023	0.682	959	0.682	896	0.682	833
290	13.2	1565	13.7	1626	14.3	1690	14.9	1759	15.5	1830	16.2	1904
	65.4	298	68.2	299	71.2	299	74.4	300	77.7	300	81.2	301
	0.655	1357	0.655	1285	0.655	1214	0.655	1145	0.655	1079	0.655	1014
270	11.8	1445	12.3	1499	12.7	1557	13.3	1617	13.8	1680	14.4	1746
	56.9	289	59.2	290	61.7	290	64.3	291	67.0	291	69.9	292
	0.628	1556	0.628	1480	0.628	1404	0.628	1332	0.628	1262	0.628	1194
250	10.6	1334	11.0	1383	11.4	1434	11.9	1488	12.3	1545	12.8	1603
	49.6	281	51.6	282	53.6	282	55.8	283	58.1	283	60.5	284
	0.604	1749	0.604	1669	0.604	1590	0.604	1514	0.604	1440	0.604	1369
200	8.0	1082	8.3	1120	8.6	1160	8.9	1201	9.3	1243	9.6	1287
	35.1	262	36.4	262	37.8	263	39.2	263	40.7	264	42.2	264
	0.547	2202	0.547	2112	0.547	2024	0.547	1939	0.547	1857	0.547	1779
150	6.0	855	6.2	884	6.4	913	6.6	944	6.8	976	7.1	1009
	24.2	243	25.1	244	26.0	244	26.9	244	27.9	245	28.9	245
	0.497	2661	0.497	2562	0.497	2465	0.497	2371	0.497	2280	0.497	2194
100	4.2	639	4.3	660	4.5	681	4.6	703	4.8	726	4.9	749
	15.6	222	16.2	223	16.7	223	17.3	224	17.9	224	18.5	224
	0.452	3021	0.452	2915	0.452	2812	0.452	2712	0.452	2615	0.452	2522
50	2.6	428	2.7	441	2.8	455	2.9	469	3.0	483	3.1	497
	8.5	193	8.8	194	9.0	194	9.3	194	9.7	195	10.0	195
	0.413	3315	0.413	3203	0.413	3095	0.413	2990	0.413	2888	0.413	2791

CRJ900_IF_CLB250I_HW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M), ISA-10 °C (Page 2 of 2)
Figure 04-05-19



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-22

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	20.8	2002	22.3	2125	24.3	2269	26.8	2449	30.4	2697	37.1	3121
	121.4	350	131.2	352	143.3	355	159.4	357	183.1	361	227.3	368
	0.700	488	0.700	386	0.700	289	0.700	198	0.700	115	0.700	43
390	17.7	1826	18.7	1915	19.8	2012	21.0	2118	22.4	2236	24.0	2371
	101.0	342	106.9	343	113.4	344	120.7	345	129.2	347	139.3	349
	0.700	848	0.700	747	0.700	647	0.700	550	0.700	455	0.700	364
370	15.8	1699	16.5	1775	17.3	1854	18.2	1938	19.1	2028	20.1	2125
	87.7	334	92.1	335	96.8	336	101.8	336	107.4	338	113.4	339
	0.700	1168	0.700	1072	0.700	978	0.700	885	0.700	793	0.700	702
350	14.3	1597	14.9	1664	15.6	1735	16.3	1808	17.0	1886	17.8	1968
	77.9	327	81.5	328	85.3	328	89.3	329	93.6	330	98.2	331
	0.700	1572	0.700	1470	0.700	1371	0.700	1275	0.700	1182	0.700	1089
330	13.1	1507	13.7	1569	14.2	1633	14.9	1700	15.5	1769	16.2	1843
	69.9	320	73.0	321	76.2	321	79.6	322	83.2	322	87.1	323
	0.700	1802	0.700	1703	0.700	1606	0.700	1511	0.700	1419	0.700	1330
310	11.8	1406	12.3	1462	12.8	1520	13.4	1580	13.9	1643	14.5	1709
	61.4	311	64.0	312	66.8	312	69.6	312	72.7	313	75.8	314
	0.682	1552	0.682	1475	0.682	1400	0.682	1327	0.682	1255	0.682	1185
290	10.6	1304	11.1	1355	11.5	1408	12.0	1462	12.5	1518	12.9	1576
	53.5	302	55.8	302	58.1	303	60.5	303	63.0	303	65.6	304
	0.655	1781	0.655	1698	0.655	1618	0.655	1539	0.655	1463	0.655	1388
270	9.6	1209	10.0	1256	10.4	1304	10.8	1353	11.2	1403	11.6	1456
	46.8	293	48.7	293	50.7	294	52.7	294	54.9	295	57.1	295
	0.628	2009	0.628	1919	0.628	1832	0.628	1750	0.628	1668	0.628	1589
250	8.6	1121	9.0	1163	9.3	1207	9.7	1251	10.0	1297	10.4	1344
	41.0	285	42.7	285	44.3	286	46.1	286	47.9	286	49.8	287
	0.604	2230	0.604	2134	0.604	2042	0.604	1954	0.604	1868	0.604	1784
200	6.6	916	6.9	950	7.1	984	7.4	1019	7.6	1054	7.9	1091
	29.3	265	30.4	266	31.6	266	32.8	266	34.0	266	35.2	267
	0.547	2748	0.547	2636	0.547	2531	0.547	2431	0.547	2335	0.547	2241
150	5.0	728	5.1	754	5.3	780	5.5	807	5.7	834	5.9	862
	20.3	246	21.1	246	21.9	247	22.7	247	23.5	247	24.3	248
	0.497	3270	0.497	3142	0.497	3022	0.497	2909	0.497	2802	0.497	2698
100	3.5	548	3.6	566	3.8	585	3.9	604	4.0	624	4.2	644
	13.2	224	13.6	225	14.1	225	14.6	225	15.1	226	15.7	226
	0.452	3686	0.452	3546	0.452	3415	0.452	3291	0.452	3174	0.452	3062
50	2.2	370	2.3	382	2.4	394	2.4	406	2.5	418	2.6	431
	7.2	194	7.4	195	7.7	195	7.9	195	8.2	196	8.5	196
	0.413	4025	0.413	3876	0.413	3736	0.413	3603	0.413	3478	0.413	3359

CRJ900_IF_CLB250I_LW_00CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M), ISA (Page 1 of 2)
Figure 04-05-20



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-23

Sep 09/02

CLIMB 250 KIAS / 0.70 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	25.9	2529	28.4	2725	31.9	2985	37.7	3389	51.1	4273		
	151.7	351	167.7	354	190.3	358	227.9	363	316.8	372		
	0.700	277	0.700	197	0.700	122	0.700	56	0.700	12		
370	21.2	2231	22.5	2348	23.9	2478	25.5	2625	27.5	2797	29.9	3003
	120.2	340	127.8	341	136.5	343	146.7	345	159.1	347	174.5	350
	0.700	611	0.700	524	0.700	439	0.700	358	0.700	280	0.700	207
350	18.7	2055	19.6	2149	20.6	2249	21.7	2359	22.9	2477	24.2	2608
	103.2	332	108.6	333	114.5	334	121.0	335	128.2	336	136.2	337
	0.700	998	0.700	908	0.700	818	0.700	730	0.700	643	0.700	558
330	16.9	1920	17.7	2002	18.5	2090	19.4	2183	20.3	2282	21.3	2389
	91.2	324	95.5	325	100.2	325	105.2	326	110.7	327	116.6	328
	0.700	1243	0.700	1160	0.700	1076	0.700	994	0.700	913	0.700	832
310	15.1	1777	15.8	1850	16.5	1927	17.2	2008	18.0	2094	18.8	2185
	79.2	314	82.8	315	86.6	316	90.6	316	95.0	317	99.6	318
	0.682	1118	0.682	1053	0.682	989	0.682	927	0.682	866	0.682	805
290	13.5	1637	14.0	1702	14.6	1769	15.2	1841	15.9	1916	16.6	1994
	68.4	305	71.3	305	74.4	306	77.7	306	81.2	307	84.9	308
	0.655	1316	0.655	1246	0.655	1178	0.655	1111	0.655	1047	0.655	983
270	12.1	1511	12.5	1568	13.0	1628	13.6	1692	14.1	1758	14.7	1827
	59.4	296	61.8	296	64.4	297	67.1	297	70.0	298	73.0	298
	0.628	1512	0.628	1438	0.628	1365	0.628	1294	0.628	1226	0.628	1160
250	10.8	1394	11.2	1445	11.7	1499	12.1	1556	12.6	1615	13.1	1676
	51.7	287	53.8	288	55.9	288	58.2	288	60.6	289	63.1	290
	0.604	1703	0.604	1625	0.604	1548	0.604	1474	0.604	1402	0.604	1333
200	8.2	1129	8.5	1169	8.8	1210	9.1	1253	9.5	1298	9.8	1344
	36.5	267	37.9	268	39.3	268	40.8	268	42.4	269	44.0	269
	0.547	2151	0.547	2063	0.547	1978	0.547	1894	0.547	1815	0.547	1738
150	6.1	891	6.3	921	6.5	952	6.7	984	7.0	1017	7.2	1052
	25.2	248	26.1	249	27.0	249	28.0	249	29.0	250	30.0	250
	0.497	2598	0.497	2502	0.497	2407	0.497	2315	0.497	2227	0.497	2142
100	4.3	665	4.4	687	4.6	709	4.7	732	4.9	755	5.0	779
	16.2	227	16.8	227	17.3	228	17.9	228	18.6	228	19.2	229
	0.452	2955	0.452	2851	0.452	2750	0.452	2652	0.452	2557	0.452	2466
50	2.7	444	2.8	458	2.8	472	2.9	486	3.0	501	3.1	516
	8.8	196	9.1	197	9.4	197	9.7	198	10.0	198	10.3	199
	0.413	3245	0.413	3136	0.413	3031	0.413	2928	0.413	2828	0.413	2733

CRJ900_IF_CLB250I_HW_00CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M), ISA (Page 2 of 2)
Figure 04-05-20



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-24

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	21.1	2052	22.7	2178	24.6	2328	27.2	2514	31.0	2772	37.9	3217
	124.6	354	134.7	356	147.2	359	163.9	362	188.6	366	235.2	372
	0.700	478	0.700	377	0.700	282	0.700	192	0.700	110	0.700	40
390	18.0	1870	19.0	1962	20.1	2061	21.3	2170	22.7	2292	24.3	2431
	103.5	345	109.6	347	116.3	348	123.8	349	132.6	351	143.0	353
	0.700	831	0.700	732	0.700	634	0.700	538	0.700	444	0.700	355
370	16.0	1740	16.7	1817	17.5	1899	18.4	1985	19.3	2077	20.4	2177
	89.8	338	94.3	339	99.1	339	104.3	340	110.0	341	116.2	343
	0.700	1147	0.700	1053	0.700	960	0.700	869	0.700	778	0.700	688
350	14.5	1634	15.1	1703	15.8	1775	16.5	1851	17.2	1930	18.0	2015
	79.7	331	83.4	331	87.3	332	91.4	333	95.8	333	100.6	334
	0.700	1544	0.700	1443	0.700	1346	0.700	1252	0.700	1160	0.700	1069
330	13.3	1542	13.8	1605	14.4	1671	15.0	1739	15.7	1810	16.4	1886
	71.4	323	74.6	324	77.9	325	81.4	325	85.1	326	89.1	327
	0.700	1771	0.700	1674	0.700	1578	0.700	1485	0.700	1394	0.700	1307
310	12.0	1438	12.5	1495	13.0	1555	13.5	1616	14.1	1680	14.7	1748
	62.7	314	65.5	315	68.3	315	71.2	316	74.3	316	77.5	317
	0.682	1529	0.682	1453	0.682	1379	0.682	1307	0.682	1236	0.682	1168
290	10.8	1333	11.2	1385	11.6	1439	12.1	1494	12.6	1552	13.1	1611
	54.7	305	57.0	305	59.3	306	61.8	306	64.3	307	67.0	307
	0.655	1755	0.655	1673	0.655	1594	0.655	1517	0.655	1441	0.655	1368
270	9.7	1236	10.1	1283	10.5	1332	10.9	1382	11.3	1434	11.7	1488
	47.8	296	49.7	296	51.8	297	53.9	297	56.0	298	58.3	298
	0.628	1981	0.628	1892	0.628	1807	0.628	1726	0.628	1645	0.628	1567
250	8.7	1145	9.1	1188	9.4	1232	9.8	1278	10.1	1325	10.5	1373
	41.8	287	43.5	288	45.3	288	47.0	289	48.9	289	50.8	290
	0.604	2201	0.604	2105	0.604	2015	0.604	1928	0.604	1843	0.604	1761
200	6.7	935	6.9	969	7.2	1004	7.5	1040	7.7	1076	8.0	1114
	29.8	268	31.0	268	32.2	268	33.4	269	34.6	269	35.9	270
	0.547	2718	0.547	2608	0.547	2503	0.547	2404	0.547	2309	0.547	2217
150	5.0	742	5.2	769	5.4	796	5.6	823	5.8	851	5.9	879
	20.7	248	21.5	249	22.3	249	23.1	250	23.9	249	24.8	250
	0.497	3232	0.497	3106	0.497	2988	0.497	2876	0.497	2770	0.497	2667
100	3.5	558	3.7	577	3.8	596	3.9	616	4.1	636	4.2	657
	13.4	226	13.9	227	14.4	227	14.9	228	15.4	228	16.0	229
	0.452	3646	0.452	3508	0.452	3378	0.452	3256	0.452	3140	0.452	3029
50	2.2	377	2.3	389	2.4	401	2.5	413	2.5	426	2.6	439
	7.3	196	7.6	196	7.8	197	8.1	198	8.3	197	8.6	198
	0.413	3984	0.413	3836	0.413	3698	0.413	3567	0.413	3443	0.413	3325

CRJ900_IF_CLB250I_LW_05CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M), ISA+5 °C (Page 1 of 2)
Figure 04-05-21



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-25

Sep 09/02

CLIMB 250 KIAS / 0.70 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	26.3	2595	28.9	2798	32.5	3069	38.5	3495	53.0	4460		
	155.8	355	172.4	358	196.0	362	235.8	368	333.3	377		
	0.700	270	0.700	190	0.700	117	0.700	53	0.700	12		
370	21.5	2286	22.8	2406	24.2	2539	25.9	2692	27.9	2869	30.4	3082
	123.2	344	131.0	345	140.0	347	150.6	349	163.3	351	179.3	354
	0.700	599	0.700	513	0.700	429	0.700	349	0.700	273	0.700	201
350	18.9	2104	19.8	2200	20.9	2303	22.0	2415	23.2	2537	24.5	2671
	105.7	335	111.2	336	117.2	337	123.9	338	131.3	340	139.6	341
	0.700	979	0.700	890	0.700	802	0.700	715	0.700	629	0.700	546
330	17.1	1965	17.9	2049	18.7	2139	19.6	2234	20.5	2336	21.6	2445
	93.3	327	97.7	328	102.5	329	107.7	330	113.3	331	119.4	332
	0.700	1221	0.700	1139	0.700	1057	0.700	976	0.700	896	0.700	817
310	15.3	1818	15.9	1892	16.6	1971	17.4	2054	18.2	2142	19.0	2235
	81.0	318	84.6	318	88.5	319	92.7	320	97.1	320	101.8	321
	0.682	1101	0.682	1037	0.682	974	0.682	913	0.682	853	0.682	793
290	13.6	1674	14.2	1740	14.8	1809	15.4	1882	16.0	1959	16.7	2039
	69.9	308	72.9	308	76.0	309	79.4	310	83.0	310	86.7	311
	0.655	1297	0.655	1227	0.655	1160	0.655	1094	0.655	1031	0.655	968
270	12.2	1544	12.7	1603	13.2	1664	13.7	1729	14.3	1797	14.8	1867
	60.6	299	63.1	299	65.8	300	68.5	300	71.5	301	74.5	301
	0.628	1491	0.628	1418	0.628	1346	0.628	1276	0.628	1209	0.628	1144
250	10.9	1424	11.3	1477	11.8	1532	12.2	1590	12.7	1650	13.2	1712
	52.8	290	54.9	291	57.1	291	59.4	291	61.9	292	64.4	292
	0.604	1681	0.604	1604	0.604	1528	0.604	1455	0.604	1384	0.604	1315
200	8.3	1153	8.6	1194	8.9	1236	9.2	1280	9.5	1325	9.9	1372
	37.3	270	38.7	270	40.1	271	41.6	271	43.2	272	44.8	272
	0.547	2128	0.547	2041	0.547	1956	0.547	1874	0.547	1795	0.547	1719
150	6.2	909	6.4	940	6.6	971	6.8	1004	7.0	1038	7.3	1073
	25.7	250	26.6	251	27.5	251	28.5	252	29.6	252	30.6	253
	0.497	2569	0.497	2473	0.497	2380	0.497	2289	0.497	2201	0.497	2117
100	4.3	678	4.5	700	4.6	722	4.8	746	4.9	770	5.1	795
	16.5	229	17.1	229	17.7	230	18.3	230	18.9	231	19.6	231
	0.452	2923	0.452	2820	0.452	2721	0.452	2624	0.452	2530	0.452	2440
50	2.7	453	2.8	466	2.9	481	3.0	495	3.0	510	3.1	526
	8.9	198	9.2	199	9.5	199	9.8	200	10.2	200	10.5	201
	0.413	3212	0.413	3104	0.413	3000	0.413	2898	0.413	2799	0.413	2705

CRJ900_IF_CLB250I_HW_05CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M), ISA+5 °C (Page 2 of 2)
Figure 04-05-21



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-26

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	21.4	2103	23.0	2233	25.0	2387	27.7	2581	31.6	2850	38.9	3324
	127.9	358	138.3	360	151.2	363	168.6	366	194.5	370	244.3	377
	0.700	467	0.700	368	0.700	274	0.700	185	0.700	105	0.700	37
390	18.2	1915	19.2	2010	20.3	2112	21.6	2223	23.0	2349	24.7	2492
	106.1	349	112.3	350	119.2	352	127.0	353	136.0	355	146.8	357
	0.700	816	0.700	718	0.700	621	0.700	527	0.700	435	0.700	347
370	16.2	1781	16.9	1860	17.8	1944	18.6	2032	19.6	2127	20.6	2230
	92.0	341	96.6	342	101.5	343	106.9	344	112.7	345	119.1	346
	0.700	1127	0.700	1035	0.700	943	0.700	853	0.700	764	0.700	675
350	14.6	1672	15.3	1743	16.0	1817	16.7	1894	17.5	1976	18.3	2062
	81.5	334	85.3	335	89.3	335	93.6	336	98.1	337	103.0	338
	0.700	1515	0.700	1416	0.700	1320	0.700	1227	0.700	1137	0.700	1048
330	13.4	1577	14.0	1642	14.6	1709	15.2	1779	15.9	1852	16.6	1929
	73.1	327	76.3	327	79.7	328	83.3	329	87.1	329	91.1	330
	0.700	1740	0.700	1645	0.700	1550	0.700	1459	0.700	1370	0.700	1283
310	12.1	1470	12.6	1529	13.1	1590	13.7	1652	14.3	1718	14.8	1787
	64.1	317	66.9	318	69.8	319	72.8	319	75.9	320	79.2	320
	0.682	1505	0.682	1430	0.682	1357	0.682	1286	0.682	1216	0.682	1148
290	10.9	1362	11.3	1416	11.8	1470	12.2	1527	12.7	1586	13.2	1647
	55.8	308	58.2	308	60.6	309	63.1	309	65.7	310	68.5	310
	0.655	1730	0.655	1649	0.655	1571	0.655	1495	0.655	1420	0.655	1348
270	9.8	1262	10.2	1311	10.6	1361	11.0	1412	11.4	1465	11.9	1520
	48.8	299	50.8	299	52.8	300	55.0	300	57.2	301	59.5	301
	0.628	1954	0.628	1866	0.628	1782	0.628	1701	0.628	1622	0.628	1545
250	8.8	1169	9.2	1213	9.5	1259	9.9	1305	10.3	1353	10.6	1403
	42.7	290	44.4	291	46.2	291	48.0	292	49.9	292	51.8	292
	0.604	2172	0.604	2078	0.604	1989	0.604	1903	0.604	1820	0.604	1738
200	6.8	954	7.0	989	7.3	1025	7.5	1061	7.8	1099	8.1	1137
	30.4	270	31.6	271	32.8	271	34.1	271	35.3	272	36.6	272
	0.547	2687	0.547	2578	0.547	2475	0.547	2377	0.547	2283	0.547	2192
150	5.1	757	5.2	784	5.4	811	5.6	839	5.8	868	6.0	897
	21.1	250	21.9	251	22.7	251	23.5	252	24.4	252	25.2	252
	0.497	3195	0.497	3070	0.497	2953	0.497	2843	0.497	2738	0.497	2636
100	3.6	569	3.7	588	3.8	608	4.0	628	4.1	648	4.2	669
	13.6	228	14.1	229	14.6	229	15.2	230	15.7	230	16.2	231
	0.452	3607	0.452	3471	0.452	3342	0.452	3221	0.452	3106	0.452	2997
50	2.3	383	2.3	396	2.4	408	2.5	421	2.6	433	2.6	447
	7.4	198	7.7	198	7.9	198	8.2	199	8.5	199	8.8	200
	0.413	3944	0.413	3798	0.413	3661	0.413	3531	0.413	3408	0.413	3291

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Climb Speed Schedule (250 KIAS / 0.70 M), ISA+10 °C (Page 1 of 2)
Figure 04-05-22



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-27

Sep 09/02

CLIMB 250 KIAS / 0.70 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	26.7	2661	29.4	2871	33.1	3154	39.4	3604	54.2	4603		
	160.0	359	177.3	362	202.0	366	244.2	372	345.0	382		
	0.700	262	0.700	184	0.700	113	0.700	50	0.700	11		
370	21.8	2341	23.1	2464	24.6	2602	26.3	2759	28.3	2942	30.9	3163
	126.3	348	134.3	349	143.6	351	154.5	353	167.7	355	184.2	358
	0.700	588	0.700	503	0.700	420	0.700	341	0.700	266	0.700	195
350	19.2	2154	20.1	2252	21.1	2358	22.3	2473	23.5	2599	24.9	2736
	108.2	339	113.9	340	120.1	341	126.9	342	134.5	343	143.0	345
	0.700	959	0.700	872	0.700	785	0.700	700	0.700	615	0.700	534
330	17.3	2011	18.1	2097	18.9	2188	19.8	2286	20.8	2391	21.9	2503
	95.4	331	100.0	331	104.9	332	110.2	333	115.9	334	122.2	335
	0.700	1199	0.700	1118	0.700	1038	0.700	958	0.700	879	0.700	801
310	15.5	1859	16.1	1935	16.8	2016	17.6	2101	18.4	2191	19.3	2286
	82.8	321	86.5	321	90.5	322	94.7	323	99.3	324	104.1	324
	0.682	1083	0.682	1020	0.682	957	0.682	897	0.682	838	0.682	779
290	13.8	1711	14.3	1779	14.9	1850	15.6	1924	16.2	2003	16.9	2085
	71.4	311	74.4	311	77.7	312	81.1	313	84.8	313	88.6	314
	0.655	1278	0.655	1209	0.655	1143	0.655	1078	0.655	1015	0.655	954
270	12.3	1578	12.8	1638	13.3	1701	13.9	1767	14.4	1836	15.0	1908
	61.9	301	64.5	302	67.1	303	70.0	303	73.0	304	76.1	304
	0.628	1470	0.628	1398	0.628	1327	0.628	1258	0.628	1192	0.628	1128
250	11.0	1454	11.5	1508	11.9	1565	12.4	1624	12.8	1685	13.4	1749
	53.9	293	56.0	293	58.3	294	60.6	294	63.1	295	65.7	295
	0.604	1659	0.604	1583	0.604	1508	0.604	1436	0.604	1366	0.604	1298
200	8.4	1177	8.7	1218	9.0	1261	9.3	1306	9.6	1353	10.0	1401
	38.0	272	39.4	273	40.9	273	42.5	274	44.1	274	45.7	274
	0.547	2103	0.547	2017	0.547	1934	0.547	1852	0.547	1775	0.547	1699
150	6.2	927	6.4	958	6.6	991	6.9	1024	7.1	1059	7.4	1095
	26.2	253	27.1	253	28.1	254	29.1	254	30.1	254	31.2	255
	0.497	2539	0.497	2444	0.497	2352	0.497	2262	0.497	2176	0.497	2093
100	4.4	691	4.5	713	4.7	736	4.8	760	5.0	785	5.1	810
	16.8	231	17.4	231	18.0	232	18.6	232	19.3	233	19.9	233
	0.452	2892	0.452	2790	0.452	2691	0.452	2595	0.452	2502	0.452	2413
50	2.7	461	2.8	475	2.9	489	3.0	504	3.1	520	3.2	535
	9.1	200	9.4	200	9.7	201	10.0	202	10.3	202	10.7	202
	0.413	3180	0.413	3073	0.413	2969	0.413	2868	0.413	2771	0.413	2677

CRJ900_IF_CLB250I_HW_10CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M), ISA+10 °C (Page 2 of 2)
Figure 04-05-22



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-28

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	23.9	2246	25.9	2401	28.6	2595	32.6	2867	40.5	3357		
	144.8	364	158.2	367	176.2	370	203.4	374	257.0	381		
	0.700	367	0.700	273	0.700	184	0.700	103	0.700	34		
390	20.0	2025	21.2	2129	22.4	2243	23.9	2370	25.7	2514	27.8	2685
	118.2	354	125.4	356	133.6	357	143.0	359	154.2	361	168.0	363
	0.700	700	0.700	607	0.700	515	0.700	425	0.700	337	0.700	254
370	17.7	1876	18.5	1963	19.5	2054	20.5	2151	21.6	2256	22.8	2370
	102.0	346	107.3	347	113.0	348	119.2	349	126.0	350	133.5	352
	0.700	1023	0.700	935	0.700	847	0.700	761	0.700	676	0.700	591
350	16.0	1760	16.7	1836	17.5	1916	18.3	2000	19.2	2090	20.1	2185
	90.4	339	94.7	340	99.3	341	104.2	341	109.4	342	115.1	343
	0.700	1358	0.700	1265	0.700	1175	0.700	1087	0.700	1002	0.700	917
330	14.6	1657	15.3	1727	15.9	1799	16.6	1875	17.4	1954	18.2	2038
	80.9	332	84.6	332	88.4	333	92.5	334	96.9	334	101.5	335
	0.700	1570	0.700	1481	0.700	1392	0.700	1306	0.700	1222	0.700	1141
310	13.2	1542	13.8	1605	14.3	1670	14.9	1738	15.6	1809	16.3	1883
	70.9	322	74.0	323	77.3	323	80.7	324	84.3	324	88.1	325
	0.682	1367	0.682	1297	0.682	1228	0.682	1162	0.682	1096	0.682	1032
290	11.8	1426	12.3	1483	12.8	1542	13.3	1603	13.9	1666	14.5	1732
	61.6	313	64.3	313	67.0	314	69.9	314	72.8	314	76.0	315
	0.655	1570	0.655	1495	0.655	1422	0.655	1350	0.655	1281	0.655	1212
270	10.6	1320	11.1	1372	11.5	1425	12.0	1480	12.4	1537	12.9	1596
	53.8	304	56.0	304	58.4	304	60.8	305	63.3	305	65.9	306
	0.628	1773	0.628	1691	0.628	1613	0.628	1538	0.628	1464	0.628	1391
250	9.6	1221	9.9	1268	10.3	1316	10.7	1366	11.2	1417	11.6	1470
	47.0	295	48.9	295	50.9	296	53.0	296	55.1	297	57.3	297
	0.604	1974	0.604	1887	0.604	1804	0.604	1723	0.604	1646	0.604	1569
200	7.3	994	7.6	1031	7.9	1069	8.1	1108	8.5	1147	8.8	1188
	33.4	275	34.7	275	36.1	276	37.5	276	38.9	276	40.4	277
	0.547	2457	0.547	2355	0.547	2259	0.547	2167	0.547	2079	0.547	1994
150	5.4	786	5.6	815	5.8	843	6.0	873	6.3	903	6.5	934
	23.1	255	24.0	255	24.9	256	25.8	256	26.7	257	27.7	257
	0.497	2904	0.497	2789	0.497	2681	0.497	2578	0.497	2481	0.497	2387
100	3.8	588	3.9	608	4.1	629	4.2	650	4.4	671	4.5	693
	14.8	233	15.3	233	15.9	234	16.5	234	17.0	235	17.7	235
	0.452	3271	0.452	3145	0.452	3026	0.452	2914	0.452	2809	0.452	2708
50	2.3	393	2.4	406	2.5	419	2.6	432	2.7	445	2.7	459
	7.9	201	8.2	202	8.4	203	8.7	203	9.0	203	9.3	204
	0.413	3589	0.413	3453	0.413	3327	0.413	3207	0.413	3093	0.413	2986

CRJ900_IF_CLB250I_LW_15CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M), ISA+15 °C (Page 1 of 2)
Figure 04-05-23



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-29

Sep 09/02

CLIMB 250 KIAS / 0.70 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	30.5	2898	34.4	3187	41.3	3665	59.3	4834				
	186.1	366	212.3	370	259.0	376	382.6	387				
	0.700	175	0.700	103	0.700	41	0.700	8				
370	24.1	2496	25.7	2636	27.5	2795	29.6	2981	32.3	3205	35.8	3490
	142.1	353	151.8	355	163.2	356	177.0	359	194.3	361	217.5	365
	0.700	507	0.700	426	0.700	346	0.700	271	0.700	199	0.700	133
350	21.1	2287	22.2	2396	23.5	2515	24.8	2646	26.3	2790	28.0	2951
	121.3	344	128.0	345	135.4	346	143.7	348	153.0	349	163.6	351
	0.700	834	0.700	751	0.700	669	0.700	588	0.700	508	0.700	430
330	19.0	2128	19.9	2223	20.9	2324	22.0	2434	23.1	2551	24.4	2678
	106.5	336	111.9	337	117.6	338	123.9	338	130.8	340	138.3	341
	0.700	1061	0.700	985	0.700	908	0.700	833	0.700	759	0.700	685
310	17.0	1962	17.7	2045	18.5	2134	19.4	2228	20.3	2328	21.3	2435
	92.2	326	96.5	326	101.1	327	106.1	328	111.5	329	117.2	330
	0.682	970	0.682	910	0.682	852	0.682	795	0.682	739	0.682	683
290	15.1	1802	15.7	1875	16.4	1953	17.1	2035	17.9	2121	18.7	2212
	79.3	316	82.8	316	86.6	317	90.6	317	94.8	318	99.3	319
	0.655	1146	0.655	1082	0.655	1019	0.655	958	0.655	899	0.655	841
270	13.5	1658	14.0	1723	14.6	1791	15.2	1864	15.8	1940	16.5	2019
	68.7	306	71.6	307	74.7	307	78.0	308	81.4	308	85.1	309
	0.628	1321	0.628	1253	0.628	1186	0.628	1121	0.628	1059	0.628	999
250	12.0	1526	12.5	1584	13.0	1645	13.5	1709	14.1	1777	14.7	1846
	59.7	297	62.1	298	64.7	298	67.4	299	70.3	299	73.3	300
	0.604	1495	0.604	1424	0.604	1353	0.604	1285	0.604	1219	0.604	1156
200	9.1	1231	9.4	1275	9.8	1321	10.1	1370	10.5	1420	10.9	1472
	41.9	277	43.5	277	45.2	278	47.0	278	48.9	279	50.8	279
	0.547	1912	0.547	1831	0.547	1753	0.547	1676	0.547	1603	0.547	1532
150	6.7	966	6.9	999	7.2	1034	7.4	1070	7.7	1107	8.0	1145
	28.7	257	29.8	258	30.9	258	32.0	258	33.2	259	34.4	259
	0.497	2296	0.497	2208	0.497	2123	0.497	2039	0.497	1958	0.497	1881
100	4.7	716	4.8	740	5.0	764	5.1	789	5.3	815	5.5	842
	18.3	236	18.9	236	19.6	236	20.3	237	21.0	237	21.8	238
	0.452	2610	0.452	2516	0.452	2425	0.452	2336	0.452	2249	0.452	2167
50	2.8	473	2.9	488	3.0	503	3.1	519	3.2	535	3.3	551
	9.6	204	10.0	204	10.3	205	10.6	205	11.0	206	11.4	206
	0.413	2882	0.413	2783	0.413	2687	0.413	2594	0.413	2503	0.413	2416

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Climb Speed Schedule (250 KIAS / 0.70 M), ISA+15 °C (Page 2 of 2)
Figure 04-05-23



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-30

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	27.2	2428	30.0	2625	34.2	2901	42.6	3408				
	167.8	370	186.6	373	215.2	377	272.9	384				
	0.700	269	0.700	181	0.700	100	0.700	31				
390	22.4	2159	23.8	2277	25.3	2408	27.2	2557	29.4	2733	32.3	2953
	134.0	359	142.8	361	152.9	362	164.9	364	179.6	367	199.0	369
	0.700	592	0.700	504	0.700	417	0.700	331	0.700	249	0.700	170
370	19.7	1992	20.7	2088	21.8	2190	23.0	2299	24.3	2419	25.8	2550
	115.1	351	121.4	352	128.1	353	135.6	354	143.8	355	153.2	357
	0.700	898	0.700	814	0.700	732	0.700	650	0.700	569	0.700	488
350	17.8	1863	18.6	1948	19.5	2037	20.5	2130	21.5	2230	22.6	2338
	101.8	344	106.9	344	112.3	345	118.1	346	124.4	347	131.3	348
	0.700	1213	0.700	1126	0.700	1040	0.700	958	0.700	877	0.700	798
330	16.2	1751	17.0	1828	17.8	1907	18.6	1991	19.5	2080	20.4	2174
	91.0	336	95.3	337	99.9	337	104.7	338	109.9	339	115.4	340
	0.700	1387	0.700	1304	0.700	1221	0.700	1141	0.700	1062	0.700	986
310	14.6	1625	15.3	1694	15.9	1765	16.6	1840	17.4	1918	18.2	2001
	79.6	327	83.2	327	87.0	328	91.0	328	95.2	329	99.7	329
	0.682	1206	0.682	1141	0.682	1078	0.682	1017	0.682	955	0.682	896
290	13.1	1499	13.6	1561	14.2	1625	14.8	1692	15.4	1761	16.1	1834
	69.0	317	72.1	317	75.3	317	78.6	318	82.0	319	85.7	319
	0.655	1395	0.655	1326	0.655	1258	0.655	1192	0.655	1127	0.655	1064
270	11.7	1385	12.2	1441	12.7	1499	13.2	1558	13.8	1620	14.4	1685
	60.1	307	62.7	308	65.4	308	68.2	309	71.1	309	74.2	310
	0.628	1584	0.628	1508	0.628	1435	0.628	1366	0.628	1297	0.628	1230
250	10.5	1278	11.0	1329	11.4	1382	11.9	1436	12.3	1491	12.8	1550
	52.5	299	54.7	299	57.0	299	59.3	300	61.8	300	64.4	301
	0.604	1768	0.604	1687	0.604	1610	0.604	1536	0.604	1464	0.604	1393
200	8.0	1036	8.3	1076	8.7	1117	9.0	1158	9.3	1201	9.7	1246
	37.2	278	38.7	279	40.2	279	41.8	280	43.5	280	45.2	280
	0.547	2206	0.547	2112	0.547	2024	0.547	1939	0.547	1858	0.547	1780
150	5.9	815	6.2	845	6.4	876	6.6	907	6.9	940	7.1	973
	25.5	258	26.5	259	27.6	259	28.6	260	29.7	260	30.8	260
	0.497	2607	0.497	2501	0.497	2402	0.497	2308	0.497	2219	0.497	2132
100	4.1	604	4.3	626	4.4	648	4.6	670	4.7	693	4.9	717
	16.2	236	16.9	236	17.5	237	18.1	237	18.8	238	19.5	238
	0.452	2953	0.452	2837	0.452	2728	0.452	2625	0.452	2528	0.452	2435
50	2.5	400	2.6	413	2.7	426	2.8	440	2.9	455	3.0	470
	8.5	203	8.9	204	9.2	204	9.5	205	9.8	205	10.2	205
	0.413	3267	0.413	3142	0.413	3025	0.413	2914	0.413	2809	0.413	2710

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Climb Speed Schedule (250 KIAS / 0.70 M), ISA+20 °C (Page 1 of 2)
Figure 04-05-24



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-31

Sep 09/02

CLIMB 250 KIAS / 0.70 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	36.5	3252	44.1	3761								
	227.2	374	279.2	380								
	0.700	98	0.700	37								
370	27.4	2697	29.4	2864	31.7	3060	34.6	3298	38.5	3605	44.5	4052
	163.8	358	176.4	360	191.5	362	210.7	365	236.8	369	277.1	374
	0.700	409	0.700	332	0.700	257	0.700	187	0.700	121	0.700	63
350	23.8	2454	25.2	2580	26.7	2718	28.3	2872	30.2	3045	32.4	3242
	138.7	349	147.0	350	156.2	352	166.7	353	178.7	355	192.8	357
	0.700	718	0.700	641	0.700	562	0.700	486	0.700	410	0.700	337
330	21.4	2275	22.5	2382	23.6	2499	24.9	2625	26.3	2762	27.9	2912
	121.4	341	127.9	342	135.0	342	142.8	344	151.3	345	160.9	346
	0.700	912	0.700	840	0.700	769	0.700	698	0.700	629	0.700	560
310	19.0	2089	19.9	2182	20.9	2282	21.9	2389	23.0	2504	24.2	2627
	104.5	330	109.7	331	115.3	332	121.4	333	127.9	333	135.1	334
	0.682	839	0.682	783	0.682	728	0.682	675	0.682	622	0.682	570
290	16.8	1911	17.6	1993	18.4	2079	19.2	2172	20.1	2270	21.1	2373
	89.6	320	93.8	320	98.3	321	103.1	322	108.2	322	113.7	323
	0.655	1002	0.655	942	0.655	884	0.655	827	0.655	771	0.655	717
270	15.0	1754	15.6	1825	16.3	1901	17.0	1982	17.8	2068	18.6	2157
	77.4	310	80.8	311	84.5	311	88.4	312	92.5	312	96.9	313
	0.628	1164	0.628	1101	0.628	1039	0.628	978	0.628	920	0.628	863
250	13.4	1610	13.9	1674	14.5	1742	15.1	1813	15.8	1888	16.4	1967
	67.1	301	69.9	302	73.0	302	76.2	303	79.6	303	83.2	304
	0.604	1324	0.604	1257	0.604	1192	0.604	1129	0.604	1067	0.604	1008
200	10.0	1292	10.4	1340	10.8	1391	11.3	1444	11.7	1500	12.2	1557
	46.9	280	48.8	281	50.8	281	52.8	282	55.0	282	57.3	283
	0.547	1703	0.547	1628	0.547	1556	0.547	1484	0.547	1416	0.547	1350
150	7.4	1008	7.6	1044	7.9	1081	8.2	1120	8.5	1161	8.8	1203
	32.0	260	33.2	261	34.5	261	35.8	261	37.2	262	38.6	262
	0.497	2049	0.497	1967	0.497	1888	0.497	1810	0.497	1736	0.497	1664
100	5.1	742	5.3	767	5.5	793	5.6	820	5.8	849	6.0	878
	20.2	238	20.9	239	21.7	239	22.5	239	23.3	240	24.2	240
	0.452	2345	0.452	2258	0.452	2174	0.452	2091	0.452	2011	0.452	1934
50	3.1	485	3.2	500	3.3	517	3.4	533	3.5	551	3.6	568
	10.5	206	10.9	207	11.3	207	11.7	207	12.1	207	12.5	208
	0.413	2614	0.413	2522	0.413	2433	0.413	2346	0.413	2261	0.413	2180

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Climb Speed Schedule (250 KIAS / 0.70 M), ISA+20 °C (Page 2 of 2)
Figure 04-05-24



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-32

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	20.6	2013	21.9	2122	23.4	2245	25.3	2390	27.9	2574	31.9	2842
	127.0	370	135.6	371	145.7	373	158.2	375	175.2	377	202.3	381
	0.740	569	0.740	473	0.740	375	0.740	277	0.740	181	0.740	91
390	17.8	1854	18.7	1940	19.7	2030	20.8	2127	21.9	2233	23.2	2349
	108.0	363	113.8	364	120.0	365	126.7	366	134.2	367	142.8	369
	0.740	901	0.740	812	0.740	723	0.740	635	0.740	547	0.740	457
370	15.9	1733	16.7	1808	17.4	1885	18.2	1966	19.1	2052	20.0	2142
	95.0	357	99.5	358	104.3	359	109.3	359	114.7	360	120.5	361
	0.740	1227	0.740	1136	0.740	1049	0.740	964	0.740	881	0.740	800
350	14.5	1634	15.2	1702	15.8	1771	16.5	1844	17.2	1919	18.0	1998
	85.2	352	89.1	352	93.1	353	97.2	354	101.6	354	106.2	355
	0.740	1603	0.740	1510	0.740	1418	0.740	1326	0.740	1237	0.740	1150
330	13.4	1545	13.9	1607	14.5	1671	15.1	1738	15.7	1806	16.4	1877
	77.0	346	80.4	346	83.9	347	87.5	348	91.2	348	95.1	349
	0.740	1792	0.740	1696	0.740	1609	0.740	1524	0.740	1442	0.740	1361
310	12.3	1459	12.8	1517	13.3	1576	13.9	1637	14.4	1700	15.0	1766
	69.6	339	72.5	340	75.6	340	78.7	341	82.0	341	85.4	342
	0.740	1997	0.740	1894	0.740	1797	0.740	1705	0.740	1620	0.740	1541
290	11.3	1376	11.8	1430	12.3	1484	12.7	1541	13.2	1599	13.7	1659
	62.8	332	65.4	332	68.1	333	70.8	333	73.7	334	76.7	335
	0.740	2168	0.740	2067	0.740	1969	0.740	1875	0.740	1784	0.740	1698
270	10.3	1278	10.7	1326	11.1	1376	11.5	1427	11.9	1480	12.4	1534
	55.1	322	57.4	322	59.7	323	62.0	323	64.5	324	67.0	324
	0.722	1767	0.722	1689	0.722	1614	0.722	1542	0.722	1473	0.722	1406
250	9.2	1176	9.6	1220	9.9	1265	10.3	1311	10.7	1359	11.1	1408
	47.8	311	49.7	312	51.6	312	53.6	313	55.7	313	57.8	314
	0.694	2001	0.694	1917	0.694	1836	0.694	1758	0.694	1683	0.694	1612
200	7.0	951	7.3	986	7.5	1021	7.8	1056	8.1	1093	8.4	1131
	33.4	285	34.6	286	35.9	286	37.3	286	38.6	287	40.0	287
	0.631	2565	0.631	2464	0.631	2368	0.631	2277	0.631	2189	0.631	2105
150	5.2	752	5.4	778	5.6	805	5.8	832	6.0	860	6.2	889
	22.6	259	23.5	259	24.3	259	25.2	260	26.1	260	27.0	261
	0.574	3133	0.574	3015	0.574	2905	0.574	2800	0.574	2700	0.574	2603
100	3.5	527	3.6	545	3.7	563	3.8	581	4.0	600	4.1	619
	12.7	220	13.1	220	13.6	221	14.1	221	14.6	222	15.1	222
	0.452	3769	0.452	3626	0.452	3492	0.452	3365	0.452	3245	0.452	3131
50	2.2	357	2.3	368	2.3	380	2.4	391	2.5	403	2.6	416
	7.0	191	7.2	191	7.4	191	7.7	192	7.9	192	8.2	193
	0.413	4111	0.413	3958	0.413	3815	0.413	3680	0.413	3552	0.413	3431

CRJ900_IF_CLB290I_LW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA-10 °C (Page 1 of 2)

Figure 04-05-25



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-33

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)	

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	41.1	3411										
	265.8	388										
	0.740	18										
390	24.8	2480	26.6	2633	29.0	2822	32.5	3083	39.2	3543		
	152.8	370	165.0	372	181.0	374	204.6	377	250.0	383		
	0.740	366	0.740	275	0.740	188	0.740	106	0.740	35		
370	21.0	2239	22.1	2342	23.2	2453	24.5	2575	26.0	2710	27.7	2865
	126.7	362	133.5	363	140.9	364	149.3	365	158.9	367	170.3	368
	0.740	718	0.740	637	0.740	555	0.740	472	0.740	388	0.740	305
350	18.7	2081	19.6	2168	20.5	2260	21.4	2356	22.4	2458	23.5	2567
	111.1	356	116.3	357	121.8	357	127.7	358	134.0	359	140.9	360
	0.740	1065	0.740	984	0.740	903	0.740	823	0.740	744	0.740	664
330	17.0	1952	17.7	2029	18.5	2110	19.3	2194	20.1	2281	20.9	2373
	99.2	349	103.5	350	108.0	351	112.8	351	117.7	352	123.0	353
	0.740	1278	0.740	1197	0.740	1119	0.740	1042	0.740	968	0.740	895
310	15.6	1834	16.2	1904	16.8	1977	17.5	2052	18.2	2130	18.9	2211
	89.0	343	92.7	343	96.5	344	100.4	344	104.6	345	108.8	345
	0.740	1466	0.740	1393	0.740	1319	0.740	1246	0.740	1173	0.740	1102
290	14.3	1722	14.8	1786	15.4	1853	16.0	1922	16.6	1993	17.2	2065
	79.8	335	83.0	336	86.3	336	89.8	337	93.3	337	96.9	337
	0.740	1616	0.740	1539	0.740	1468	0.740	1400	0.740	1335	0.740	1270
270	12.9	1591	13.3	1649	13.8	1709	14.4	1771	14.9	1835	15.4	1900
	69.6	325	72.3	325	75.2	326	78.0	326	81.0	327	84.1	327
	0.722	1343	0.722	1282	0.722	1224	0.722	1170	0.722	1119	0.722	1070
250	11.5	1458	11.9	1510	12.3	1564	12.8	1620	13.2	1676	13.7	1735
	60.0	314	62.3	314	64.6	315	67.1	315	69.5	315	72.1	316
	0.694	1542	0.694	1477	0.694	1415	0.694	1355	0.694	1299	0.694	1246
200	8.7	1170	9.0	1210	9.3	1251	9.6	1294	9.9	1337	10.3	1382
	41.5	288	43.0	288	44.5	288	46.1	289	47.8	289	49.4	289
	0.631	2024	0.631	1947	0.631	1873	0.631	1803	0.631	1737	0.631	1674
150	6.4	919	6.7	949	6.9	981	7.1	1013	7.3	1047	7.6	1081
	28.0	261	29.0	261	30.0	262	31.0	262	32.1	262	33.2	262
	0.574	2509	0.574	2420	0.574	2335	0.574	2254	0.574	2176	0.574	2103
100	4.2	639	4.3	660	4.5	681	4.6	703	4.8	726	4.9	749
	15.6	222	16.2	223	16.7	223	17.3	224	17.9	224	18.5	224
	0.452	3021	0.452	2915	0.452	2812	0.452	2712	0.452	2615	0.452	2522
50	2.6	428	2.7	441	2.8	455	2.9	469	3.0	483	3.1	497
	8.5	193	8.8	194	9.0	194	9.3	194	9.7	195	10.0	195
	0.413	3315	0.413	3203	0.413	3095	0.413	2990	0.413	2888	0.413	2791

CRJ900_IF_CLB290I_HW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA-10 °C (Page 2 of 2)

Figure 04-05-25



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-34

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	21.2	2121	22.6	2237	24.2	2369	26.2	2524	28.9	2722	33.2	3016
	134.1	379	143.2	380	154.0	382	167.5	384	185.9	386	215.8	390
	0.740	544	0.740	451	0.740	356	0.740	261	0.740	168	0.740	82
390	18.4	1951	19.3	2042	20.3	2138	21.4	2241	22.6	2352	24.0	2476
	113.8	372	119.9	373	126.5	374	133.6	375	141.6	376	150.7	377
	0.740	865	0.740	779	0.740	693	0.740	608	0.740	523	0.740	435
370	16.4	1822	17.1	1901	17.9	1983	18.8	2069	19.7	2159	20.6	2255
	99.9	366	104.7	366	109.7	367	115.1	368	120.8	369	126.9	370
	0.740	1183	0.740	1095	0.740	1010	0.740	927	0.740	847	0.740	769
350	14.9	1717	15.6	1788	16.2	1861	17.0	1938	17.7	2017	18.5	2101
	89.6	360	93.6	360	97.8	361	102.2	362	106.8	362	111.7	363
	0.740	1541	0.740	1452	0.740	1363	0.740	1274	0.740	1187	0.740	1103
330	13.7	1622	14.3	1687	14.9	1755	15.5	1825	16.1	1897	16.8	1972
	80.8	354	84.3	354	88.0	355	91.8	355	95.7	356	99.9	357
	0.740	1725	0.740	1632	0.740	1548	0.740	1466	0.740	1387	0.740	1308
310	12.6	1530	13.1	1591	13.7	1653	14.2	1718	14.8	1784	15.4	1853
	72.9	347	76.0	347	79.2	348	82.5	348	86.0	349	89.6	350
	0.740	1926	0.740	1827	0.740	1733	0.740	1644	0.740	1561	0.740	1485
290	11.6	1442	12.1	1498	12.6	1556	13.1	1615	13.6	1676	14.1	1739
	65.7	339	68.4	340	71.2	340	74.1	341	77.1	341	80.3	342
	0.740	2094	0.740	1996	0.740	1901	0.740	1810	0.740	1722	0.740	1639
270	10.5	1338	10.9	1389	11.3	1441	11.8	1495	12.2	1550	12.7	1607
	57.6	329	60.0	330	62.4	330	64.8	330	67.4	331	70.0	331
	0.722	1714	0.722	1637	0.722	1565	0.722	1495	0.722	1428	0.722	1363
250	9.4	1230	9.8	1277	10.1	1324	10.5	1372	10.9	1422	11.3	1473
	49.9	318	51.9	319	53.9	319	56.0	319	58.1	320	60.4	320
	0.694	1945	0.694	1863	0.694	1784	0.694	1708	0.694	1636	0.694	1566
200	7.2	993	7.4	1029	7.7	1066	8.0	1103	8.3	1141	8.5	1181
	34.8	291	36.1	292	37.4	292	38.8	292	40.3	293	41.7	293
	0.631	2505	0.631	2407	0.631	2313	0.631	2224	0.631	2138	0.631	2056
150	5.4	783	5.5	811	5.7	839	5.9	868	6.1	897	6.4	927
	23.5	264	24.4	264	25.3	265	26.2	265	27.2	265	28.1	266
	0.574	3055	0.574	2940	0.574	2833	0.574	2731	0.574	2633	0.574	2538
100	3.5	548	3.6	566	3.8	585	3.9	604	4.0	624	4.2	644
	13.2	224	13.6	225	14.1	225	14.6	225	15.1	226	15.7	226
	0.452	3686	0.452	3546	0.452	3415	0.452	3291	0.452	3174	0.452	3062
50	2.2	370	2.3	382	2.4	394	2.4	406	2.5	418	2.6	431
	7.2	194	7.4	195	7.7	195	7.9	195	8.2	196	8.5	196
	0.413	4025	0.413	3876	0.413	3736	0.413	3603	0.413	3478	0.413	3359

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Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA (Page 1 of 2)
Figure 04-05-26



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-35

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	43.3	3649										
	286.7	397										
	0.740	14										
390	25.6	2616	27.5	2779	30.0	2983	33.8	3268	41.2	3786		
	161.4	379	174.6	381	191.9	383	217.8	387	269.2	392		
	0.740	347	0.740	260	0.740	175	0.740	96	0.740	30		
370	21.6	2357	22.7	2466	23.9	2584	25.3	2714	26.8	2858	28.6	3023
	133.5	370	140.7	372	148.6	373	157.5	374	167.7	375	180.0	377
	0.740	689	0.740	611	0.740	531	0.740	451	0.740	370	0.740	290
350	19.3	2188	20.1	2280	21.0	2377	22.0	2479	23.1	2587	24.2	2703
	116.9	364	122.4	365	128.2	365	134.4	366	141.1	367	148.3	368
	0.740	1022	0.740	943	0.740	865	0.740	788	0.740	712	0.740	635
330	17.5	2050	18.2	2132	19.0	2217	19.8	2306	20.6	2398	21.5	2495
	104.2	357	108.7	358	113.4	359	118.4	359	123.7	360	129.2	361
	0.740	1228	0.740	1151	0.740	1074	0.740	1001	0.740	928	0.740	859
310	16.0	1925	16.6	1999	17.3	2075	18.0	2154	18.7	2236	19.4	2321
	93.3	350	97.2	351	101.2	351	105.3	352	109.7	352	114.2	353
	0.740	1412	0.740	1342	0.740	1271	0.740	1200	0.740	1130	0.740	1060
290	14.6	1805	15.2	1873	15.8	1943	16.4	2016	17.0	2090	17.7	2167
	83.5	342	86.9	343	90.4	343	94.0	344	97.7	344	101.5	345
	0.740	1560	0.740	1484	0.740	1415	0.740	1350	0.740	1287	0.740	1224
270	13.2	1666	13.7	1727	14.2	1791	14.7	1856	15.2	1922	15.8	1991
	72.8	332	75.7	332	78.6	333	81.6	333	84.7	334	87.9	334
	0.722	1301	0.722	1242	0.722	1186	0.722	1133	0.722	1084	0.722	1037
250	11.7	1526	12.2	1581	12.6	1637	13.1	1695	13.5	1755	14.0	1816
	62.7	320	65.1	321	67.5	321	70.0	322	72.6	322	75.3	323
	0.694	1499	0.694	1435	0.694	1374	0.694	1316	0.694	1261	0.694	1210
200	8.8	1222	9.1	1264	9.5	1307	9.8	1352	10.1	1398	10.5	1444
	43.3	294	44.8	294	46.4	294	48.1	295	49.8	295	51.5	295
	0.631	1977	0.631	1902	0.631	1830	0.631	1762	0.631	1697	0.631	1636
150	6.6	958	6.8	990	7.0	1023	7.3	1057	7.5	1092	7.7	1127
	29.1	266	30.2	267	31.2	267	32.3	267	33.4	268	34.6	268
	0.574	2447	0.574	2360	0.574	2276	0.574	2197	0.574	2121	0.574	2050
100	4.3	665	4.4	687	4.6	709	4.7	732	4.9	755	5.0	779
	16.2	227	16.8	227	17.3	228	17.9	228	18.6	228	19.2	229
	0.452	2955	0.452	2851	0.452	2750	0.452	2652	0.452	2557	0.452	2466
50	2.7	444	2.8	458	2.8	472	2.9	486	3.0	501	3.1	516
	8.8	196	9.1	197	9.4	197	9.7	198	10.0	198	10.3	199
	0.413	3245	0.413	3136	0.413	3031	0.413	2928	0.413	2828	0.413	2733

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Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA (Page 2 of 2)
Figure 04-05-26



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-36

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	21.6	2176	22.9	2296	24.6	2431	26.6	2592	29.4	2798	33.9	3107
	137.7	383	147.1	385	158.3	386	172.3	388	191.5	391	222.9	395
	0.740	531	0.740	440	0.740	347	0.740	253	0.740	162	0.740	78
390	18.6	2000	19.6	2093	20.6	2192	21.7	2298	22.9	2413	24.3	2540
	116.7	376	123.0	377	129.7	378	137.1	379	145.4	380	154.8	382
	0.740	849	0.740	764	0.740	679	0.740	596	0.740	512	0.740	426
370	16.6	1867	17.4	1948	18.2	2032	19.0	2120	19.9	2213	20.9	2311
	102.4	370	107.3	370	112.5	371	118.0	372	123.8	373	130.1	374
	0.740	1161	0.740	1074	0.740	990	0.740	909	0.740	830	0.740	753
350	15.1	1758	15.8	1831	16.5	1907	17.2	1985	17.9	2067	18.7	2152
	91.7	364	95.8	364	100.2	365	104.7	366	109.4	366	114.4	367
	0.740	1511	0.740	1423	0.740	1336	0.740	1248	0.740	1163	0.740	1081
330	13.9	1660	14.5	1727	15.1	1797	15.7	1868	16.3	1942	17.0	2019
	82.7	358	86.3	358	90.1	359	94.0	359	98.0	360	102.2	361
	0.740	1695	0.740	1604	0.740	1521	0.740	1441	0.740	1362	0.740	1285
310	12.8	1566	13.3	1628	13.8	1692	14.4	1758	15.0	1826	15.6	1897
	74.6	351	77.7	351	81.0	352	84.4	352	87.9	353	91.6	353
	0.740	1893	0.740	1795	0.740	1703	0.740	1616	0.740	1534	0.740	1459
290	11.8	1475	12.2	1533	12.7	1592	13.2	1652	13.7	1715	14.3	1780
	67.2	343	70.0	343	72.8	344	75.8	344	78.9	345	82.1	345
	0.740	2059	0.740	1963	0.740	1869	0.740	1779	0.740	1693	0.740	1611
270	10.6	1368	11.0	1420	11.5	1473	11.9	1528	12.4	1585	12.8	1643
	58.9	332	61.3	333	63.7	333	66.2	334	68.8	334	71.6	335
	0.722	1688	0.722	1612	0.722	1541	0.722	1472	0.722	1406	0.722	1342
250	9.5	1258	9.9	1305	10.3	1353	10.6	1402	11.0	1453	11.4	1506
	50.9	321	53.0	322	55.0	322	57.2	323	59.4	323	61.7	323
	0.694	1919	0.694	1838	0.694	1760	0.694	1685	0.694	1614	0.694	1545
200	7.2	1014	7.5	1051	7.8	1088	8.0	1127	8.3	1166	8.6	1206
	35.5	294	36.8	295	38.2	295	39.6	296	41.1	296	42.6	296
	0.631	2477	0.631	2380	0.631	2288	0.631	2200	0.631	2115	0.631	2033
150	5.4	799	5.6	827	5.8	856	6.0	885	6.2	915	6.4	946
	24.0	266	24.9	267	25.8	267	26.7	268	27.7	268	28.7	268
	0.574	3018	0.574	2904	0.574	2798	0.574	2697	0.574	2600	0.574	2507
100	3.5	558	3.7	577	3.8	596	3.9	616	4.1	636	4.2	657
	13.4	226	13.9	227	14.4	227	14.9	228	15.4	228	16.0	229
	0.452	3646	0.452	3508	0.452	3378	0.452	3256	0.452	3140	0.452	3029
50	2.2	377	2.3	389	2.4	401	2.5	413	2.5	426	2.6	439
	7.3	196	7.6	196	7.8	197	8.1	198	8.3	197	8.6	198
	0.413	3984	0.413	3836	0.413	3698	0.413	3567	0.413	3443	0.413	3325

CRJ900_IF_CLB290I_LW_05CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA+5 °C (Page 1 of 2)
Figure 04-05-27



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-37

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	44.5	3781										
	298.6	402										
	0.740	13										
390	26.0	2684	27.9	2853	30.6	3065	34.4	3361	42.1	3908		
	165.8	383	179.4	385	197.4	388	224.4	391	278.8	397		
	0.740	339	0.740	253	0.740	170	0.740	93	0.740	28		
370	21.9	2416	23.0	2529	24.3	2650	25.7	2784	27.2	2932	29.1	3103
	136.9	375	144.3	376	152.5	377	161.6	378	172.2	380	184.8	381
	0.740	675	0.740	598	0.740	520	0.740	441	0.740	361	0.740	282
350	19.5	2242	20.4	2337	21.3	2436	22.3	2541	23.4	2652	24.5	2771
	119.7	368	125.4	369	131.4	369	137.7	370	144.6	371	152.1	372
	0.740	1001	0.740	924	0.740	847	0.740	771	0.740	696	0.740	620
330	17.7	2100	18.5	2183	19.2	2271	20.0	2362	20.9	2457	21.8	2556
	106.7	361	111.3	362	116.2	363	121.3	363	126.6	364	132.3	365
	0.740	1207	0.740	1130	0.740	1055	0.740	983	0.740	911	0.740	843
310	16.2	1970	16.8	2046	17.5	2125	18.2	2206	18.9	2290	19.6	2377
	95.5	354	99.4	355	103.5	355	107.8	356	112.2	356	116.8	357
	0.740	1388	0.740	1318	0.740	1248	0.740	1179	0.740	1109	0.740	1041
290	14.8	1847	15.4	1917	16.0	1989	16.6	2063	17.2	2139	17.9	2217
	85.4	346	88.9	347	92.4	347	96.1	348	99.9	348	103.8	349
	0.740	1533	0.740	1459	0.740	1391	0.740	1326	0.740	1264	0.740	1202
270	13.3	1704	13.8	1767	14.3	1831	14.9	1898	15.4	1966	16.0	2036
	74.4	335	77.3	336	80.3	336	83.4	337	86.6	337	89.9	338
	0.722	1281	0.722	1223	0.722	1168	0.722	1116	0.722	1067	0.722	1021
250	11.9	1560	12.3	1616	12.7	1674	13.2	1733	13.7	1794	14.2	1857
	64.0	324	66.4	324	69.0	325	71.5	325	74.2	325	76.9	326
	0.694	1478	0.694	1415	0.694	1356	0.694	1298	0.694	1244	0.694	1193
200	8.9	1248	9.2	1291	9.6	1335	9.9	1381	10.2	1428	10.6	1475
	44.1	296	45.7	297	47.4	297	49.1	298	50.8	298	52.6	298
	0.631	1955	0.631	1881	0.631	1810	0.631	1742	0.631	1679	0.631	1618
150	6.6	978	6.9	1010	7.1	1044	7.3	1079	7.6	1114	7.8	1151
	29.7	269	30.7	269	31.8	269	32.9	270	34.1	270	35.2	271
	0.574	2417	0.574	2331	0.574	2248	0.574	2170	0.574	2095	0.574	2025
100	4.3	678	4.5	700	4.6	722	4.8	746	4.9	770	5.1	795
	16.5	229	17.1	229	17.7	230	18.3	230	18.9	231	19.6	231
	0.452	2923	0.452	2820	0.452	2721	0.452	2624	0.452	2530	0.452	2440
50	2.7	453	2.8	466	2.9	481	3.0	495	3.0	510	3.1	526
	8.9	198	9.2	199	9.5	199	9.8	200	10.2	200	10.5	201
	0.413	3212	0.413	3104	0.413	3000	0.413	2898	0.413	2799	0.413	2705

CRJ900_IF_CLB290I_HW_05CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA+5 °C (Page 2 of 2)
Figure 04-05-27



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-38

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	21.9	2232	23.3	2355	25.0	2495	27.1	2661	29.9	2875	34.6	3200
	141.4	388	151.1	389	162.7	391	177.2	393	197.2	395	230.3	400
	0.740	519	0.740	429	0.740	338	0.740	246	0.740	156	0.740	74
390	18.9	2050	19.9	2146	20.9	2247	22.0	2357	23.3	2475	24.7	2606
	119.7	380	126.2	381	133.1	382	140.8	383	149.3	384	158.9	386
	0.740	831	0.740	748	0.740	665	0.740	582	0.740	500	0.740	415
370	16.9	1913	17.6	1996	18.4	2082	19.3	2173	20.2	2268	21.2	2369
	105.0	374	110.0	374	115.3	375	120.9	376	127.0	377	133.4	378
	0.740	1138	0.740	1053	0.740	970	0.740	890	0.740	813	0.740	737
350	15.3	1801	16.0	1876	16.7	1953	17.4	2033	18.2	2117	19.0	2205
	93.9	368	98.2	368	102.6	369	107.2	370	112.1	370	117.3	371
	0.740	1482	0.740	1396	0.740	1310	0.740	1224	0.740	1140	0.740	1059
330	14.1	1699	14.7	1768	15.3	1839	15.9	1913	16.6	1989	17.2	2068
	84.7	361	88.4	362	92.2	362	96.2	363	100.3	364	104.7	364
	0.740	1664	0.740	1574	0.740	1492	0.740	1414	0.740	1337	0.740	1261
310	12.9	1603	13.5	1666	14.0	1732	14.6	1799	15.2	1869	15.8	1942
	76.3	354	79.5	355	82.9	355	86.4	356	90.0	356	93.8	357
	0.740	1860	0.740	1764	0.740	1673	0.740	1587	0.740	1507	0.740	1433
290	11.9	1509	12.4	1568	12.9	1628	13.4	1690	13.9	1754	14.4	1821
	68.7	346	71.5	347	74.5	347	77.5	348	80.6	348	83.9	349
	0.740	2022	0.740	1928	0.740	1836	0.740	1747	0.740	1662	0.740	1581
270	10.7	1398	11.2	1452	11.6	1506	12.0	1563	12.5	1620	13.0	1681
	60.2	336	62.6	336	65.1	337	67.7	337	70.4	338	73.1	338
	0.722	1662	0.722	1588	0.722	1517	0.722	1449	0.722	1384	0.722	1321
250	9.6	1285	10.0	1333	10.4	1383	10.8	1433	11.2	1485	11.6	1539
	52.0	324	54.1	325	56.2	325	58.4	326	60.6	326	63.0	327
	0.694	1892	0.694	1812	0.694	1735	0.694	1661	0.694	1591	0.694	1523
200	7.3	1035	7.6	1073	7.9	1111	8.1	1150	8.4	1191	8.7	1232
	36.2	297	37.6	297	39.0	298	40.4	298	41.9	298	43.4	299
	0.631	2448	0.631	2352	0.631	2261	0.631	2174	0.631	2090	0.631	2010
150	5.5	815	5.7	844	5.9	874	6.1	903	6.3	934	6.5	965
	24.4	269	25.4	269	26.3	270	27.3	270	28.2	270	29.2	271
	0.574	2981	0.574	2869	0.574	2764	0.574	2664	0.574	2569	0.574	2476
100	3.6	569	3.7	588	3.8	608	4.0	628	4.1	648	4.2	669
	13.6	228	14.1	229	14.6	229	15.2	230	15.7	230	16.2	231
	0.452	3607	0.452	3471	0.452	3342	0.452	3221	0.452	3106	0.452	2997
50	2.3	383	2.3	396	2.4	408	2.5	421	2.6	433	2.6	447
	7.4	198	7.7	198	7.9	198	8.2	199	8.5	199	8.8	200
	0.413	3944	0.413	3798	0.413	3661	0.413	3531	0.413	3408	0.413	3291

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Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA+10 °C (Page 1 of 2)

Figure 04-05-28



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-39

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M			
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	45.8 310.7 0.740	3914 407 12										
390	26.4 170.4 0.740	2755 387 330	28.4 184.4 0.740	2930 389 246	31.1 203.2 0.740	3149 392 164	35.1 231.6 0.740	3459 396 88	43.2 289.6 0.740	4041 402 26		
370	22.3 140.4 0.740	2477 379 660	23.4 148.0 0.740	2593 380 584	24.6 156.5 0.740	2718 381 507	26.0 165.9 0.740	2855 382 430	27.7 176.9 0.740	3009 384 351	29.6 189.9 0.740	3185 385 274
350	19.8 122.7 0.740	2297 372 980	20.7 128.5 0.740	2394 373 904	21.6 134.7 0.740	2497 373 829	22.6 141.2 0.740	2605 374 754	23.7 148.3 0.740	2719 375 680	24.9 156.0 0.740	2841 376 606
330	18.0 109.2 0.740	2150 365 1184	18.7 114.0 0.740	2236 366 1108	19.5 119.0 0.740	2326 366 1035	20.3 124.2 0.740	2419 367 963	21.2 129.7 0.740	2517 368 893	22.1 135.6 0.740	2619 368 826
310	16.4 97.7 0.740	2017 358 1362	17.0 101.7 0.740	2095 358 1294	17.7 106.0 0.740	2175 359 1225	18.4 110.3 0.740	2258 359 1157	19.1 114.9 0.740	2345 360 1089	19.9 119.6 0.740	2434 360 1022
290	15.0 87.3 0.740	1890 349 1505	15.6 90.9 0.740	1961 350 1432	16.2 94.5 0.740	2035 351 1365	16.8 98.3 0.740	2111 351 1301	17.4 102.2 0.740	2189 352 1240	18.1 106.2 0.740	2269 352 1180
270	13.5 76.0 0.722	1743 339 1261	14.0 79.0 0.722	1807 339 1204	14.5 82.1 0.722	1873 340 1150	15.0 85.2 0.722	1941 340 1098	15.6 88.5 0.722	2011 341 1050	16.2 91.8 0.722	2083 341 1004
250	12.0 65.4 0.694	1595 327 1457	12.4 67.9 0.694	1652 327 1395	12.9 70.4 0.694	1711 328 1336	13.4 73.1 0.694	1772 328 1280	13.8 75.8 0.694	1834 329 1226	14.3 78.6 0.694	1898 329 1176
200	9.0 45.0 0.631	1275 299 1932	9.3 46.7 0.631	1318 300 1859	9.7 48.3 0.631	1364 300 1788	10.0 50.1 0.631	1410 301 1722	10.3 51.9 0.631	1458 301 1659	10.7 53.7 0.631	1507 301 1599
150	6.7 30.3 0.574	998 271 2387	6.9 31.3 0.574	1031 271 2302	7.2 32.4 0.574	1065 272 2221	7.4 33.6 0.574	1101 272 2143	7.6 34.7 0.574	1137 273 2069	7.9 35.9 0.574	1175 273 2000
100	4.4 16.8 0.452	691 231 2892	4.5 17.4 0.452	713 231 2790	4.7 18.0 0.452	736 232 2691	4.8 18.6 0.452	760 232 2595	5.0 19.3 0.452	785 233 2502	5.1 19.9 0.452	810 233 2413
50	2.7 9.1 0.413	461 200 3180	2.8 9.4 0.413	475 200 3073	2.9 9.7 0.413	489 201 2969	3.0 10.0 0.413	504 202 2868	3.1 10.3 0.413	520 202 2771	3.2 10.7 0.413	535 202 2677

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Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA+10 °C (Page 2 of 2)
Figure 04-05-28



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-40

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	24.9	2423	26.7	2570	28.9	2743	31.9	2962	36.7	3289	48.1	4002
	163.5	394	176.1	396	191.7	398	212.9	401	247.3	404	330.4	412
	0.740	409	0.740	325	0.740	239	0.740	154	0.740	74	0.740	12
390	21.2	2208	22.4	2316	23.6	2432	25.0	2558	26.6	2697	28.4	2854
	136.8	387	144.6	388	153.1	389	162.6	390	173.3	391	185.9	393
	0.740	704	0.740	626	0.740	548	0.740	471	0.740	393	0.740	313
370	18.9	2054	19.8	2146	20.7	2243	21.7	2345	22.8	2453	24.0	2569
	119.6	380	125.5	381	131.9	382	138.7	383	145.9	383	153.9	385
	0.740	1001	0.740	921	0.740	843	0.740	768	0.740	695	0.740	624
350	17.1	1930	17.9	2013	18.7	2099	19.6	2189	20.5	2284	21.4	2383
	107.0	374	112.0	375	117.2	376	122.8	376	128.6	377	134.8	378
	0.740	1311	0.740	1231	0.740	1152	0.740	1071	0.740	992	0.740	916
330	15.7	1820	16.4	1896	17.1	1975	17.8	2056	18.6	2141	19.4	2230
	96.4	368	100.8	369	105.3	369	110.1	370	115.0	371	120.3	371
	0.740	1485	0.740	1401	0.740	1324	0.740	1251	0.740	1180	0.740	1109
310	14.4	1713	15.0	1783	15.7	1856	16.3	1931	17.0	2008	17.7	2090
	86.9	361	90.7	362	94.6	362	98.8	363	103.1	363	107.6	364
	0.740	1628	0.740	1539	0.740	1456	0.740	1377	0.740	1303	0.740	1235
290	13.2	1609	13.8	1674	14.4	1740	14.9	1809	15.5	1880	16.2	1954
	78.0	353	81.3	354	84.8	354	88.3	355	92.1	355	96.0	356
	0.740	1748	0.740	1662	0.740	1578	0.740	1498	0.740	1420	0.740	1347
270	11.9	1486	12.4	1545	12.9	1604	13.4	1666	13.9	1730	14.5	1796
	68.0	342	70.8	343	73.8	343	76.8	344	79.9	344	83.2	345
	0.722	1445	0.722	1377	0.722	1313	0.722	1252	0.722	1193	0.722	1135
250	10.6	1362	11.0	1414	11.5	1468	11.9	1523	12.4	1580	12.8	1638
	58.6	331	61.0	331	63.4	332	66.0	332	68.6	332	71.3	333
	0.694	1653	0.694	1581	0.694	1511	0.694	1444	0.694	1380	0.694	1319
200	8.0	1089	8.3	1130	8.6	1171	8.9	1213	9.2	1256	9.6	1301
	40.4	303	41.9	303	43.6	304	45.2	304	46.9	304	48.7	305
	0.631	2168	0.631	2080	0.631	1997	0.631	1918	0.631	1842	0.631	1768
150	5.9	852	6.1	882	6.3	914	6.6	945	6.8	978	7.0	1012
	27.0	275	28.1	275	29.1	275	30.2	276	31.3	276	32.4	277
	0.574	2646	0.574	2545	0.574	2449	0.574	2359	0.574	2272	0.574	2188
100	3.8	588	3.9	608	4.1	629	4.2	650	4.4	671	4.5	693
	14.8	233	15.3	233	15.9	234	16.5	234	17.0	235	17.7	235
	0.452	3271	0.452	3145	0.452	3026	0.452	2914	0.452	2809	0.452	2708
50	2.3	393	2.4	406	2.5	419	2.6	432	2.7	445	2.7	459
	7.9	201	8.2	202	8.4	203	8.7	203	9.0	203	9.3	204
	0.413	3589	0.413	3453	0.413	3327	0.413	3207	0.413	3093	0.413	2986

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Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA+15 °C (Page 1 of 2)

Figure 04-05-29



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-41

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	30.6	3039	33.5	3270	37.8	3596	46.9	4224				
	201.3	395	221.7	397	252.7	401	318.1	407				
	0.740	234	0.740	156	0.740	81	0.740	22				
370	25.3	2694	26.7	2829	28.3	2977	30.0	3142	32.1	3332	34.8	3560
	162.5	386	172.0	387	182.7	388	195.0	390	209.7	391	228.1	394
	0.740	551	0.740	480	0.740	408	0.740	334	0.740	261	0.740	188
350	22.4	2488	23.5	2599	24.6	2717	25.9	2842	27.2	2977	28.6	3122
	141.5	379	148.6	380	156.2	381	164.4	381	173.3	383	183.1	384
	0.740	842	0.740	771	0.740	700	0.740	631	0.740	561	0.740	492
330	20.3	2323	21.2	2421	22.1	2523	23.1	2630	24.2	2743	25.3	2862
	125.8	372	131.6	373	137.7	373	144.1	374	151.0	375	158.3	376
	0.740	1037	0.740	967	0.740	897	0.740	830	0.740	765	0.740	702
310	18.5	2174	19.3	2262	20.1	2353	20.9	2448	21.8	2547	22.7	2650
	112.3	365	117.2	365	122.4	366	127.7	367	133.3	367	139.2	368
	0.740	1170	0.740	1108	0.740	1045	0.740	982	0.740	919	0.740	857
290	16.8	2031	17.5	2111	18.2	2194	19.0	2279	19.7	2368	20.5	2459
	100.1	356	104.3	357	108.7	358	113.3	358	118.0	359	122.9	359
	0.740	1277	0.740	1210	0.740	1149	0.740	1092	0.740	1036	0.740	981
270	15.0	1864	15.6	1936	16.3	2009	16.9	2086	17.5	2164	18.2	2245
	86.6	345	90.1	346	93.8	346	97.6	347	101.5	347	105.5	348
	0.722	1081	0.722	1028	0.722	979	0.722	932	0.722	888	0.722	846
250	13.3	1699	13.8	1762	14.4	1828	14.9	1895	15.5	1965	16.0	2036
	74.1	333	77.0	334	80.1	334	83.2	335	86.4	335	89.7	336
	0.694	1259	0.694	1202	0.694	1148	0.694	1097	0.694	1048	0.694	1002
200	9.9	1347	10.3	1395	10.7	1444	11.0	1495	11.4	1547	11.8	1600
	50.5	305	52.4	306	54.3	306	56.3	306	58.4	307	60.5	307
	0.631	1698	0.631	1631	0.631	1567	0.631	1506	0.631	1448	0.631	1393
150	7.3	1046	7.5	1082	7.8	1119	8.1	1157	8.3	1196	8.6	1236
	33.6	277	34.8	277	36.1	277	37.4	278	38.7	278	40.1	279
	0.574	2107	0.574	2030	0.574	1956	0.574	1885	0.574	1817	0.574	1754
100	4.7	716	4.8	740	5.0	764	5.1	789	5.3	815	5.5	842
	18.3	236	18.9	236	19.6	236	20.3	237	21.0	237	21.8	238
	0.452	2610	0.452	2516	0.452	2425	0.452	2336	0.452	2249	0.452	2167
50	2.8	473	2.9	488	3.0	503	3.1	519	3.2	535	3.3	551
	9.6	204	10.0	204	10.3	205	10.6	205	11.0	206	11.4	206
	0.413	2882	0.413	2783	0.413	2687	0.413	2594	0.413	2503	0.413	2416

CRJ900_IF_CLB290I_HW_15CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA+15 °C (Page 2 of 2)
Figure 04-05-29



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-42

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	29.1	2677	31.6	2865	35.0	3104	40.5	3465	54.5	4305		
	194.4	401	212.2	403	236.4	406	276.4	410	379.4	418		
	0.740	289	0.740	212	0.740	134	0.740	60	0.740	7		
390	24.3	2407	25.8	2533	27.3	2670	29.1	2822	31.1	2992	33.6	3192
	159.4	393	169.2	394	180.0	395	192.2	397	206.5	398	223.9	400
	0.740	580	0.740	507	0.740	434	0.740	362	0.740	289	0.740	216
370	21.6	2230	22.7	2336	23.8	2448	25.1	2567	26.4	2694	27.9	2831
	138.9	386	146.2	387	154.0	388	162.5	389	171.7	390	181.7	391
	0.740	870	0.740	795	0.740	722	0.740	652	0.740	583	0.740	516
350	19.6	2093	20.5	2188	21.5	2286	22.5	2390	23.6	2500	24.8	2616
	124.3	381	130.4	381	136.9	382	143.7	383	151.0	384	158.9	384
	0.740	1142	0.740	1068	0.740	995	0.740	920	0.740	847	0.740	776
330	17.9	1969	18.8	2055	19.6	2145	20.5	2239	21.4	2337	22.4	2440
	111.9	374	117.2	375	122.8	376	128.7	377	134.8	377	141.4	378
	0.740	1264	0.740	1188	0.740	1118	0.740	1052	0.740	987	0.740	922
310	16.4	1849	17.1	1928	17.9	2009	18.7	2095	19.5	2184	20.4	2278
	100.5	367	105.2	368	110.0	369	115.0	369	120.3	370	126.0	371
	0.740	1382	0.740	1302	0.740	1226	0.740	1154	0.740	1087	0.740	1025
290	15.0	1731	15.7	1803	16.3	1877	17.0	1955	17.7	2035	18.5	2120
	89.9	359	93.9	360	98.1	360	102.4	361	107.0	362	111.8	362
	0.740	1465	0.740	1389	0.740	1314	0.740	1243	0.740	1172	0.740	1106
270	13.4	1591	14.0	1655	14.6	1722	15.2	1791	15.8	1862	16.5	1937
	78.0	348	81.4	349	84.8	349	88.4	350	92.2	350	96.2	350
	0.722	1229	0.722	1169	0.722	1111	0.722	1056	0.722	1003	0.722	951
250	11.9	1451	12.4	1509	12.9	1568	13.4	1629	14.0	1692	14.5	1758
	66.9	336	69.7	337	72.6	337	75.6	338	78.7	338	81.9	338
	0.694	1434	0.694	1368	0.694	1306	0.694	1245	0.694	1187	0.694	1131
200	8.9	1149	9.2	1193	9.6	1238	10.0	1284	10.3	1332	10.7	1381
	45.7	308	47.5	308	49.4	309	51.3	309	53.3	309	55.4	310
	0.631	1884	0.631	1806	0.631	1731	0.631	1660	0.631	1591	0.631	1525
150	6.5	889	6.8	922	7.0	956	7.3	990	7.5	1026	7.8	1062
	30.2	279	31.4	279	32.6	279	33.9	280	35.2	280	36.5	280
	0.574	2318	0.574	2227	0.574	2141	0.574	2060	0.574	1982	0.574	1906
100	4.1	604	4.3	626	4.4	648	4.6	670	4.7	693	4.9	717
	16.2	236	16.9	236	17.5	237	18.1	237	18.8	238	19.5	238
	0.452	2953	0.452	2837	0.452	2728	0.452	2625	0.452	2528	0.452	2435
50	2.5	400	2.6	413	2.7	426	2.8	440	2.9	455	3.0	470
	8.5	203	8.9	204	9.2	204	9.5	205	9.8	205	10.2	205
	0.413	3267	0.413	3142	0.413	3025	0.413	2914	0.413	2809	0.413	2710

CRJ900_IF_CLB290I_LW_20CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA+20 °C (Page 1 of 2)

Figure 04-05-30



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-43

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	36.8	3441	41.6	3793	51.6	4470						
	246.8	402	281.6	406	354.8	412						
	0.740	143	0.740	73	0.740	17						
370	29.5	2981	31.3	3145	33.4	3329	35.8	3540	38.8	3792	42.8	4118
	192.9	392	205.4	394	219.8	395	236.8	397	258.0	399	286.9	402
	0.740	448	0.740	382	0.740	315	0.740	246	0.740	179	0.740	113
350	26.0	2740	27.4	2873	28.9	3015	30.5	3168	32.2	3335	34.2	3519
	167.3	385	176.5	387	186.4	388	197.3	389	209.3	390	222.8	391
	0.740	708	0.740	641	0.740	575	0.740	510	0.740	445	0.740	381
330	23.5	2549	24.6	2664	25.8	2786	27.1	2914	28.4	3051	29.8	3196
	148.3	379	155.7	380	163.5	380	171.9	381	180.9	382	190.7	383
	0.740	857	0.740	792	0.740	728	0.740	666	0.740	606	0.740	548
310	21.3	2376	22.3	2478	23.3	2585	24.3	2697	25.4	2815	26.6	2938
	131.9	371	138.0	372	144.5	373	151.4	373	158.6	374	166.2	375
	0.740	967	0.740	910	0.740	854	0.740	797	0.740	739	0.740	682
290	19.3	2208	20.2	2301	21.0	2397	21.9	2497	22.9	2601	23.9	2709
	116.8	363	122.1	364	127.6	364	133.4	365	139.3	365	145.6	366
	0.740	1044	0.740	983	0.740	928	0.740	877	0.740	827	0.740	778
270	17.1	2015	17.8	2096	18.6	2180	19.4	2268	20.2	2359	21.0	2452
	100.3	351	104.6	352	109.1	352	113.8	353	118.7	353	123.7	354
	0.722	902	0.722	854	0.722	810	0.722	767	0.722	727	0.722	690
250	15.1	1827	15.7	1898	16.3	1972	17.0	2048	17.7	2128	18.4	2209
	85.3	339	88.9	339	92.5	340	96.3	340	100.3	341	104.4	341
	0.694	1077	0.694	1025	0.694	976	0.694	929	0.694	885	0.694	843
200	11.1	1432	11.5	1485	12.0	1539	12.4	1596	12.9	1654	13.4	1714
	57.5	310	59.8	311	62.1	311	64.5	311	66.9	311	69.5	312
	0.631	1462	0.631	1401	0.631	1343	0.631	1287	0.631	1236	0.631	1186
150	8.1	1100	8.4	1139	8.7	1179	9.0	1221	9.3	1265	9.6	1309
	37.8	281	39.2	281	40.7	281	42.2	282	43.8	282	45.4	282
	0.574	1833	0.574	1763	0.574	1696	0.574	1632	0.574	1571	0.574	1514
100	5.1	742	5.3	767	5.5	793	5.6	820	5.8	849	6.0	878
	20.2	238	20.9	239	21.7	239	22.5	239	23.3	240	24.2	240
	0.452	2345	0.452	2258	0.452	2174	0.452	2091	0.452	2011	0.452	1934
50	3.1	485	3.2	500	3.3	517	3.4	533	3.5	551	3.6	568
	10.5	206	10.9	207	11.3	207	11.7	207	12.1	207	12.5	208
	0.413	2614	0.413	2522	0.413	2433	0.413	2346	0.413	2261	0.413	2180

CRJ900_IF_CLB2901_HW_20CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M), ISA+20 °C (Page 2 of 2)
Figure 04-05-30



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-44

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	22.0	2190	23.3	2306	24.8	2433	26.6	2578	28.9	2752	32.1	2983
	143.2	391	152.4	392	162.8	394	175.2	395	191.0	397	213.6	399
	0.770	557	0.770	477	0.770	392	0.770	303	0.770	214	0.770	127
390	19.1	2022	20.1	2115	21.1	2214	22.2	2319	23.4	2430	24.7	2550
	122.7	385	129.2	386	136.1	387	143.5	388	151.6	389	160.5	390
	0.770	861	0.770	777	0.770	700	0.770	625	0.770	551	0.770	474
370	17.1	1894	17.9	1975	18.7	2061	19.6	2149	20.5	2243	21.5	2341
	108.6	380	113.7	381	119.2	381	124.9	382	130.9	383	137.4	384
	0.770	1183	0.770	1100	0.770	1018	0.770	935	0.770	856	0.770	783
350	15.7	1788	16.4	1863	17.1	1940	17.8	2020	18.6	2103	19.4	2189
	98.0	375	102.5	376	107.1	376	111.9	377	116.9	378	122.2	378
	0.770	1522	0.770	1436	0.770	1354	0.770	1273	0.770	1193	0.770	1111
330	14.4	1692	15.0	1762	15.7	1833	16.3	1907	17.0	1983	17.7	2061
	89.0	370	92.9	371	97.0	371	101.2	372	105.6	372	110.1	373
	0.770	1707	0.770	1611	0.770	1522	0.770	1437	0.770	1360	0.770	1288
310	13.3	1601	13.9	1665	14.4	1730	15.0	1798	15.6	1868	16.2	1940
	80.9	364	84.3	365	87.9	365	91.6	366	95.4	366	99.4	367
	0.770	1891	0.770	1796	0.770	1703	0.770	1613	0.770	1528	0.770	1447
290	12.3	1510	12.8	1570	13.3	1631	13.8	1693	14.4	1758	14.9	1824
	73.3	358	76.4	358	79.6	359	82.8	359	86.2	360	89.6	360
	0.770	2014	0.770	1919	0.770	1829	0.770	1743	0.770	1659	0.770	1578
270	11.3	1420	11.8	1475	12.2	1531	12.7	1589	13.2	1648	13.7	1709
	66.1	350	68.8	350	71.6	351	74.5	351	77.4	352	80.4	353
	0.770	2098	0.770	2002	0.770	1912	0.770	1826	0.770	1744	0.770	1666
250	10.3	1317	10.7	1368	11.1	1419	11.5	1471	11.9	1525	12.4	1580
	58.3	340	60.6	340	63.0	341	65.5	341	68.0	342	70.6	342
	0.761	1607	0.761	1536	0.761	1469	0.761	1405	0.761	1344	0.761	1286
200	7.7	1041	8.0	1079	8.2	1118	8.5	1157	8.8	1198	9.1	1239
	39.3	308	40.9	308	42.4	309	44.0	309	45.6	310	47.3	310
	0.692	2236	0.692	2147	0.692	2062	0.692	1983	0.692	1907	0.692	1835
150	5.7	809	5.9	838	6.1	867	6.3	897	6.5	927	6.7	958
	25.9	275	26.9	275	27.9	276	28.9	276	30.0	276	31.0	277
	0.631	2803	0.631	2697	0.631	2596	0.631	2500	0.631	2410	0.631	2325
100	3.5	527	3.6	545	3.7	563	3.8	581	4.0	600	4.1	619
	12.7	220	13.1	220	13.6	221	14.1	221	14.6	222	15.1	222
	0.452	3769	0.452	3626	0.452	3492	0.452	3365	0.452	3245	0.452	3131
50	2.2	357	2.3	368	2.3	380	2.4	391	2.5	403	2.6	416
	7.0	191	7.2	191	7.4	191	7.7	192	7.9	192	8.2	193
	0.413	4111	0.413	3958	0.413	3815	0.413	3680	0.413	3552	0.413	3431

CRJ900_IF_CLB320I_LW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA-10 °C (Page 1 of 2)

Figure 04-05-31



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-45

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M			
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	37.8	3361	56.1	4463								
	254.2	403	385.4	412								
	0.770	48	0.770	4								
390	26.2	2683	27.9	2833	30.0	3010	32.8	3235	37.3	3563	47.1	4240
	170.6	391	182.4	392	197.2	394	217.0	396	248.1	400	318.4	405
	0.770	393	0.770	309	0.770	227	0.770	147	0.770	72	0.770	12
370	22.5	2444	23.6	2553	24.8	2670	26.1	2796	27.5	2934	29.2	3089
	144.2	384	151.6	385	159.5	386	168.3	387	178.2	388	189.5	390
	0.770	713	0.770	645	0.770	575	0.770	502	0.770	426	0.770	350
350	20.2	2279	21.1	2373	22.0	2472	23.0	2577	24.1	2688	25.2	2807
	127.7	379	133.5	380	139.7	381	146.4	381	153.5	382	161.1	383
	0.770	1030	0.770	950	0.770	875	0.770	805	0.770	737	0.770	670
330	18.4	2142	19.2	2226	20.0	2314	20.8	2406	21.7	2502	22.6	2604
	114.8	374	119.7	374	124.8	375	130.2	376	136.0	376	142.1	377
	0.770	1216	0.770	1145	0.770	1073	0.770	1001	0.770	929	0.770	858
310	16.9	2014	17.6	2091	18.2	2171	19.0	2254	19.7	2340	20.5	2431
	103.5	368	107.7	368	112.2	369	116.8	369	121.6	370	126.7	370
	0.770	1371	0.770	1301	0.770	1236	0.770	1172	0.770	1109	0.770	1046
290	15.5	1892	16.1	1962	16.7	2035	17.3	2111	18.0	2189	18.7	2271
	93.2	361	96.9	361	100.7	362	104.7	362	108.9	363	113.3	363
	0.770	1498	0.770	1422	0.770	1351	0.770	1283	0.770	1218	0.770	1159
270	14.2	1771	14.7	1835	15.3	1902	15.8	1970	16.4	2042	17.0	2116
	83.5	353	86.7	353	90.1	354	93.5	354	97.1	355	100.9	355
	0.770	1592	0.770	1518	0.770	1448	0.770	1377	0.770	1310	0.770	1246
250	12.8	1637	13.3	1695	13.8	1754	14.3	1816	14.8	1880	15.3	1946
	73.3	342	76.0	343	78.8	343	81.8	344	84.8	344	88.0	344
	0.761	1231	0.761	1179	0.761	1129	0.761	1079	0.761	1032	0.761	986
200	9.5	1282	9.8	1325	10.1	1370	10.5	1416	10.8	1463	11.2	1512
	49.0	310	50.7	311	52.5	311	54.3	311	56.2	311	58.2	312
	0.692	1767	0.692	1703	0.692	1641	0.692	1581	0.692	1523	0.692	1467
150	7.0	990	7.2	1023	7.4	1056	7.7	1091	7.9	1127	8.2	1163
	32.1	277	33.2	278	34.4	278	35.6	278	36.8	278	38.0	278
	0.631	2244	0.631	2166	0.631	2093	0.631	2023	0.631	1956	0.631	1891
100	4.2	639	4.3	660	4.5	681	4.6	703	4.8	726	4.9	749
	15.6	222	16.2	223	16.7	223	17.3	224	17.9	224	18.5	224
	0.452	3021	0.452	2915	0.452	2812	0.452	2712	0.452	2615	0.452	2522
50	2.6	428	2.7	441	2.8	455	2.9	469	3.0	483	3.1	497
	8.5	193	8.8	194	9.0	194	9.3	194	9.7	195	10.0	195
	0.413	3315	0.413	3203	0.413	3095	0.413	2990	0.413	2888	0.413	2791

CRJ900_IF_CLB320I_HW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA-10 °C (Page 2 of 2)

Figure 04-05-31



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-46

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	22.7	2313	24.1	2436	25.7	2572	27.6	2728	30.0	2915	33.4	3167
	151.6	401	161.3	402	172.5	403	185.8	404	203.0	406	227.7	409
	0.770	531	0.770	453	0.770	372	0.770	286	0.770	200	0.770	117
390	19.7	2132	20.7	2231	21.8	2336	22.9	2448	24.2	2566	25.5	2694
	129.5	394	136.4	395	143.8	396	151.7	397	160.3	398	169.8	399
	0.770	824	0.770	742	0.770	667	0.770	596	0.770	524	0.770	449
370	17.7	1995	18.5	2082	19.3	2172	20.2	2266	21.2	2365	22.2	2469
	114.5	389	119.9	390	125.7	390	131.7	391	138.2	392	145.0	393
	0.770	1137	0.770	1057	0.770	977	0.770	898	0.770	821	0.770	749
350	16.1	1882	16.8	1962	17.6	2043	18.3	2128	19.1	2216	20.0	2307
	103.2	384	107.9	385	112.8	385	117.9	386	123.2	386	128.8	387
	0.770	1460	0.770	1376	0.770	1298	0.770	1220	0.770	1143	0.770	1064
330	14.8	1780	15.5	1853	16.1	1929	16.8	2006	17.5	2086	18.2	2169
	93.6	378	97.7	379	102.0	380	106.5	380	111.1	381	115.9	382
	0.770	1640	0.770	1548	0.770	1462	0.770	1380	0.770	1306	0.770	1235
310	13.7	1682	14.2	1750	14.8	1819	15.4	1891	16.1	1964	16.7	2040
	85.0	372	88.6	373	92.4	374	96.2	374	100.3	375	104.4	375
	0.770	1820	0.770	1727	0.770	1637	0.770	1550	0.770	1468	0.770	1391
290	12.6	1586	13.1	1649	13.7	1713	14.2	1779	14.8	1846	15.3	1916
	76.9	366	80.2	366	83.5	367	86.9	367	90.4	368	94.1	368
	0.770	1942	0.770	1850	0.770	1764	0.770	1680	0.770	1599	0.770	1521
270	11.6	1490	12.1	1548	12.6	1607	13.0	1668	13.5	1730	14.0	1794
	69.3	358	72.1	358	75.1	359	78.1	359	81.2	360	84.3	360
	0.770	2028	0.770	1935	0.770	1847	0.770	1764	0.770	1685	0.770	1610
250	10.5	1381	11.0	1434	11.4	1488	11.8	1543	12.3	1599	12.7	1657
	61.0	347	63.5	348	66.0	348	68.6	348	71.3	349	74.0	350
	0.761	1557	0.761	1489	0.761	1424	0.761	1362	0.761	1302	0.761	1246
200	7.8	1088	8.1	1128	8.4	1169	8.7	1211	9.0	1253	9.4	1297
	41.1	314	42.7	315	44.3	315	46.0	316	47.7	316	49.4	317
	0.692	2170	0.692	2084	0.692	2002	0.692	1924	0.692	1851	0.692	1781
150	5.8	844	6.0	874	6.2	905	6.4	936	6.6	968	6.9	1000
	27.0	280	28.0	281	29.1	282	30.2	281	31.2	282	32.3	283
	0.631	2727	0.631	2623	0.631	2525	0.631	2432	0.631	2344	0.631	2261
100	3.5	548	3.6	566	3.8	585	3.9	604	4.0	624	4.2	644
	13.2	224	13.6	225	14.1	225	14.6	225	15.1	226	15.7	226
	0.452	3686	0.452	3546	0.452	3415	0.452	3291	0.452	3174	0.452	3062
50	2.2	370	2.3	382	2.4	394	2.4	406	2.5	418	2.6	431
	7.2	194	7.4	195	7.7	195	7.9	195	8.2	196	8.5	196
	0.413	4025	0.413	3876	0.413	3736	0.413	3603	0.413	3478	0.413	3359

CRJ900_IF_CLB320I_LW_00CLT.PS - 27/09/2002

Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA (Page 1 of 2)
Figure 04-05-32



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-47

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	39.7	3593										
	273.9	413										
	0.770	42										
390	27.1	2836	28.9	2996	31.1	3187	34.1	3431	38.9	3794	50.2	4581
	180.6	400	193.4	402	209.3	403	230.9	406	265.5	409	347.8	416
	0.770	372	0.770	291	0.770	212	0.770	135	0.770	63	0.770	10
370	23.2	2578	24.4	2694	25.6	2819	26.9	2953	28.5	3100	30.2	3266
	152.3	393	160.1	394	168.6	395	178.0	396	188.5	397	200.7	399
	0.770	682	0.770	616	0.770	549	0.770	479	0.770	406	0.770	332
350	20.8	2402	21.7	2502	22.7	2607	23.7	2718	24.9	2836	26.0	2962
	134.6	388	140.8	389	147.4	389	154.4	390	162.0	391	170.1	392
	0.770	986	0.770	909	0.770	835	0.770	768	0.770	702	0.770	638
330	19.0	2255	19.7	2344	20.6	2437	21.4	2534	22.3	2636	23.3	2744
	120.8	382	126.0	383	131.4	383	137.1	384	143.2	385	149.7	386
	0.770	1167	0.770	1098	0.770	1029	0.770	959	0.770	890	0.770	822
310	17.4	2119	18.0	2200	18.8	2284	19.5	2372	20.3	2463	21.1	2558
	108.8	376	113.2	377	117.9	377	122.8	378	127.9	378	133.3	379
	0.770	1317	0.770	1249	0.770	1186	0.770	1125	0.770	1064	0.770	1003
290	15.9	1988	16.5	2062	17.2	2139	17.8	2219	18.5	2302	19.2	2388
	97.8	369	101.7	369	105.8	370	110.0	370	114.4	371	119.0	372
	0.770	1444	0.770	1370	0.770	1301	0.770	1235	0.770	1172	0.770	1115
270	14.6	1859	15.1	1927	15.7	1997	16.3	2069	16.9	2145	17.5	2223
	87.6	361	91.0	361	94.5	362	98.1	362	101.9	363	105.9	363
	0.770	1538	0.770	1467	0.770	1398	0.770	1330	0.770	1265	0.770	1202
250	13.2	1717	13.6	1778	14.1	1841	14.6	1906	15.2	1973	15.7	2043
	76.8	350	79.6	350	82.6	351	85.7	351	88.9	352	92.2	352
	0.761	1193	0.761	1142	0.761	1093	0.761	1045	0.761	999	0.761	954
200	9.7	1341	10.0	1387	10.4	1433	10.7	1481	11.1	1531	11.5	1582
	51.2	317	53.0	317	54.8	317	56.7	318	58.7	318	60.8	318
	0.692	1715	0.692	1652	0.692	1592	0.692	1534	0.692	1477	0.692	1423
150	7.1	1034	7.3	1068	7.6	1103	7.8	1139	8.1	1176	8.4	1215
	33.5	283	34.6	283	35.8	283	37.0	284	38.3	284	39.6	284
	0.631	2182	0.631	2107	0.631	2036	0.631	1967	0.631	1902	0.631	1839
100	4.3	665	4.4	687	4.6	709	4.7	732	4.9	755	5.0	779
	16.2	227	16.8	227	17.3	228	17.9	228	18.6	228	19.2	229
	0.452	2955	0.452	2851	0.452	2750	0.452	2652	0.452	2557	0.452	2466
50	2.7	444	2.8	458	2.8	472	2.9	486	3.0	501	3.1	516
	8.8	196	9.1	197	9.4	197	9.7	198	10.0	198	10.3	199
	0.413	3245	0.413	3136	0.413	3031	0.413	2928	0.413	2828	0.413	2733

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Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA (Page 2 of 2)
Figure 04-05-32



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-48

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	23.1	2375	24.5	2502	26.1	2643	28.0	2804	30.5	2999	34.1	3261
	155.8	405	165.9	406	177.4	408	191.2	409	209.1	411	235.0	414
	0.770	517	0.770	441	0.770	361	0.770	277	0.770	193	0.770	111
390	20.0	2188	21.0	2290	22.1	2398	23.3	2513	24.6	2635	25.9	2767
	133.0	399	140.0	400	147.6	401	155.8	402	164.7	402	174.5	404
	0.770	808	0.770	728	0.770	654	0.770	583	0.770	513	0.770	440
370	17.9	2046	18.7	2135	19.6	2228	20.5	2325	21.5	2427	22.5	2534
	117.4	393	123.1	394	129.0	395	135.2	395	141.8	396	148.9	397
	0.770	1114	0.770	1036	0.770	958	0.770	879	0.770	804	0.770	733
350	16.4	1930	17.1	2011	17.8	2096	18.6	2182	19.4	2273	20.2	2366
	105.8	388	110.6	389	115.7	389	120.9	390	126.4	391	132.1	391
	0.770	1430	0.770	1348	0.770	1271	0.770	1195	0.770	1120	0.770	1042
330	15.0	1824	15.7	1899	16.3	1977	17.0	2057	17.7	2139	18.5	2224
	95.9	383	100.2	383	104.6	384	109.1	385	113.9	385	118.8	386
	0.770	1610	0.770	1520	0.770	1434	0.770	1354	0.770	1281	0.770	1212
310	13.9	1723	14.4	1793	15.0	1864	15.6	1937	16.3	2013	16.9	2091
	87.0	377	90.7	377	94.6	378	98.6	378	102.7	379	107.0	379
	0.770	1787	0.770	1696	0.770	1608	0.770	1522	0.770	1442	0.770	1365
290	12.8	1624	13.3	1689	13.8	1754	14.4	1822	15.0	1891	15.5	1963
	78.8	370	82.1	370	85.5	371	89.0	371	92.6	372	96.3	372
	0.770	1908	0.770	1818	0.770	1732	0.770	1650	0.770	1571	0.770	1494
270	11.8	1525	12.2	1584	12.7	1645	13.2	1708	13.7	1771	14.2	1837
	70.9	362	73.8	362	76.8	363	79.9	363	83.1	363	86.3	364
	0.770	1994	0.770	1903	0.770	1816	0.770	1735	0.770	1657	0.770	1583
250	10.7	1413	11.1	1467	11.5	1522	11.9	1579	12.4	1637	12.9	1696
	62.4	351	64.9	351	67.5	352	70.2	352	72.9	353	75.7	353
	0.761	1534	0.761	1466	0.761	1402	0.761	1341	0.761	1282	0.761	1227
200	7.9	1112	8.2	1153	8.5	1195	8.8	1237	9.1	1281	9.5	1325
	41.9	318	43.6	318	45.2	319	46.9	319	48.7	319	50.4	320
	0.692	2139	0.692	2053	0.692	1973	0.692	1896	0.692	1824	0.692	1755
150	5.8	861	6.0	892	6.3	923	6.5	955	6.7	988	6.9	1021
	27.6	283	28.6	284	29.7	284	30.8	285	31.9	285	33.0	285
	0.631	2691	0.631	2589	0.631	2492	0.631	2400	0.631	2313	0.631	2231
100	3.5	558	3.7	577	3.8	596	3.9	616	4.1	636	4.2	657
	13.4	226	13.9	227	14.4	227	14.9	228	15.4	228	16.0	229
	0.452	3646	0.452	3508	0.452	3378	0.452	3256	0.452	3140	0.452	3029
50	2.2	377	2.3	389	2.4	401	2.5	413	2.5	426	2.6	439
	7.3	196	7.6	196	7.8	197	8.1	198	8.3	197	8.6	198
	0.413	3984	0.413	3836	0.413	3698	0.413	3567	0.413	3443	0.413	3325

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Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA+5 °C (Page 1 of 2)
Figure 04-05-33



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-49

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M			
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	40.8	3714										
	284.2	418										
	0.770	39										
390	27.5	2913	29.4	3079	31.7	3277	34.8	3530	39.7	3910	51.5	4741
	185.7	405	198.9	406	215.4	408	237.9	411	274.2	414	361.1	421
	0.770	363	0.770	284	0.770	207	0.770	130	0.770	61	0.770	10
370	23.6	2647	24.7	2766	26.0	2894	27.4	3033	28.9	3185	30.7	3356
	156.4	398	164.4	399	173.2	400	182.9	401	193.7	402	206.3	403
	0.770	667	0.770	602	0.770	536	0.770	467	0.770	396	0.770	323
350	21.1	2464	22.1	2567	23.0	2675	24.1	2789	25.2	2911	26.4	3040
	138.1	392	144.4	393	151.2	394	158.5	394	166.2	395	174.6	396
	0.770	965	0.770	889	0.770	817	0.770	751	0.770	686	0.770	623
330	19.2	2312	20.0	2404	20.9	2499	21.7	2599	22.7	2704	23.6	2815
	123.9	386	129.2	387	134.7	388	140.6	388	146.9	389	153.5	390
	0.770	1144	0.770	1077	0.770	1009	0.770	941	0.770	872	0.770	805
310	17.6	2172	18.3	2255	19.0	2341	19.8	2431	20.6	2525	21.4	2623
	111.4	380	116.0	381	120.8	381	125.8	382	131.1	382	136.6	383
	0.770	1293	0.770	1226	0.770	1163	0.770	1103	0.770	1044	0.770	984
290	16.1	2036	16.7	2112	17.4	2191	18.1	2273	18.8	2359	19.5	2448
	100.2	373	104.2	373	108.3	374	112.7	374	117.2	375	121.9	376
	0.770	1417	0.770	1345	0.770	1277	0.770	1212	0.770	1150	0.770	1094
270	14.8	1904	15.3	1973	15.9	2045	16.5	2119	17.1	2197	17.7	2277
	89.7	364	93.1	365	96.7	365	100.4	366	104.3	366	108.4	367
	0.770	1511	0.770	1442	0.770	1374	0.770	1307	0.770	1243	0.770	1181
250	13.3	1757	13.8	1820	14.3	1884	14.8	1951	15.4	2020	15.9	2091
	78.5	354	81.5	354	84.5	354	87.7	355	90.9	355	94.3	356
	0.761	1175	0.761	1125	0.761	1076	0.761	1029	0.761	984	0.761	939
200	9.8	1371	10.1	1417	10.5	1465	10.8	1514	11.2	1565	11.6	1618
	52.2	320	54.1	320	56.0	321	58.0	321	60.0	321	62.1	322
	0.692	1690	0.692	1628	0.692	1568	0.692	1511	0.692	1455	0.692	1401
150	7.2	1055	7.4	1090	7.7	1126	7.9	1163	8.2	1201	8.4	1240
	34.2	285	35.3	286	36.6	286	37.8	287	39.1	287	40.4	287
	0.631	2153	0.631	2079	0.631	2008	0.631	1941	0.631	1876	0.631	1814
100	4.3	678	4.5	700	4.6	722	4.8	746	4.9	770	5.1	795
	16.5	229	17.1	229	17.7	230	18.3	230	18.9	231	19.6	231
	0.452	2923	0.452	2820	0.452	2721	0.452	2624	0.452	2530	0.452	2440
50	2.7	453	2.8	466	2.9	481	3.0	495	3.0	510	3.1	526
	8.9	198	9.2	199	9.5	199	9.8	200	10.2	200	10.5	201
	0.413	3212	0.413	3104	0.413	3000	0.413	2898	0.413	2799	0.413	2705

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Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA+5 °C (Page 2 of 2)
Figure 04-05-33



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-50

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	23.5	2440	24.9	2571	26.6	2716	28.6	2882	31.1	3085	34.8	3361
	160.2	410	170.7	411	182.6	412	197.0	414	215.6	416	242.9	419
	0.770	504	0.770	429	0.770	351	0.770	268	0.770	186	0.770	106
390	20.3	2245	21.4	2351	22.5	2462	23.7	2580	25.0	2706	26.4	2843
	136.6	403	143.9	404	151.7	405	160.1	406	169.3	407	179.5	408
	0.770	791	0.770	711	0.770	638	0.770	569	0.770	500	0.770	428
370	18.2	2099	19.0	2191	19.9	2286	20.8	2386	21.8	2490	22.9	2600
	120.5	397	126.3	398	132.4	399	138.8	400	145.6	400	152.9	401
	0.770	1091	0.770	1015	0.770	937	0.770	860	0.770	786	0.770	716
350	16.6	1979	17.3	2062	18.1	2149	18.9	2238	19.7	2331	20.6	2427
	108.5	392	113.5	393	118.7	394	124.0	394	129.6	395	135.5	396
	0.770	1400	0.770	1320	0.770	1244	0.770	1169	0.770	1095	0.770	1019
330	15.3	1870	15.9	1947	16.6	2026	17.3	2108	18.0	2193	18.7	2281
	98.3	387	102.7	387	107.2	388	111.9	389	116.7	389	121.8	390
	0.770	1580	0.770	1490	0.770	1406	0.770	1328	0.770	1255	0.770	1188
310	14.1	1765	14.6	1837	15.2	1910	15.9	1985	16.5	2062	17.2	2143
	89.1	380	93.0	381	96.9	382	101.0	382	105.3	383	109.6	383
	0.770	1754	0.770	1664	0.770	1578	0.770	1493	0.770	1414	0.770	1339
290	13.0	1663	13.5	1729	14.0	1797	14.6	1866	15.2	1937	15.7	2011
	80.6	373	84.0	374	87.5	375	91.1	375	94.8	376	98.6	376
	0.770	1872	0.770	1783	0.770	1699	0.770	1619	0.770	1540	0.770	1464
270	11.9	1561	12.4	1622	12.9	1684	13.4	1748	13.9	1813	14.4	1881
	72.5	365	75.5	366	78.6	366	81.8	367	85.0	367	88.3	368
	0.770	1960	0.770	1870	0.770	1786	0.770	1705	0.770	1628	0.770	1555
250	10.8	1446	11.2	1501	11.7	1558	12.1	1616	12.6	1675	13.0	1736
	63.8	354	66.4	355	69.1	355	71.8	356	74.6	356	77.4	357
	0.761	1510	0.761	1444	0.761	1381	0.761	1320	0.761	1262	0.761	1208
200	8.0	1136	8.3	1178	8.6	1221	8.9	1265	9.3	1309	9.6	1354
	42.8	321	44.5	321	46.2	322	47.9	322	49.7	322	51.5	323
	0.692	2107	0.692	2022	0.692	1943	0.692	1867	0.692	1796	0.692	1728
150	5.9	879	6.1	911	6.3	943	6.6	975	6.8	1008	7.0	1042
	28.1	286	29.2	286	30.3	287	31.4	287	32.5	287	33.7	288
	0.631	2655	0.631	2554	0.631	2458	0.631	2368	0.631	2282	0.631	2201
100	3.6	569	3.7	588	3.8	608	4.0	628	4.1	648	4.2	669
	13.6	228	14.1	229	14.6	229	15.2	230	15.7	230	16.2	231
	0.452	3607	0.452	3471	0.452	3342	0.452	3221	0.452	3106	0.452	2997
50	2.3	383	2.3	396	2.4	408	2.5	421	2.6	433	2.6	447
	7.4	198	7.7	198	7.9	198	8.2	199	8.5	199	8.8	200
	0.413	3944	0.413	3798	0.413	3661	0.413	3531	0.413	3408	0.413	3291

CRJ900_IF_CLB320I_LW_10CLT.PS - 27/09/2002

Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA+10 °C (Page 1 of 2)

Figure 04-05-34



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-51

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M			
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	41.9	3843										
	295.6	423										
	0.770	35										
390	28.0	2993	29.9	3165	32.3	3370	35.5	3635	40.7	4036	52.8	4902
	191.1	409	204.7	411	221.9	413	245.5	415	283.9	419	374.5	426
	0.770	353	0.770	276	0.770	199	0.770	125	0.770	57	0.770	8
370	24.0	2717	25.2	2840	26.4	2972	27.8	3115	29.4	3272	31.2	3449
	160.6	402	168.9	403	178.0	404	188.0	405	199.2	406	212.2	408
	0.770	651	0.770	587	0.770	523	0.770	455	0.770	385	0.770	314
350	21.5	2528	22.4	2633	23.4	2745	24.5	2862	25.6	2987	26.9	3121
	141.7	396	148.2	397	155.2	398	162.7	399	170.7	400	179.4	400
	0.770	944	0.770	869	0.770	798	0.770	733	0.770	670	0.770	608
330	19.5	2371	20.3	2465	21.2	2563	22.1	2666	23.0	2774	24.0	2888
	127.0	390	132.5	391	138.2	392	144.3	393	150.7	393	157.5	394
	0.770	1121	0.770	1055	0.770	988	0.770	921	0.770	854	0.770	788
310	17.8	2225	18.6	2311	19.3	2400	20.1	2493	20.9	2589	21.7	2690
	114.2	384	118.9	384	123.9	385	129.0	386	134.4	386	140.0	387
	0.770	1268	0.770	1202	0.770	1140	0.770	1081	0.770	1022	0.770	964
290	16.3	2086	17.0	2164	17.6	2245	18.3	2329	19.0	2417	19.8	2508
	102.6	377	106.7	377	111.0	378	115.4	378	120.1	379	124.9	379
	0.770	1390	0.770	1319	0.770	1251	0.770	1188	0.770	1127	0.770	1071
270	15.0	1950	15.5	2021	16.1	2094	16.7	2170	17.3	2249	18.0	2332
	91.8	368	95.3	369	99.0	369	102.8	370	106.8	370	111.0	371
	0.770	1485	0.770	1417	0.770	1350	0.770	1284	0.770	1221	0.770	1160
250	13.5	1798	14.0	1862	14.5	1929	15.0	1997	15.5	2067	16.1	2141
	80.4	357	83.4	358	86.5	358	89.7	359	93.0	359	96.5	359
	0.761	1156	0.761	1107	0.761	1059	0.761	1013	0.761	968	0.761	924
200	9.9	1401	10.3	1449	10.6	1498	11.0	1548	11.3	1600	11.7	1654
	53.4	323	55.3	323	57.2	324	59.2	324	61.3	325	63.4	325
	0.692	1664	0.692	1603	0.692	1544	0.692	1488	0.692	1433	0.692	1380
150	7.3	1077	7.5	1113	7.7	1150	8.0	1188	8.3	1226	8.5	1266
	34.8	288	36.0	288	37.3	289	38.6	289	39.9	290	41.2	290
	0.631	2124	0.631	2050	0.631	1981	0.631	1915	0.631	1851	0.631	1790
100	4.4	691	4.5	713	4.7	736	4.8	760	5.0	785	5.1	810
	16.8	231	17.4	231	18.0	232	18.6	232	19.3	233	19.9	233
	0.452	2892	0.452	2790	0.452	2691	0.452	2595	0.452	2502	0.452	2413
50	2.7	461	2.8	475	2.9	489	3.0	504	3.1	520	3.2	535
	9.1	200	9.4	200	9.7	201	10.0	202	10.3	202	10.7	202
	0.413	3180	0.413	3073	0.413	2969	0.413	2868	0.413	2771	0.413	2677

CRJ900_IF_CLB320I_HW_10CLT.PS - 27/09/2002

Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA+10 °C (Page 2 of 2)

Figure 04-05-34



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-52

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	27.3	2705	29.2	2865	31.4	3047	34.2	3267	38.3	3563	46.1	4080
	189.8	417	203.6	419	220.0	420	240.9	422	271.3	425	329.9	429
	0.770	388	0.770	320	0.770	248	0.770	173	0.770	98	0.770	33
390	23.4	2471	24.7	2594	26.0	2725	27.5	2865	29.2	3017	31.0	3185
	160.1	411	169.2	412	179.1	413	189.9	414	201.8	415	215.3	416
	0.770	660	0.770	585	0.770	517	0.770	452	0.770	390	0.770	322
370	20.9	2304	21.9	2409	22.9	2519	24.1	2636	25.3	2758	26.6	2889
	141.0	405	148.1	406	155.7	407	163.6	408	172.2	409	181.4	410
	0.770	941	0.770	871	0.770	799	0.770	727	0.770	657	0.770	592
350	19.0	2169	19.9	2265	20.8	2365	21.8	2468	22.8	2576	23.8	2689
	127.0	400	133.2	401	139.5	402	146.2	403	153.2	403	160.6	404
	0.770	1224	0.770	1149	0.770	1079	0.770	1010	0.770	942	0.770	872
330	17.5	2048	18.3	2136	19.1	2228	19.9	2322	20.8	2420	21.7	2523
	115.2	395	120.6	396	126.2	397	132.0	397	138.1	398	144.4	399
	0.770	1382	0.770	1299	0.770	1222	0.770	1149	0.770	1082	0.770	1020
310	16.1	1931	16.8	2012	17.5	2096	18.3	2182	19.1	2272	19.9	2365
	104.5	389	109.2	390	114.1	390	119.1	391	124.4	392	129.9	392
	0.770	1494	0.770	1413	0.770	1335	0.770	1258	0.770	1186	0.770	1118
290	14.8	1815	15.4	1890	16.1	1967	16.7	2046	17.4	2128	18.2	2212
	94.4	382	98.5	383	102.8	383	107.2	384	111.8	385	116.5	385
	0.770	1578	0.770	1499	0.770	1424	0.770	1353	0.770	1282	0.770	1215
270	13.6	1698	14.1	1766	14.7	1837	15.3	1909	15.9	1984	16.5	2061
	84.5	374	88.2	375	91.9	375	95.8	376	99.8	376	103.9	377
	0.770	1626	0.770	1547	0.770	1472	0.770	1401	0.770	1334	0.770	1269
250	12.2	1565	12.7	1627	13.2	1690	13.7	1755	14.3	1822	14.8	1891
	74.0	363	77.1	363	80.3	364	83.5	365	86.9	365	90.4	366
	0.761	1266	0.761	1207	0.761	1152	0.761	1098	0.761	1047	0.761	998
200	8.9	1213	9.3	1259	9.6	1306	10.0	1353	10.3	1402	10.7	1452
	48.8	329	50.8	329	52.8	330	54.8	330	56.9	330	59.1	331
	0.692	1795	0.692	1720	0.692	1650	0.692	1583	0.692	1520	0.692	1460
150	6.5	926	6.7	960	6.9	994	7.2	1029	7.4	1065	7.7	1102
	31.5	293	32.7	293	34.0	294	35.2	294	36.5	294	37.9	295
	0.631	2290	0.631	2201	0.631	2116	0.631	2036	0.631	1959	0.631	1887
100	3.8	588	3.9	608	4.1	629	4.2	650	4.4	671	4.5	693
	14.8	233	15.3	233	15.9	234	16.5	234	17.0	235	17.7	235
	0.452	3271	0.452	3145	0.452	3026	0.452	2914	0.452	2809	0.452	2708
50	2.3	393	2.4	406	2.5	419	2.6	432	2.7	445	2.7	459
	7.9	201	8.2	202	8.4	203	8.7	203	9.0	203	9.3	204
	0.413	3589	0.413	3453	0.413	3327	0.413	3207	0.413	3093	0.413	2986

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Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA+15 °C (Page 1 of 2)

Figure 04-05-35

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-53

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M			
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	33.2	3374	35.9	3600	39.5	3891	45.4	4335	59.5	5312		
	231.1	418	250.8	420	277.8	422	322.1	426	428.7	432		
	0.770	254	0.770	182	0.770	113	0.770	49	0.770	7		
370	28.0	3027	29.5	3176	31.1	3337	33.0	3515	35.1	3714	37.6	3945
	191.4	410	202.2	411	214.1	413	227.5	414	242.9	415	261.4	417
	0.770	531	0.770	472	0.770	412	0.770	350	0.770	286	0.770	220
350	25.0	2807	26.2	2933	27.4	3066	28.8	3209	30.3	3362	31.9	3527
	168.4	405	176.8	406	185.8	407	195.6	407	206.2	409	217.7	410
	0.770	802	0.770	732	0.770	666	0.770	604	0.770	546	0.770	488
330	22.7	2629	23.7	2740	24.8	2856	25.9	2979	27.1	3110	28.4	3249
	151.1	399	158.0	400	165.4	401	173.2	402	181.6	402	190.7	403
	0.770	959	0.770	898	0.770	837	0.770	775	0.770	713	0.770	651
310	20.7	2462	21.6	2562	22.5	2667	23.5	2777	24.5	2893	25.6	3014
	135.7	393	141.7	394	148.0	394	154.6	395	161.6	396	169.1	397
	0.770	1053	0.770	993	0.770	938	0.770	884	0.770	832	0.770	779
290	18.9	2300	19.7	2390	20.5	2485	21.3	2584	22.2	2688	23.1	2797
	121.5	386	126.6	386	132.1	387	137.7	388	143.7	388	150.1	389
	0.770	1147	0.770	1083	0.770	1022	0.770	965	0.770	910	0.770	860
270	17.2	2140	17.9	2222	18.6	2307	19.3	2395	20.1	2488	20.9	2585
	108.2	377	112.6	378	117.2	378	122.0	379	127.0	380	132.4	380
	0.770	1208	0.770	1147	0.770	1088	0.770	1029	0.770	972	0.770	918
250	15.4	1962	16.0	2035	16.6	2110	17.2	2188	17.9	2270	18.6	2355
	94.0	366	97.7	366	101.5	367	105.5	367	109.7	368	114.0	368
	0.761	953	0.761	909	0.761	867	0.761	826	0.761	786	0.761	747
200	11.1	1504	11.5	1557	11.9	1611	12.3	1667	12.8	1725	13.2	1785
	61.2	331	63.5	331	65.8	332	68.2	332	70.7	332	73.2	333
	0.692	1403	0.692	1349	0.692	1297	0.692	1247	0.692	1198	0.692	1151
150	8.0	1140	8.2	1178	8.5	1218	8.8	1259	9.1	1302	9.4	1345
	39.2	295	40.6	295	42.0	296	43.5	296	45.1	296	46.6	297
	0.631	1819	0.631	1754	0.631	1692	0.631	1633	0.631	1576	0.631	1522
100	4.7	716	4.8	740	5.0	764	5.1	789	5.3	815	5.5	842
	18.3	236	18.9	236	19.6	236	20.3	237	21.0	237	21.8	238
	0.452	2610	0.452	2516	0.452	2425	0.452	2336	0.452	2249	0.452	2167
50	2.8	473	2.9	488	3.0	503	3.1	519	3.2	535	3.3	551
	9.6	204	10.0	204	10.3	205	10.6	205	11.0	206	11.4	206
	0.413	2882	0.413	2783	0.413	2687	0.413	2594	0.413	2503	0.413	2416

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Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA+15 °C (Page 2 of 2)

Figure 04-05-35



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-54

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	33.1	3093	35.9	3309	39.5	3572	44.8	3938	56.1	4647		
	235.0	426	255.8	427	282.5	429	322.6	432	408.8	437		
	0.770	255	0.770	194	0.770	131	0.770	68	0.770	15		
390	27.8	2782	29.4	2932	31.2	3095	33.2	3273	35.5	3469	38.2	3692
	193.8	419	205.8	420	219.1	421	233.9	422	250.6	423	270.2	425
	0.770	521	0.770	452	0.770	389	0.770	329	0.770	272	0.770	213
370	24.7	2585	26.0	2712	27.4	2846	28.8	2988	30.4	3139	32.1	3303
	170.3	413	179.5	414	189.3	415	199.9	416	211.3	417	223.8	418
	0.770	797	0.770	733	0.770	667	0.770	601	0.770	536	0.770	475
350	22.6	2432	23.7	2547	24.9	2667	26.1	2793	27.4	2926	28.8	3066
	153.7	409	161.6	410	170.0	410	178.8	411	188.1	412	198.1	413
	0.770	1036	0.770	967	0.770	904	0.770	841	0.770	779	0.770	716
330	20.7	2292	21.7	2397	22.8	2507	23.8	2622	25.0	2742	26.2	2868
	139.4	404	146.4	404	153.6	405	161.3	406	169.4	407	177.9	408
	0.770	1144	0.770	1069	0.770	1000	0.770	934	0.770	873	0.770	818
310	19.0	2156	19.9	2252	20.8	2352	21.8	2457	22.8	2565	23.9	2679
	126.3	398	132.3	399	138.7	399	145.3	400	152.3	401	159.6	402
	0.770	1229	0.770	1157	0.770	1088	0.770	1019	0.770	955	0.770	893
290	17.4	2020	18.2	2108	19.0	2200	19.9	2294	20.8	2393	21.7	2495
	113.7	391	119.0	392	124.6	392	130.3	393	136.3	394	142.6	394
	0.770	1282	0.770	1212	0.770	1147	0.770	1084	0.770	1022	0.770	963
270	15.9	1881	16.6	1961	17.3	2044	18.1	2130	18.8	2219	19.7	2311
	101.5	383	106.1	383	110.9	384	115.9	385	121.1	385	126.5	386
	0.770	1314	0.770	1245	0.770	1180	0.770	1118	0.770	1059	0.770	1003
250	14.2	1720	14.8	1791	15.5	1865	16.1	1941	16.8	2019	17.5	2101
	88.0	371	91.9	372	95.9	372	100.1	373	104.4	374	108.8	374
	0.761	1000	0.761	949	0.761	901	0.761	856	0.761	812	0.761	770
200	10.1	1304	10.5	1355	11.0	1408	11.4	1461	11.8	1517	12.3	1573
	56.7	336	59.0	336	61.4	336	63.9	337	66.4	337	69.0	338
	0.692	1476	0.692	1412	0.692	1351	0.692	1293	0.692	1238	0.692	1186
150	7.2	977	7.5	1014	7.8	1052	8.0	1090	8.3	1130	8.6	1170
	35.8	298	37.2	299	38.6	299	40.1	300	41.7	300	43.2	300
	0.631	1944	0.631	1865	0.631	1791	0.631	1720	0.631	1653	0.631	1589
100	4.1	604	4.3	626	4.4	648	4.6	670	4.7	693	4.9	717
	16.2	236	16.9	236	17.5	237	18.1	237	18.8	238	19.5	238
	0.452	2953	0.452	2837	0.452	2728	0.452	2625	0.452	2528	0.452	2435
50	2.5	400	2.6	413	2.7	426	2.8	440	2.9	455	3.0	470
	8.5	203	8.9	204	9.2	204	9.5	205	9.8	205	10.2	205
	0.413	3267	0.413	3142	0.413	3025	0.413	2914	0.413	2809	0.413	2710

CRJ900_IF_CLB320I_LW_20CLT.PS - 27/09/2002

Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA+20 °C (Page 1 of 2)

Figure 04-05-36



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-55

Sep 09/02

CLIMB 250 / 320 KIAS / 0.77 M			
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	41.4	3956	45.9	4299	53.6	4852						
	294.5	427	327.9	429	386.5	433						
	0.770	151	0.770	89	0.770	33						
370	34.0	3479	36.1	3671	38.4	3882	41.0	4120	44.1	4396	48.0	4731
	237.4	419	252.6	420	269.5	422	289.1	423	312.3	425	341.6	427
	0.770	418	0.770	364	0.770	310	0.770	254	0.770	197	0.770	138
350	30.3	3214	31.9	3373	33.6	3545	35.5	3731	37.6	3935	40.0	4160
	208.7	414	220.3	415	232.9	416	246.8	417	262.2	418	279.5	420
	0.770	652	0.770	588	0.770	526	0.770	469	0.770	416	0.770	364
330	27.5	3000	28.8	3140	30.2	3287	31.8	3446	33.4	3616	35.2	3801
	186.9	408	196.4	409	206.6	410	217.7	411	229.6	412	242.8	413
	0.770	764	0.770	709	0.770	655	0.770	599	0.770	543	0.770	488
310	25.0	2798	26.1	2924	27.4	3056	28.7	3196	30.1	3344	31.6	3503
	167.3	402	175.5	403	184.2	404	193.4	405	203.3	406	214.0	407
	0.770	836	0.770	781	0.770	732	0.770	685	0.770	638	0.770	591
290	22.6	2602	23.7	2713	24.7	2831	25.9	2955	27.1	3087	28.3	3228
	149.2	395	156.1	396	163.4	397	171.3	397	179.6	398	188.6	399
	0.770	902	0.770	846	0.770	792	0.770	740	0.770	692	0.770	647
270	20.5	2407	21.4	2506	22.3	2610	23.2	2719	24.3	2835	25.4	2958
	132.0	387	137.9	387	144.0	388	150.5	389	157.4	389	164.9	390
	0.770	949	0.770	895	0.770	844	0.770	792	0.770	742	0.770	694
250	18.2	2184	18.9	2271	19.7	2361	20.5	2456	21.3	2554	22.2	2659
	113.4	375	118.2	375	123.2	376	128.5	376	134.0	377	139.8	377
	0.761	731	0.761	693	0.761	657	0.761	621	0.761	587	0.761	553
200	12.7	1632	13.2	1692	13.7	1754	14.2	1818	14.7	1885	15.3	1954
	71.7	338	74.5	338	77.3	339	80.3	339	83.4	339	86.6	340
	0.692	1137	0.692	1090	0.692	1045	0.692	1002	0.692	959	0.692	918
150	9.0	1212	9.3	1255	9.6	1299	9.9	1344	10.3	1392	10.7	1441
	44.8	301	46.5	301	48.2	301	50.0	301	51.8	302	53.7	302
	0.631	1529	0.631	1472	0.631	1417	0.631	1365	0.631	1315	0.631	1267
100	5.1	742	5.3	767	5.5	793	5.6	820	5.8	849	6.0	878
	20.2	238	20.9	239	21.7	239	22.5	239	23.3	240	24.2	240
	0.452	2345	0.452	2258	0.452	2174	0.452	2091	0.452	2011	0.452	1934
50	3.1	485	3.2	500	3.3	517	3.4	533	3.5	551	3.6	568
	10.5	206	10.9	207	11.3	207	11.7	207	12.1	207	12.5	208
	0.413	2614	0.413	2522	0.413	2433	0.413	2346	0.413	2261	0.413	2180

CRJ900_IF_CLB320I_HW_20CLT.PS - 27/09/2002

Climb Speed Schedule (250/320 KIAS / 0.77 M), ISA+20 °C (Page 2 of 2)

Figure 04-05-36

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-56

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	13.2	1473	13.8	1534	14.4	1597	15.0	1663	15.6	1732	16.3	1804
	69.1	314	72.2	314	75.4	315	78.8	316	82.4	316	86.3	317
	0.700	1779	0.700	1680	0.700	1582	0.700	1486	0.700	1394	0.700	1304
310	11.9	1374	12.4	1429	12.9	1486	13.5	1546	14.0	1607	14.6	1672
	60.7	305	63.3	306	66.0	306	68.9	307	71.9	307	75.1	308
	0.682	1532	0.682	1454	0.682	1379	0.682	1306	0.682	1233	0.682	1163
290	10.7	1274	11.1	1324	11.6	1376	12.1	1429	12.5	1484	13.0	1542
	52.9	296	55.1	297	57.4	297	59.8	298	62.3	298	64.9	299
	0.655	1760	0.655	1677	0.655	1597	0.655	1518	0.655	1441	0.655	1366
270	9.6	1182	10.0	1228	10.4	1274	10.8	1322	11.2	1372	11.7	1424
	46.2	288	48.1	288	50.1	289	52.1	289	54.2	290	56.4	290
	0.628	1989	0.628	1899	0.628	1812	0.628	1729	0.628	1647	0.628	1568
250	8.7	1095	9.0	1137	9.4	1180	9.7	1223	10.1	1268	10.5	1315
	40.5	280	42.1	280	43.8	280	45.6	281	47.3	281	49.2	282
	0.604	2215	0.604	2119	0.604	2027	0.604	1938	0.604	1853	0.604	1769
230	7.8	1013	8.1	1051	8.4	1090	8.7	1130	9.1	1170	9.4	1212
	35.5	272	36.9	272	38.3	273	39.8	273	41.4	274	42.9	274
	0.580	2422	0.580	2319	0.580	2222	0.580	2128	0.580	2038	0.580	1951
210	7.0	935	7.3	969	7.6	1005	7.8	1041	8.1	1077	8.4	1115
	31.0	264	32.2	265	33.5	265	34.7	266	36.1	266	37.4	266
	0.558	2633	0.558	2524	0.558	2422	0.558	2323	0.558	2229	0.558	2137
190	6.3	859	6.5	891	6.8	922	7.0	955	7.3	988	7.5	1022
	27.0	257	28.1	257	29.1	258	30.2	258	31.3	259	32.5	259
	0.536	2846	0.536	2731	0.536	2622	0.536	2519	0.536	2420	0.536	2324
170	5.6	786	5.8	814	6.0	843	6.3	872	6.5	902	6.7	933
	23.4	250	24.3	250	25.2	250	26.2	251	27.1	251	28.1	252
	0.516	3054	0.516	2932	0.516	2818	0.516	2710	0.516	2607	0.516	2507
150	5.0	714	5.2	739	5.4	765	5.5	791	5.7	818	5.9	845
	20.1	242	20.9	243	21.7	243	22.5	244	23.3	244	24.1	244
	0.497	3259	0.497	3131	0.497	3011	0.497	2898	0.497	2790	0.497	2686
130	4.4	643	4.5	666	4.7	689	4.9	712	5.0	736	5.2	760
	17.2	234	17.8	235	18.5	235	19.1	236	19.8	236	20.5	236
	0.478	3428	0.478	3296	0.478	3171	0.478	3054	0.478	2942	0.478	2835
90	3.3	504	3.4	521	3.5	538	3.6	556	3.7	574	3.9	592
	11.9	217	12.3	217	12.7	218	13.2	219	13.6	219	14.1	219
	0.444	3749	0.444	3607	0.444	3474	0.444	3348	0.444	3229	0.444	3115
50	2.2	367	2.3	378	2.4	390	2.5	402	2.5	414	2.6	427
	7.2	193	7.5	194	7.7	194	8.0	195	8.3	195	8.5	195
	0.413	4018	0.413	3868	0.413	3728	0.413	3596	0.413	3470	0.413	3351

CRJ900_IF_CLB250I_C_LW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M) - Cowl Anti-Ice On, ISA-10 °C (Page 1 of 2)
Figure 04-05-37



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-57

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
330	17.1	1881	17.8	1962	18.7	2049	19.6	2142	20.6	2242	21.6	2348
	90.4	318	94.8	319	99.5	319	104.7	320	110.2	321	116.3	322
	0.700	1217	0.700	1132	0.700	1048	0.700	965	0.700	883	0.700	801
310	15.3	1740	15.9	1812	16.6	1888	17.4	1969	18.2	2054	19.0	2144
	78.5	309	82.0	309	85.9	310	90.0	311	94.3	311	99.0	312
	0.682	1096	0.682	1030	0.682	966	0.682	903	0.682	842	0.682	781
290	13.6	1602	14.1	1666	14.7	1733	15.4	1803	16.0	1877	16.7	1955
	67.7	299	70.6	300	73.7	300	77.0	301	80.5	301	84.2	302
	0.655	1294	0.655	1223	0.655	1154	0.655	1087	0.655	1023	0.655	959
270	12.1	1478	12.6	1534	13.1	1594	13.7	1656	14.2	1722	14.8	1790
	58.7	290	61.2	291	63.8	291	66.5	292	69.3	292	72.3	293
	0.628	1491	0.628	1416	0.628	1343	0.628	1272	0.628	1203	0.628	1137
250	10.9	1363	11.3	1414	11.7	1467	12.2	1523	12.7	1581	13.2	1641
	51.2	282	53.2	283	55.4	283	57.6	284	60.0	284	62.5	285
	0.604	1687	0.604	1608	0.604	1531	0.604	1457	0.604	1384	0.604	1315
230	9.7	1256	10.1	1302	10.5	1350	10.9	1399	11.3	1451	11.7	1505
	44.6	274	46.3	275	48.1	275	50.1	276	52.1	276	54.1	277
	0.580	1865	0.580	1783	0.580	1703	0.580	1624	0.580	1549	0.580	1477
210	8.7	1155	9.0	1196	9.4	1239	9.7	1283	10.1	1330	10.5	1378
	38.8	267	40.3	267	41.8	268	43.4	268	45.1	268	46.9	269
	0.558	2048	0.558	1962	0.558	1878	0.558	1796	0.558	1717	0.558	1642
190	7.8	1058	8.1	1095	8.4	1133	8.7	1173	9.0	1215	9.3	1258
	33.7	259	34.9	260	36.2	260	37.6	260	39.0	261	40.5	261
	0.536	2232	0.536	2141	0.536	2054	0.536	1968	0.536	1886	0.536	1807
170	6.9	965	7.2	998	7.4	1032	7.7	1068	8.0	1105	8.2	1143
	29.1	252	30.2	252	31.3	253	32.4	253	33.6	254	34.9	254
	0.516	2410	0.516	2317	0.516	2225	0.516	2136	0.516	2051	0.516	1969
150	6.1	874	6.3	903	6.6	934	6.8	966	7.0	999	7.3	1032
	25.0	245	25.9	245	26.8	245	27.8	246	28.8	246	29.8	247
	0.497	2586	0.497	2489	0.497	2394	0.497	2302	0.497	2213	0.497	2128
130	5.4	785	5.6	811	5.7	838	5.9	866	6.1	895	6.4	925
	21.2	237	22.0	237	22.8	238	23.6	238	24.4	238	25.3	239
	0.478	2732	0.478	2632	0.478	2534	0.478	2440	0.478	2348	0.478	2261
90	4.0	611	4.1	631	4.2	651	4.4	672	4.5	693	4.7	715
	14.6	220	15.1	220	15.6	220	16.1	221	16.7	221	17.3	222
	0.444	3006	0.444	2901	0.444	2799	0.444	2700	0.444	2603	0.444	2511
50	2.7	440	2.8	453	2.9	467	3.0	481	3.1	496	3.1	511
	8.8	196	9.1	196	9.4	197	9.7	197	10.1	198	10.4	198
	0.413	3237	0.413	3127	0.413	3021	0.413	2918	0.413	2818	0.413	2722

CRJ900_IF_CLB250I_C_HW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M) - Cowl Anti-Ice On, ISA-10 °C (Page 2 of 2)
Figure 04-05-37



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-58

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	13.5	1538	14.1	1602	14.7	1668	15.3	1736	16.0	1809	16.7	1885
	72.2	321	75.4	321	78.8	322	82.4	323	86.2	323	90.3	324
	0.700	1713	0.700	1617	0.700	1522	0.700	1430	0.700	1340	0.700	1254
310	12.2	1432	12.7	1490	13.2	1550	13.8	1612	14.3	1676	14.9	1744
	63.3	312	66.0	312	68.9	313	71.9	313	75.0	314	78.4	315
	0.682	1480	0.682	1405	0.682	1332	0.682	1261	0.682	1191	0.682	1123
290	10.9	1327	11.4	1379	11.8	1433	12.3	1488	12.8	1546	13.3	1606
	55.0	302	57.4	303	59.8	303	62.3	304	64.9	304	67.6	305
	0.655	1706	0.655	1625	0.655	1548	0.655	1471	0.655	1397	0.655	1324
270	9.8	1229	10.2	1277	10.6	1325	11.0	1375	11.5	1427	11.9	1481
	48.0	293	50.0	294	52.1	294	54.2	295	56.4	295	58.7	296
	0.628	1932	0.628	1844	0.628	1760	0.628	1679	0.628	1600	0.628	1522
250	8.8	1138	9.2	1181	9.5	1226	9.9	1271	10.3	1318	10.7	1366
	42.0	285	43.7	286	45.5	286	47.3	286	49.1	287	51.1	287
	0.604	2158	0.604	2064	0.604	1974	0.604	1888	0.604	1804	0.604	1722
230	8.0	1051	8.3	1091	8.6	1131	8.9	1172	9.2	1215	9.6	1258
	36.7	277	38.2	278	39.7	278	41.3	278	42.8	279	44.5	279
	0.580	2362	0.580	2261	0.580	2166	0.580	2075	0.580	1987	0.580	1902
210	7.1	969	7.4	1005	7.7	1041	8.0	1079	8.3	1117	8.6	1156
	32.1	269	33.3	270	34.6	270	35.9	271	37.3	271	38.7	272
	0.558	2570	0.558	2464	0.558	2364	0.558	2268	0.558	2176	0.558	2086
190	6.4	889	6.6	922	6.9	955	7.1	989	7.4	1023	7.6	1059
	27.9	262	29.0	262	30.1	263	31.2	263	32.4	263	33.6	264
	0.536	2780	0.536	2667	0.536	2561	0.536	2460	0.536	2363	0.536	2270
170	5.7	812	5.9	842	6.1	871	6.3	902	6.6	933	6.8	965
	24.1	254	25.1	254	26.0	255	27.0	255	28.0	256	29.0	256
	0.516	2982	0.516	2863	0.516	2752	0.516	2646	0.516	2545	0.516	2447
150	5.1	737	5.2	763	5.4	790	5.6	817	5.8	845	6.0	873
	20.7	246	21.5	247	22.3	247	23.1	248	24.0	248	24.8	248
	0.497	3181	0.497	3056	0.497	2939	0.497	2829	0.497	2723	0.497	2622
130	4.4	663	4.6	686	4.8	710	4.9	734	5.1	758	5.3	783
	17.6	238	18.3	239	19.0	239	19.6	239	20.3	240	21.1	240
	0.478	3349	0.478	3219	0.478	3097	0.478	2983	0.478	2873	0.478	2769
90	3.3	517	3.4	535	3.5	553	3.6	571	3.8	589	3.9	608
	12.1	220	12.5	220	13.0	221	13.4	221	13.9	222	14.4	222
	0.444	3668	0.444	3528	0.444	3398	0.444	3275	0.444	3158	0.444	3047
50	2.2	373	2.3	385	2.4	397	2.5	410	2.5	422	2.6	435
	7.3	194	7.5	195	7.8	195	8.1	196	8.3	196	8.6	197
	0.413	3933	0.413	3787	0.413	3650	0.413	3520	0.413	3397	0.413	3280

CRJ900_IF_CLB250I_C_LW_00CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M) - Cowl Anti-Ice On, ISA (Page 1 of 2)
Figure 04-05-38



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-59

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
330	17.5	1965	18.3	2051	19.1	2142	20.1	2240	21.1	2344	22.2	2457
	94.6	325	99.2	326	104.2	327	109.6	328	115.4	329	121.8	330
	0.700	1169	0.700	1087	0.700	1006	0.700	926	0.700	847	0.700	768
310	15.6	1815	16.3	1890	17.0	1970	17.8	2055	18.6	2144	19.5	2239
	81.9	315	85.6	316	89.7	317	94.0	317	98.5	318	103.5	319
	0.682	1058	0.682	994	0.682	932	0.682	871	0.682	812	0.682	752
290	13.9	1669	14.4	1735	15.0	1805	15.7	1879	16.4	1957	17.1	2038
	70.5	305	73.6	306	76.8	307	80.3	307	83.9	308	87.8	309
	0.655	1254	0.655	1185	0.655	1118	0.655	1053	0.655	990	0.655	928
270	12.4	1538	12.9	1597	13.4	1659	13.9	1724	14.5	1792	15.1	1863
	61.1	296	63.6	297	66.3	297	69.1	298	72.1	298	75.2	299
	0.628	1447	0.628	1375	0.628	1303	0.628	1234	0.628	1168	0.628	1103
250	11.1	1417	11.5	1470	11.9	1525	12.4	1583	12.9	1644	13.4	1707
	53.1	288	55.2	288	57.5	289	59.8	289	62.3	290	64.9	290
	0.604	1643	0.604	1566	0.604	1491	0.604	1418	0.604	1348	0.604	1280
230	9.9	1304	10.3	1352	10.7	1401	11.1	1453	11.5	1507	11.9	1563
	46.2	280	48.0	280	49.9	281	51.9	281	54.0	281	56.1	282
	0.580	1819	0.580	1738	0.580	1660	0.580	1583	0.580	1510	0.580	1440
210	8.9	1197	9.2	1240	9.5	1285	9.9	1331	10.2	1380	10.6	1429
	40.2	272	41.7	272	43.3	273	45.0	273	46.7	273	48.5	274
	0.558	1999	0.558	1915	0.558	1833	0.558	1753	0.558	1676	0.558	1602
190	7.9	1096	8.2	1134	8.5	1174	8.8	1216	9.1	1259	9.4	1303
	34.8	264	36.1	264	37.5	265	38.9	265	40.4	266	41.9	266
	0.536	2179	0.536	2091	0.536	2006	0.536	1922	0.536	1842	0.536	1765
170	7.0	998	7.3	1032	7.5	1068	7.8	1105	8.1	1143	8.4	1183
	30.0	256	31.1	257	32.3	257	33.5	258	34.7	258	36.0	259
	0.516	2353	0.516	2262	0.516	2173	0.516	2086	0.516	2002	0.516	1922
150	6.2	903	6.4	933	6.6	965	6.9	998	7.1	1032	7.4	1067
	25.7	249	26.7	249	27.6	250	28.6	250	29.7	250	30.7	251
	0.497	2524	0.497	2429	0.497	2337	0.497	2247	0.497	2160	0.497	2077
130	5.4	810	5.6	836	5.8	864	6.0	893	6.2	923	6.4	954
	21.8	241	22.6	241	23.4	242	24.2	242	25.1	242	26.0	243
	0.478	2668	0.478	2570	0.478	2475	0.478	2383	0.478	2293	0.478	2207
90	4.0	628	4.1	648	4.3	668	4.4	690	4.6	712	4.7	735
	14.9	222	15.4	223	15.9	223	16.5	224	17.0	224	17.6	225
	0.444	2941	0.444	2838	0.444	2738	0.444	2641	0.444	2546	0.444	2456
50	2.7	448	2.8	462	2.9	476	3.0	491	3.1	506	3.1	521
	8.9	197	9.2	197	9.5	198	9.8	199	10.1	199	10.5	200
	0.413	3168	0.413	3061	0.413	2957	0.413	2856	0.413	2758	0.413	2665

CRJ900_IF_CLB250I_C_HW_00CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M) - Cowl Anti-Ice On, ISA (Page 2 of 2)
Figure 04-05-38



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-60

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	13.8	1610	14.4	1677	15.0	1746	15.7	1818	16.4	1894	17.1	1974
	75.5	328	78.9	328	82.5	329	86.2	330	90.2	330	94.5	331
	0.700	1652	0.700	1560	0.700	1468	0.700	1378	0.700	1292	0.700	1208
310	12.5	1498	13.0	1559	13.5	1621	14.1	1686	14.7	1753	15.3	1825
	66.1	318	69.0	319	72.0	319	75.1	320	78.4	321	81.9	321
	0.682	1432	0.682	1360	0.682	1289	0.682	1220	0.682	1152	0.682	1086
290	11.2	1386	11.6	1441	12.1	1497	12.6	1555	13.1	1615	13.6	1679
	57.4	309	59.9	309	62.4	310	65.0	310	67.7	311	70.6	311
	0.655	1655	0.655	1577	0.655	1501	0.655	1427	0.655	1354	0.655	1284
270	10.0	1283	10.4	1333	10.8	1384	11.3	1436	11.7	1490	12.2	1547
	50.1	300	52.1	300	54.3	301	56.5	301	58.8	301	61.2	302
	0.628	1878	0.628	1793	0.628	1711	0.628	1633	0.628	1555	0.628	1480
250	9.0	1187	9.4	1232	9.7	1279	10.1	1326	10.5	1375	10.9	1426
	43.7	291	45.5	291	47.4	292	49.2	292	51.2	293	53.2	293
	0.604	2103	0.604	2011	0.604	1924	0.604	1840	0.604	1758	0.604	1678
230	8.1	1096	8.4	1138	8.7	1180	9.1	1223	9.4	1267	9.8	1313
	38.2	283	39.8	283	41.3	284	42.9	284	44.6	284	46.3	285
	0.580	2306	0.580	2208	0.580	2115	0.580	2026	0.580	1940	0.580	1857
210	7.3	1010	7.6	1047	7.8	1085	8.1	1124	8.4	1164	8.7	1206
	33.3	275	34.7	275	36.0	276	37.4	276	38.8	276	40.3	277
	0.558	2513	0.558	2409	0.558	2311	0.558	2217	0.558	2127	0.558	2039
190	6.5	926	6.8	960	7.0	995	7.3	1030	7.5	1066	7.8	1103
	29.0	267	30.1	267	31.3	268	32.5	268	33.7	268	34.9	269
	0.536	2718	0.536	2607	0.536	2503	0.536	2405	0.536	2310	0.536	2219
170	5.8	845	6.0	876	6.2	907	6.5	939	6.7	971	6.9	1005
	25.1	259	26.0	260	27.0	260	28.0	260	29.1	261	30.1	261
	0.516	2914	0.516	2797	0.516	2688	0.516	2585	0.516	2486	0.516	2391
150	5.1	767	5.3	794	5.5	822	5.7	850	5.9	879	6.1	909
	21.5	251	22.3	252	23.2	252	24.0	252	24.9	253	25.8	253
	0.497	3108	0.497	2986	0.497	2872	0.497	2764	0.497	2661	0.497	2562
130	4.5	689	4.7	713	4.8	738	5.0	763	5.2	789	5.4	815
	18.3	243	19.0	243	19.7	244	20.4	244	21.1	244	21.9	245
	0.478	3274	0.478	3147	0.478	3028	0.478	2916	0.478	2809	0.478	2707
90	3.3	537	3.5	555	3.6	574	3.7	592	3.8	612	3.9	631
	12.5	224	13.0	225	13.4	225	13.9	225	14.4	226	14.9	226
	0.444	3589	0.444	3453	0.444	3326	0.444	3205	0.444	3091	0.444	2982
50	2.3	387	2.3	399	2.4	412	2.5	424	2.6	437	2.7	451
	7.5	199	7.8	199	8.0	199	8.3	199	8.6	200	8.9	200
	0.413	3853	0.413	3710	0.413	3575	0.413	3448	0.413	3328	0.413	3213

CRJ900_IF_CLB250I_C_LW_10CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M) - Cowl Anti-Ice On, ISA+10 °C (Page 1 of 2)
Figure 04-05-39



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-61

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
330	17.9	2059	18.7	2148	19.6	2244	20.6	2347	21.6	2457	22.8	2576
	99.0	332	103.9	333	109.1	334	114.8	334	121.0	335	127.7	337
	0.700	1126	0.700	1047	0.700	968	0.700	890	0.700	814	0.700	737
310	16.0	1899	16.7	1978	17.4	2062	18.2	2151	19.0	2245	19.9	2345
	85.6	322	89.5	322	93.8	323	98.3	324	103.1	325	108.2	326
	0.682	1023	0.682	961	0.682	900	0.682	842	0.682	784	0.682	726
290	14.2	1745	14.8	1814	15.4	1887	16.0	1965	16.7	2046	17.5	2132
	73.6	312	76.8	312	80.2	313	83.8	313	87.6	314	91.7	315
	0.655	1215	0.655	1149	0.655	1084	0.655	1020	0.655	959	0.655	899
270	12.6	1606	13.1	1668	13.7	1733	14.2	1801	14.8	1872	15.4	1947
	63.7	302	66.3	303	69.1	303	72.1	304	75.2	304	78.5	305
	0.628	1407	0.628	1336	0.628	1267	0.628	1199	0.628	1135	0.628	1072
250	11.3	1479	11.7	1534	12.2	1592	12.7	1653	13.2	1716	13.7	1782
	55.3	293	57.5	294	59.9	294	62.3	295	64.9	295	67.6	296
	0.604	1601	0.604	1526	0.604	1453	0.604	1382	0.604	1313	0.604	1247
230	10.1	1360	10.5	1410	10.9	1462	11.3	1516	11.8	1573	12.2	1631
	48.1	285	50.0	285	51.9	286	54.0	286	56.2	287	58.4	287
	0.580	1776	0.580	1697	0.580	1621	0.580	1546	0.580	1475	0.580	1406
210	9.1	1248	9.4	1293	9.7	1339	10.1	1388	10.5	1439	10.9	1491
	41.8	277	43.4	277	45.0	278	46.8	278	48.6	279	50.5	279
	0.558	1955	0.558	1872	0.558	1792	0.558	1714	0.558	1639	0.558	1567
190	8.1	1142	8.4	1182	8.7	1223	9.0	1267	9.3	1312	9.6	1358
	36.2	269	37.6	269	39.0	270	40.4	270	42.0	271	43.6	271
	0.536	2131	0.536	2044	0.536	1961	0.536	1879	0.536	1801	0.536	1725
170	7.2	1039	7.4	1075	7.7	1112	8.0	1151	8.2	1191	8.5	1232
	31.2	261	32.4	262	33.6	262	34.8	262	36.1	263	37.4	263
	0.516	2299	0.516	2210	0.516	2123	0.516	2038	0.516	1956	0.516	1878
150	6.3	939	6.5	971	6.8	1004	7.0	1039	7.3	1074	7.5	1111
	26.7	253	27.7	254	28.7	254	29.7	254	30.8	255	31.9	255
	0.497	2466	0.497	2373	0.497	2283	0.497	2195	0.497	2110	0.497	2029
130	5.5	842	5.7	870	5.9	899	6.1	929	6.3	961	6.5	993
	22.6	245	23.4	245	24.3	246	25.1	246	26.0	247	27.0	247
	0.478	2608	0.478	2512	0.478	2419	0.478	2329	0.478	2241	0.478	2158
90	4.1	652	4.2	673	4.4	694	4.5	717	4.6	740	4.8	763
	15.4	227	15.9	227	16.5	227	17.1	228	17.7	228	18.3	229
	0.444	2878	0.444	2777	0.444	2679	0.444	2584	0.444	2491	0.444	2403
50	2.7	465	2.8	479	2.9	494	3.0	509	3.1	525	3.2	541
	9.2	201	9.5	201	9.8	201	10.1	202	10.5	202	10.8	203
	0.413	3104	0.413	2999	0.413	2897	0.413	2798	0.413	2702	0.413	2610

CRJ900_IF_CLB250I_C_HW_10CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M) - Cowl Anti-Ice On, ISA+10 °C (Page 2 of 2)
Figure 04-05-39



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-62

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA + 20 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	16.9	1797	17.7	1877	18.5	1960	19.4	2048	20.3	2141	21.3	2241
	94.9	337	99.4	338	104.3	338	109.4	339	114.9	340	120.9	341
	0.700	1294	0.700	1214	0.700	1134	0.700	1056	0.700	981	0.700	907
310	15.2	1664	15.8	1735	16.5	1809	17.3	1887	18.1	1969	18.9	2056
	82.6	327	86.5	328	90.5	328	94.7	329	99.2	329	104.0	330
	0.682	1139	0.682	1076	0.682	1016	0.682	956	0.682	896	0.682	839
290	13.5	1533	14.1	1597	14.7	1663	15.4	1732	16.0	1804	16.7	1880
	71.5	317	74.8	318	78.1	318	81.6	319	85.2	319	89.1	320
	0.655	1330	0.655	1262	0.655	1197	0.655	1132	0.655	1069	0.655	1008
270	12.1	1413	12.6	1472	13.2	1531	13.7	1593	14.3	1657	14.9	1725
	62.2	308	64.9	308	67.8	309	70.7	309	73.7	310	76.9	310
	0.628	1515	0.628	1442	0.628	1371	0.628	1304	0.628	1237	0.628	1171
250	10.9	1303	11.3	1356	11.8	1410	12.3	1465	12.8	1523	13.3	1583
	54.2	299	56.6	300	59.0	300	61.4	300	64.0	301	66.7	301
	0.604	1698	0.604	1619	0.604	1544	0.604	1472	0.604	1402	0.604	1333
230	9.8	1200	10.2	1248	10.6	1296	11.0	1346	11.4	1398	11.9	1452
	47.3	291	49.3	291	51.3	291	53.4	292	55.6	292	57.9	293
	0.580	1866	0.580	1782	0.580	1703	0.580	1627	0.580	1553	0.580	1481
210	8.7	1101	9.1	1144	9.4	1188	9.8	1234	10.2	1280	10.6	1329
	41.1	283	42.8	283	44.6	283	46.4	284	48.2	284	50.1	285
	0.558	2035	0.558	1946	0.558	1863	0.558	1783	0.558	1706	0.558	1630
190	7.8	1007	8.1	1046	8.4	1085	8.7	1126	9.1	1168	9.4	1211
	35.6	275	37.1	275	38.6	275	40.1	276	41.7	276	43.3	276
	0.536	2200	0.536	2106	0.536	2018	0.536	1934	0.536	1854	0.536	1775
170	6.9	915	7.2	950	7.5	986	7.7	1022	8.0	1059	8.3	1098
	30.7	267	31.9	267	33.2	267	34.5	268	35.8	268	37.2	268
	0.516	2361	0.516	2262	0.516	2170	0.516	2082	0.516	1998	0.516	1917
150	6.1	826	6.3	857	6.6	889	6.8	921	7.1	955	7.3	989
	26.2	259	27.3	259	28.4	259	29.5	260	30.6	260	31.7	260
	0.497	2522	0.497	2418	0.497	2321	0.497	2230	0.497	2143	0.497	2058
130	5.3	739	5.5	767	5.7	794	5.9	823	6.1	852	6.4	882
	22.2	250	23.0	250	23.9	251	24.8	251	25.8	251	26.7	252
	0.478	2660	0.478	2553	0.478	2452	0.478	2357	0.478	2267	0.478	2180
90	3.9	569	4.0	590	4.2	610	4.3	631	4.5	653	4.6	676
	14.9	231	15.5	231	16.1	231	16.7	232	17.3	232	17.9	233
	0.444	2931	0.444	2816	0.444	2708	0.444	2605	0.444	2509	0.444	2417
50	2.6	403	2.7	416	2.8	430	2.9	444	2.9	459	3.0	474
	8.7	203	9.0	204	9.4	204	9.7	204	10.1	205	10.4	205
	0.413	3182	0.413	3060	0.413	2945	0.413	2837	0.413	2734	0.413	2636

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Climb Speed Schedule (250 KIAS / 0.70 M) - Cowl Anti-Ice On, ISA+20 °C (Page 1 of 2)
Figure 04-05-40



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-63

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA + 20 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
330	22.4	2347	23.5	2461	24.8	2585	26.2	2721	27.8	2869	29.5	3032
	127.4	342	134.4	343	142.1	344	150.6	345	160.1	346	170.8	348
	0.700	835	0.700	765	0.700	696	0.700	628	0.700	560	0.700	493
310	19.8	2148	20.7	2246	21.8	2351	22.9	2465	24.1	2587	25.4	2719
	109.1	331	114.7	332	120.7	333	127.2	333	134.3	334	142.1	335
	0.682	783	0.682	728	0.682	675	0.682	624	0.682	573	0.682	522
290	17.5	1961	18.3	2046	19.1	2136	20.0	2234	21.0	2337	22.0	2446
	93.3	320	97.7	321	102.5	322	107.6	322	113.1	323	119.0	324
	0.655	948	0.655	889	0.655	832	0.655	776	0.655	722	0.655	669
270	15.5	1796	16.2	1870	16.9	1950	17.7	2034	18.5	2124	19.3	2218
	80.4	311	84.0	311	87.8	312	92.0	312	96.4	313	101.1	314
	0.628	1108	0.628	1046	0.628	985	0.628	926	0.628	869	0.628	813
250	13.8	1647	14.4	1713	15.0	1783	15.7	1858	16.3	1936	17.1	2018
	69.5	302	72.6	302	75.7	303	79.2	303	82.8	304	86.6	304
	0.604	1265	0.604	1200	0.604	1136	0.604	1075	0.604	1014	0.604	956
230	12.3	1509	12.8	1568	13.4	1630	13.9	1696	14.5	1765	15.1	1837
	60.3	293	62.8	294	65.5	294	68.3	294	71.3	295	74.4	295
	0.580	1411	0.580	1343	0.580	1277	0.580	1211	0.580	1149	0.580	1089
210	11.0	1379	11.4	1432	11.9	1487	12.3	1546	12.9	1607	13.4	1671
	52.2	285	54.3	285	56.5	286	58.9	286	61.4	287	64.0	287
	0.558	1558	0.558	1486	0.558	1417	0.558	1349	0.558	1283	0.558	1221
190	9.8	1256	10.1	1303	10.5	1352	10.9	1404	11.4	1459	11.8	1515
	45.0	277	46.8	277	48.7	278	50.7	278	52.8	279	54.9	279
	0.536	1700	0.536	1626	0.536	1553	0.536	1483	0.536	1415	0.536	1349
170	8.6	1138	8.9	1180	9.3	1224	9.6	1269	10.0	1318	10.4	1367
	38.7	269	40.2	269	41.7	270	43.4	270	45.1	270	47.0	271
	0.516	1838	0.516	1762	0.516	1687	0.516	1613	0.516	1543	0.516	1475
150	7.6	1024	7.9	1061	8.1	1100	8.5	1140	8.8	1182	9.1	1226
	32.9	261	34.2	261	35.5	262	36.9	262	38.3	262	39.8	263
	0.497	1977	0.497	1897	0.497	1820	0.497	1744	0.497	1671	0.497	1600
130	6.6	914	6.8	946	7.1	980	7.3	1015	7.6	1052	7.9	1089
	27.7	252	28.8	253	29.9	253	31.0	253	32.2	254	33.5	254
	0.478	2096	0.478	2014	0.478	1935	0.478	1857	0.478	1781	0.478	1709
90	4.8	699	5.0	723	5.1	747	5.3	773	5.5	800	5.7	828
	18.6	233	19.3	234	20.0	234	20.7	234	21.5	235	22.3	235
	0.444	2328	0.444	2242	0.444	2158	0.444	2076	0.444	1996	0.444	1921
50	3.1	490	3.2	506	3.4	522	3.5	539	3.6	557	3.7	575
	10.8	206	11.2	207	11.6	207	12.0	207	12.4	208	12.9	208
	0.413	2543	0.413	2453	0.413	2365	0.413	2280	0.413	2197	0.413	2118

CRJ900_IF_CLB250I_C_HW_20CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M) - Cowl Anti-Ice On, ISA+20 °C (Page 2 of 2)
Figure 04-05-40



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-64

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	16.9	1709	17.7	1788	18.6	1871	19.6	1959	20.6	2054	21.7	2157
	91.0	323	95.7	324	100.7	325	106.1	325	112.0	326	118.5	328
	0.700	1235	0.700	1154	0.700	1072	0.700	992	0.700	915	0.700	839
310	15.0	1570	15.7	1639	16.4	1712	17.2	1788	18.0	1869	18.9	1956
	78.2	314	82.1	314	86.1	315	90.4	316	95.0	316	100.1	317
	0.682	981	0.682	921	0.682	863	0.682	805	0.682	747	0.682	691
290	13.1	1430	13.7	1491	14.3	1553	14.9	1619	15.6	1688	16.3	1761
	66.1	303	69.2	304	72.3	304	75.7	305	79.3	306	83.1	306
	0.655	1135	0.655	1071	0.655	1009	0.655	948	0.655	887	0.655	828
270	11.5	1305	11.9	1359	12.4	1414	13.0	1471	13.5	1530	14.1	1593
	56.0	293	58.5	294	61.1	294	63.8	295	66.6	295	69.6	296
	0.628	1339	0.628	1269	0.628	1202	0.628	1137	0.628	1072	0.628	1008
250	10.1	1194	10.5	1242	10.9	1291	11.4	1341	11.8	1393	12.3	1447
	47.9	284	49.9	285	52.0	285	54.2	286	56.5	286	58.9	287
	0.604	1598	0.604	1521	0.604	1447	0.604	1375	0.604	1306	0.604	1237
230	8.9	1094	9.3	1137	9.7	1180	10.0	1225	10.4	1271	10.8	1319
	41.1	276	42.8	276	44.6	277	46.4	277	48.3	278	50.2	278
	0.580	1867	0.580	1781	0.580	1700	0.580	1622	0.580	1546	0.580	1472
210	7.9	1002	8.3	1041	8.6	1080	8.9	1120	9.2	1161	9.6	1204
	35.5	268	36.9	268	38.4	269	39.9	269	41.5	270	43.1	270
	0.558	2146	0.558	2051	0.558	1963	0.558	1878	0.558	1796	0.558	1716
190	7.1	917	7.3	952	7.6	987	7.9	1023	8.2	1060	8.5	1098
	30.6	260	31.9	261	33.1	261	34.4	261	35.8	262	37.1	262
	0.536	2380	0.536	2279	0.536	2184	0.536	2093	0.536	2007	0.536	1922
170	6.3	835	6.5	866	6.7	897	7.0	929	7.2	962	7.5	996
	26.4	253	27.4	253	28.5	254	29.6	254	30.7	254	31.8	255
	0.516	2570	0.516	2463	0.516	2363	0.516	2268	0.516	2177	0.516	2089
150	5.5	755	5.7	783	5.9	810	6.1	839	6.3	868	6.6	898
	22.5	245	23.4	246	24.3	246	25.2	246	26.1	247	27.1	247
	0.497	2762	0.497	2650	0.497	2544	0.497	2445	0.497	2350	0.497	2258
130	4.8	677	5.0	701	5.2	726	5.3	751	5.5	777	5.7	803
	19.0	237	19.7	238	20.5	238	21.2	238	22.0	239	22.8	239
	0.478	2938	0.478	2820	0.478	2710	0.478	2606	0.478	2507	0.478	2412
90	3.5	525	3.6	543	3.8	561	3.9	580	4.0	599	4.2	619
	12.8	219	13.3	220	13.8	220	14.3	221	14.8	221	15.3	222
	0.444	3263	0.444	3136	0.444	3017	0.444	2904	0.444	2798	0.444	2696
50	2.3	376	2.4	388	2.5	400	2.6	413	2.6	425	2.7	438
	7.5	194	7.8	194	8.1	195	8.4	195	8.6	196	8.9	196
	0.413	3523	0.413	3388	0.413	3262	0.413	3143	0.413	3031	0.413	2923

CRJ900_IF_CLB250I_CW_LW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M) -
Cowl and Wing Anti-Ice On, ISA-10 °C (Page 1 of 2)
Figure 04-05-41



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-65

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
330	22.9	2268	24.3	2391	25.8	2526	27.6	2678	29.5	2848	31.8	3044
	125.7	329	133.7	330	142.6	331	152.8	333	164.6	334	178.5	336
	0.700	765	0.700	694	0.700	623	0.700	553	0.700	484	0.700	416
310	19.9	2049	21.0	2150	22.1	2261	23.5	2382	24.9	2514	26.5	2662
	105.6	318	111.6	319	118.3	320	125.7	322	134.0	323	143.4	324
	0.682	637	0.682	583	0.682	531	0.682	481	0.682	431	0.682	381
290	17.1	1839	17.9	1922	18.8	2012	19.8	2108	20.8	2212	22.0	2325
	87.3	307	91.7	308	96.6	309	101.9	310	107.7	311	114.1	312
	0.655	771	0.655	714	0.655	659	0.655	605	0.655	552	0.655	500
270	14.7	1659	15.4	1729	16.1	1803	16.8	1883	17.6	1968	18.5	2057
	72.8	297	76.2	297	79.8	298	83.8	299	88.0	299	92.5	300
	0.628	946	0.628	886	0.628	827	0.628	769	0.628	713	0.628	659
250	12.8	1505	13.4	1565	13.9	1629	14.6	1697	15.2	1768	15.9	1843
	61.4	287	64.1	288	67.0	288	70.0	289	73.3	289	76.7	290
	0.604	1170	0.604	1105	0.604	1040	0.604	978	0.604	918	0.604	859
230	11.3	1369	11.7	1422	12.2	1478	12.7	1536	13.2	1598	13.8	1662
	52.3	278	54.5	279	56.8	279	59.2	280	61.8	280	64.5	281
	0.580	1400	0.580	1330	0.580	1262	0.580	1194	0.580	1129	0.580	1067
210	10.0	1248	10.3	1295	10.7	1344	11.2	1395	11.6	1449	12.1	1505
	44.8	270	46.6	271	48.5	271	50.5	272	52.7	272	54.8	273
	0.558	1639	0.558	1563	0.558	1490	0.558	1418	0.558	1348	0.558	1281
190	8.8	1137	9.1	1179	9.5	1222	9.8	1268	10.2	1315	10.6	1365
	38.6	263	40.1	263	41.7	264	43.3	264	45.1	264	46.9	265
	0.536	1841	0.536	1761	0.536	1683	0.536	1606	0.536	1533	0.536	1463
170	7.8	1032	8.0	1068	8.3	1107	8.7	1147	9.0	1189	9.3	1232
	33.0	255	34.3	256	35.6	256	37.0	256	38.5	257	40.0	257
	0.516	2004	0.516	1921	0.516	1840	0.516	1761	0.516	1684	0.516	1611
150	6.8	930	7.0	962	7.3	996	7.6	1031	7.8	1068	8.1	1106
	28.1	248	29.2	248	30.2	248	31.4	249	32.6	249	33.8	250
	0.497	2169	0.497	2083	0.497	1999	0.497	1916	0.497	1837	0.497	1761
130	5.9	831	6.1	859	6.3	889	6.6	919	6.8	951	7.0	984
	23.7	240	24.5	240	25.4	241	26.4	241	27.4	241	28.4	242
	0.478	2320	0.478	2231	0.478	2144	0.478	2059	0.478	1976	0.478	1897
90	4.3	639	4.4	660	4.6	682	4.7	704	4.9	728	5.1	752
	15.9	222	16.5	223	17.0	223	17.6	223	18.3	224	18.9	224
	0.444	2598	0.444	2504	0.444	2411	0.444	2322	0.444	2234	0.444	2151
50	2.8	452	2.9	466	3.0	481	3.1	496	3.2	511	3.3	527
	9.2	197	9.6	198	9.9	198	10.2	198	10.6	199	10.9	199
	0.413	2821	0.413	2722	0.413	2626	0.413	2533	0.413	2442	0.413	2355

CRJ900_IF_CLB250I_CW_HW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M) -
Cowl and Wing Anti-Ice On, ISA-10 °C (Page 2 of 2)
Figure 04-05-41



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-66

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	17.6	1809	18.5	1893	19.4	1982	20.4	2077	21.5	2180	22.7	2292
	97.1	331	102.2	332	107.7	333	113.6	334	120.1	335	127.3	336
	0.700	1127	0.700	1051	0.700	974	0.700	898	0.700	825	0.700	754
310	15.5	1654	16.2	1728	17.0	1805	17.8	1886	18.7	1973	19.6	2066
	82.8	321	86.9	322	91.2	322	95.9	323	100.9	324	106.3	325
	0.682	898	0.682	842	0.682	786	0.682	732	0.682	677	0.682	624
290	13.4	1502	14.0	1566	14.7	1632	15.3	1701	16.0	1774	16.8	1851
	69.5	310	72.8	311	76.1	311	79.7	312	83.5	312	87.6	313
	0.655	1082	0.655	1020	0.655	961	0.655	902	0.655	844	0.655	787
270	11.8	1368	12.3	1425	12.8	1482	13.3	1542	13.9	1605	14.5	1671
	58.8	300	61.4	300	64.1	301	66.9	301	69.9	302	73.0	302
	0.628	1284	0.628	1217	0.628	1151	0.628	1089	0.628	1026	0.628	965
250	10.4	1251	10.8	1301	11.2	1352	11.7	1405	12.2	1459	12.6	1517
	50.1	291	52.3	291	54.5	291	56.8	292	59.2	292	61.7	293
	0.604	1560	0.604	1484	0.604	1412	0.604	1342	0.604	1274	0.604	1207
230	9.2	1145	9.5	1189	9.9	1235	10.3	1282	10.7	1331	11.1	1381
	43.0	282	44.8	282	46.7	283	48.6	283	50.6	283	52.6	284
	0.580	1805	0.580	1722	0.580	1643	0.580	1567	0.580	1494	0.580	1422
210	8.1	1048	8.4	1088	8.8	1129	9.1	1171	9.5	1214	9.8	1259
	37.1	274	38.6	274	40.1	274	41.7	275	43.4	275	45.1	276
	0.558	2070	0.558	1979	0.558	1894	0.558	1811	0.558	1732	0.558	1655
190	7.2	957	7.5	994	7.8	1030	8.1	1068	8.4	1107	8.7	1147
	32.0	266	33.3	266	34.6	267	35.9	267	37.3	267	38.8	268
	0.536	2304	0.536	2206	0.536	2114	0.536	2026	0.536	1942	0.536	1860
170	6.4	871	6.6	903	6.9	936	7.1	970	7.4	1004	7.7	1040
	27.5	258	28.5	259	29.7	259	30.8	259	32.0	260	33.2	260
	0.516	2497	0.516	2393	0.516	2296	0.516	2203	0.516	2115	0.516	2029
150	5.6	787	5.8	816	6.0	845	6.3	875	6.5	905	6.7	937
	23.4	250	24.3	251	25.3	251	26.2	252	27.2	252	28.2	252
	0.497	2692	0.497	2583	0.497	2480	0.497	2383	0.497	2290	0.497	2201
130	4.9	705	5.1	730	5.3	756	5.4	783	5.6	809	5.8	837
	19.7	242	20.5	243	21.3	243	22.1	244	22.9	244	23.7	244
	0.478	2866	0.478	2751	0.478	2644	0.478	2542	0.478	2445	0.478	2353
90	3.6	546	3.7	565	3.8	584	4.0	603	4.1	623	4.2	644
	13.3	224	13.8	224	14.3	225	14.9	225	15.4	225	15.9	226
	0.444	3189	0.444	3064	0.444	2948	0.444	2838	0.444	2734	0.444	2634
50	2.4	390	2.4	402	2.5	415	2.6	428	2.7	441	2.8	455
	7.8	198	8.1	199	8.4	199	8.7	200	8.9	199	9.3	200
	0.413	3446	0.413	3315	0.413	3192	0.413	3075	0.413	2965	0.413	2860

CRJ900_IF_CLB250I_CW_LW_00CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M) - Cowl and Wing Anti-Ice On, ISA (Page 1 of 2)
Figure 04-05-42



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-67

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT – 1000 LB											
	75		77		79		81		83		85	
330	24.1	2414	25.5	2548	27.2	2697	29.1	2866	31.3	3057	33.9	3280
	135.2	337	144.1	339	154.2	340	165.8	342	179.3	344	195.5	346
	0.700	684	0.700	616	0.700	550	0.700	483	0.700	418	0.700	354
310	20.7	2166	21.8	2275	23.0	2394	24.4	2525	26.0	2669	27.8	2830
	112.3	326	118.8	327	126.1	328	134.2	329	143.3	331	153.8	332
	0.682	572	0.682	522	0.682	472	0.682	425	0.682	377	0.682	330
290	17.6	1934	18.4	2022	19.4	2117	20.4	2220	21.5	2331	22.7	2450
	92.0	314	96.7	315	101.9	316	107.6	317	113.7	318	120.5	319
	0.655	731	0.655	677	0.655	623	0.655	571	0.655	520	0.655	471
270	15.1	1741	15.8	1814	16.5	1893	17.3	1977	18.1	2067	19.0	2161
	76.4	303	80.0	304	83.8	304	88.0	305	92.4	306	97.2	306
	0.628	905	0.628	847	0.628	789	0.628	733	0.628	679	0.628	627
250	13.2	1577	13.7	1640	14.3	1708	14.9	1779	15.6	1854	16.3	1933
	64.4	293	67.2	294	70.2	294	73.4	295	76.9	296	80.5	296
	0.604	1142	0.604	1078	0.604	1016	0.604	955	0.604	896	0.604	839
230	11.6	1434	12.0	1489	12.5	1548	13.0	1609	13.6	1674	14.2	1742
	54.8	284	57.1	285	59.5	285	62.1	286	64.8	286	67.6	287
	0.580	1352	0.580	1284	0.580	1218	0.580	1152	0.580	1089	0.580	1029
210	10.2	1306	10.6	1354	11.0	1406	11.4	1460	11.9	1517	12.4	1575
	46.9	276	48.8	276	50.8	277	52.9	277	55.1	278	57.4	278
	0.558	1580	0.558	1507	0.558	1435	0.558	1365	0.558	1298	0.558	1233
190	9.0	1188	9.3	1232	9.7	1277	10.1	1325	10.5	1375	10.9	1426
	40.3	268	41.8	269	43.5	269	45.2	269	47.1	270	49.0	270
	0.536	1781	0.536	1703	0.536	1627	0.536	1553	0.536	1482	0.536	1414
170	7.9	1077	8.2	1115	8.5	1155	8.8	1198	9.2	1242	9.5	1287
	34.4	260	35.7	261	37.1	261	38.6	262	40.1	262	41.7	262
	0.516	1946	0.516	1866	0.516	1787	0.516	1710	0.516	1635	0.516	1564
150	7.0	970	7.2	1003	7.5	1039	7.7	1076	8.0	1114	8.3	1154
	29.3	252	30.3	253	31.5	253	32.7	254	34.0	254	35.2	254
	0.497	2114	0.497	2030	0.497	1948	0.497	1867	0.497	1790	0.497	1715
130	6.0	866	6.2	895	6.5	926	6.7	958	6.9	992	7.2	1026
	24.6	244	25.5	245	26.4	245	27.4	246	28.5	246	29.5	246
	0.478	2263	0.478	2176	0.478	2091	0.478	2008	0.478	1927	0.478	1850
90	4.4	665	4.5	687	4.7	709	4.8	733	5.0	757	5.2	782
	16.5	226	17.1	227	17.7	227	18.3	228	19.0	228	19.7	228
	0.444	2539	0.444	2446	0.444	2356	0.444	2268	0.444	2183	0.444	2101
50	2.9	469	2.9	484	3.0	499	3.1	515	3.2	531	3.4	547
	9.6	200	9.9	201	10.2	202	10.6	202	10.9	203	11.3	203
	0.413	2760	0.413	2663	0.413	2569	0.413	2477	0.413	2389	0.413	2304

CRJ900_IF_CLB250I_CW_HW_00CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M) – Cowl and Wing Anti-Ice On, ISA (Page 2 of 2)
Figure 04-05-42



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-68

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	18.4	1906	19.3	1996	20.3	2092	21.4	2194	22.5	2306	23.8	2427
	103.5	338	109.0	339	114.9	340	121.3	341	128.4	342	136.3	343
	0.700	1018	0.700	946	0.700	874	0.700	802	0.700	733	0.700	666
310	16.1	1736	16.8	1814	17.6	1896	18.5	1983	19.4	2075	20.4	2175
	87.6	327	92.0	328	96.6	329	101.6	329	106.9	330	112.8	331
	0.682	840	0.682	786	0.682	733	0.682	681	0.682	629	0.682	578
290	13.9	1571	14.5	1638	15.2	1708	15.9	1781	16.6	1859	17.4	1941
	73.1	315	76.6	316	80.2	317	83.9	317	87.9	318	92.3	319
	0.655	1026	0.655	967	0.655	910	0.655	853	0.655	797	0.655	742
270	12.1	1428	12.7	1487	13.2	1548	13.8	1612	14.4	1678	15.0	1748
	61.7	305	64.4	305	67.3	306	70.3	306	73.4	307	76.7	307
	0.628	1238	0.628	1172	0.628	1109	0.628	1048	0.628	988	0.628	928
250	10.7	1303	11.1	1356	11.6	1410	12.1	1466	12.6	1524	13.1	1585
	52.6	295	54.9	296	57.2	296	59.6	296	62.1	297	64.8	297
	0.604	1522	0.604	1448	0.604	1378	0.604	1310	0.604	1243	0.604	1178
230	9.5	1192	9.9	1239	10.3	1287	10.7	1337	11.1	1388	11.5	1442
	45.1	286	47.1	287	49.0	287	51.0	287	53.1	288	55.3	288
	0.580	1755	0.580	1673	0.580	1597	0.580	1523	0.580	1452	0.580	1382
210	8.4	1090	8.7	1132	9.1	1175	9.4	1219	9.8	1265	10.2	1313
	38.9	277	40.5	278	42.1	278	43.8	279	45.5	279	47.4	279
	0.558	2005	0.558	1916	0.558	1833	0.558	1754	0.558	1677	0.558	1601
190	7.5	995	7.8	1033	8.1	1071	8.4	1111	8.7	1152	9.0	1194
	33.5	269	34.9	270	36.3	270	37.7	270	39.1	271	40.7	271
	0.536	2232	0.536	2136	0.536	2047	0.536	1962	0.536	1880	0.536	1800
170	6.6	904	6.9	938	7.1	972	7.4	1008	7.7	1044	7.9	1082
	28.8	261	29.9	262	31.1	262	32.3	262	33.5	263	34.8	263
	0.516	2428	0.516	2326	0.516	2232	0.516	2142	0.516	2056	0.516	1972
150	5.8	815	6.0	846	6.3	876	6.5	908	6.7	940	7.0	974
	24.5	253	25.5	254	26.5	254	27.5	254	28.5	254	29.6	255
	0.497	2626	0.497	2519	0.497	2419	0.497	2324	0.497	2234	0.497	2146
130	5.1	730	5.3	756	5.5	783	5.7	811	5.9	840	6.1	869
	20.7	245	21.5	245	22.3	245	23.2	246	24.0	246	24.9	247
	0.478	2799	0.478	2687	0.478	2582	0.478	2482	0.478	2388	0.478	2297
90	3.7	563	3.9	583	4.0	603	4.1	624	4.3	645	4.4	667
	14.0	225	14.5	226	15.1	226	15.6	227	16.2	227	16.8	228
	0.444	3117	0.444	2996	0.444	2882	0.444	2774	0.444	2672	0.444	2575
50	2.5	400	2.6	413	2.7	427	2.8	441	2.8	455	2.9	470
	8.3	199	8.6	200	8.9	200	9.2	200	9.5	200	9.8	201
	0.413	3374	0.413	3245	0.413	3125	0.413	3010	0.413	2902	0.413	2800

CRJ900_IF_CLB250I_CW_LW_10CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M)-
Cowl and Wing Anti-Ice On, ISA+10 °C (Page 1 of 2)
Figure 04-05-43



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-69

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT – 1000 LB											
	75		77		79		81		83		85	
330	25.3	2560	26.9	2707	28.7	2872	30.8	3059	33.3	3274	36.2	3529
	145.1	344	155.0	346	166.3	348	179.4	349	194.9	352	213.8	354
	0.700	600	0.700	536	0.700	474	0.700	411	0.700	350	0.700	290
310	21.5	2283	22.7	2399	24.1	2528	25.5	2669	27.2	2826	29.1	3003
	119.2	332	126.3	333	134.2	335	143.1	336	153.1	338	164.6	339
	0.682	528	0.682	480	0.682	433	0.682	387	0.682	342	0.682	297
290	18.2	2029	19.1	2122	20.1	2223	21.1	2333	22.3	2451	23.6	2578
	96.9	319	102.0	320	107.5	321	113.5	322	120.1	323	127.4	324
	0.655	689	0.655	637	0.655	585	0.655	535	0.655	486	0.655	438
270	15.6	1821	16.3	1900	17.1	1983	17.9	2072	18.8	2167	19.7	2267
	80.3	308	84.1	308	88.1	309	92.5	310	97.3	311	102.3	312
	0.628	871	0.628	814	0.628	759	0.628	704	0.628	652	0.628	601
250	13.6	1648	14.2	1715	14.8	1786	15.5	1862	16.2	1941	16.9	2025
	67.6	298	70.6	298	73.8	299	77.2	299	80.8	300	84.6	301
	0.604	1114	0.604	1052	0.604	991	0.604	932	0.604	875	0.604	819
230	12.0	1497	12.5	1556	13.0	1618	13.5	1683	14.1	1752	14.7	1823
	57.6	288	60.0	289	62.5	289	65.3	290	68.1	290	71.1	291
	0.580	1314	0.580	1248	0.580	1183	0.580	1119	0.580	1058	0.580	999
210	10.6	1362	11.0	1414	11.4	1468	11.9	1525	12.3	1585	12.8	1648
	49.3	280	51.2	280	53.3	281	55.6	281	57.9	281	60.4	282
	0.558	1529	0.558	1457	0.558	1388	0.558	1320	0.558	1255	0.558	1192
190	9.3	1238	9.7	1284	10.1	1332	10.5	1383	10.9	1436	11.3	1490
	42.3	272	43.9	272	45.7	272	47.5	273	49.5	273	51.5	274
	0.536	1723	0.536	1648	0.536	1574	0.536	1502	0.536	1433	0.536	1367
170	8.2	1121	8.5	1162	8.8	1204	9.2	1249	9.5	1295	9.9	1343
	36.1	264	37.5	264	39.0	264	40.5	265	42.1	265	43.8	265
	0.516	1891	0.516	1813	0.516	1736	0.516	1661	0.516	1588	0.516	1519
150	7.2	1008	7.5	1044	7.7	1082	8.0	1121	8.3	1162	8.6	1204
	30.7	255	31.9	256	33.1	256	34.3	256	35.7	257	37.1	257
	0.497	2062	0.497	1980	0.497	1900	0.497	1821	0.497	1745	0.497	1673
130	6.3	899	6.5	931	6.7	964	7.0	998	7.2	1033	7.5	1070
	25.8	247	26.8	247	27.8	248	28.8	248	29.9	248	31.1	249
	0.478	2209	0.478	2124	0.478	2041	0.478	1960	0.478	1881	0.478	1806
90	4.6	689	4.7	713	4.9	737	5.1	762	5.2	788	5.4	815
	17.4	228	18.0	228	18.7	229	19.4	229	20.1	230	20.8	230
	0.444	2482	0.444	2391	0.444	2303	0.444	2217	0.444	2134	0.444	2054
50	3.0	485	3.1	501	3.2	517	3.3	534	3.5	551	3.6	569
	10.2	202	10.5	202	10.9	202	11.3	203	11.7	203	12.1	204
	0.413	2701	0.413	2607	0.413	2515	0.413	2425	0.413	2338	0.413	2255

CRJ900_IF_CLB250I_CW_HW_10CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M)-
Cowl and Wing Anti-Ice On, ISA+10 °C (Page 2 of 2)
Figure 04-05-43

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-70
Sep 09/02

CLIMB 250 KIAS / 0.70 M				
MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA + 20 C 25% C.G.		FROM BRAKE RELEASE	
			TIME (MIN)	FUEL (LB)
			DIST (NAM)	ATAS (KTS)
			MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	25.0	2329	26.5	2461	28.2	2605	30.1	2765	32.4	2949	35.0	3164
	146.2	351	155.6	352	166.1	353	178.2	355	192.4	357	209.4	359
	0.700	466	0.700	413	0.700	360	0.700	306	0.700	254	0.700	203
310	21.1	2058	22.2	2163	23.4	2273	24.7	2392	26.1	2521	27.7	2665
	118.2	337	124.8	338	131.9	339	139.6	340	148.2	341	157.8	342
	0.682	592	0.682	546	0.682	502	0.682	458	0.682	414	0.682	371
290	18.2	1846	19.1	1935	20.0	2027	21.0	2125	22.1	2230	23.3	2344
	98.5	325	103.6	326	109.0	327	114.8	327	121.1	328	128.0	329
	0.655	793	0.655	743	0.655	693	0.655	645	0.655	596	0.655	548
270	15.9	1667	16.6	1744	17.4	1824	18.2	1908	19.1	1996	20.1	2091
	83.2	315	87.3	315	91.6	316	96.1	316	101.0	317	106.2	318
	0.628	943	0.628	888	0.628	834	0.628	782	0.628	731	0.628	680
250	13.9	1509	14.5	1576	15.2	1646	15.9	1718	16.6	1794	17.4	1875
	70.5	305	73.9	305	77.3	306	81.0	306	84.8	307	89.0	307
	0.604	1084	0.604	1024	0.604	967	0.604	912	0.604	858	0.604	805
230	12.2	1366	12.7	1425	13.3	1486	13.8	1549	14.4	1615	15.1	1684
	59.9	295	62.6	296	65.4	296	68.4	297	71.5	297	74.8	298
	0.580	1245	0.580	1180	0.580	1119	0.580	1060	0.580	1003	0.580	946
210	10.6	1234	11.1	1286	11.6	1340	12.1	1395	12.6	1453	13.1	1513
	50.7	286	53.0	286	55.3	287	57.7	287	60.3	288	62.9	288
	0.558	1391	0.558	1322	0.558	1258	0.558	1195	0.558	1135	0.558	1076
190	9.3	1111	9.7	1157	10.1	1204	10.5	1252	10.9	1302	11.4	1354
	42.8	277	44.7	277	46.6	278	48.6	278	50.6	278	52.8	279
	0.536	1589	0.536	1514	0.536	1444	0.536	1376	0.536	1312	0.536	1249
170	8.1	998	8.5	1039	8.8	1080	9.1	1123	9.5	1167	9.9	1212
	36.3	268	37.8	268	39.4	269	41.0	269	42.7	269	44.5	270
	0.516	1846	0.516	1763	0.516	1686	0.516	1612	0.516	1542	0.516	1473
150	7.1	895	7.4	931	7.7	968	8.0	1005	8.3	1044	8.6	1084
	30.7	260	32.0	260	33.4	260	34.7	261	36.1	261	37.6	261
	0.497	2102	0.497	2012	0.497	1928	0.497	1848	0.497	1771	0.497	1697
130	6.2	797	6.4	828	6.7	861	6.9	894	7.2	928	7.5	963
	25.9	251	26.9	251	28.0	252	29.2	252	30.3	252	31.5	253
	0.478	2232	0.478	2138	0.478	2050	0.478	1967	0.478	1887	0.478	1812
90	4.5	606	4.7	629	4.8	653	5.0	677	5.2	702	5.4	728
	17.3	231	17.9	231	18.7	232	19.4	232	20.2	233	20.9	233
	0.444	2469	0.444	2368	0.444	2273	0.444	2184	0.444	2099	0.444	2018
50	2.9	421	3.0	437	3.2	452	3.3	469	3.4	486	3.5	503
	9.9	203	10.3	203	10.7	204	11.1	204	11.6	204	12.0	205
	0.413	2726	0.413	2617	0.413	2516	0.413	2420	0.413	2329	0.413	2242

CRJ900_IF_CLB250I_CW_LW_20CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M)-
Cowl and Wing Anti-Ice On, ISA+20 °C (Page 1 of 2)
Figure 04-05-44



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-71

Sep 09/02

CLIMB 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA + 20 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
330	38.2	3420	42.4	3742	48.1	4177	57.5	4858				
	230.4	362	257.8	365	296.5	369	360.4	376				
	0.700	154	0.700	108	0.700	65	0.700	29				
310	29.5	2823	31.5	3000	33.8	3202	36.6	3436	39.7	3708	43.6	4033
	168.6	343	181.0	345	195.3	346	212.2	348	232.3	351	257.0	353
	0.682	329	0.682	288	0.682	248	0.682	210	0.682	172	0.682	136
290	24.7	2468	26.1	2604	27.7	2754	29.6	2922	31.6	3108	33.9	3317
	135.6	330	144.0	331	153.5	332	164.2	333	176.3	335	190.1	337
	0.655	502	0.655	456	0.655	412	0.655	367	0.655	325	0.655	284
270	21.1	2193	22.2	2304	23.4	2424	24.8	2556	26.3	2700	27.9	2857
	112.0	319	118.2	319	125.1	320	132.8	321	141.2	322	150.6	323
	0.628	630	0.628	582	0.628	534	0.628	486	0.628	441	0.628	397
250	18.2	1961	19.1	2053	20.1	2153	21.1	2261	22.3	2377	23.5	2502
	93.4	308	98.2	309	103.5	309	109.2	310	115.4	311	122.2	312
	0.604	752	0.604	701	0.604	650	0.604	601	0.604	553	0.604	506
230	15.8	1758	16.5	1836	17.3	1920	18.1	2010	19.0	2107	20.0	2209
	78.3	298	82.1	298	86.1	299	90.5	300	95.3	301	100.3	301
	0.580	891	0.580	837	0.580	783	0.580	731	0.580	680	0.580	632
210	13.7	1576	14.3	1643	14.9	1714	15.6	1791	16.3	1871	17.1	1957
	65.7	289	68.7	289	71.9	289	75.3	290	79.0	291	82.9	291
	0.558	1018	0.558	961	0.558	905	0.558	850	0.558	797	0.558	746
190	11.8	1409	12.3	1466	12.8	1527	13.4	1592	14.0	1660	14.6	1732
	55.0	279	57.4	279	59.9	280	62.6	280	65.5	281	68.5	281
	0.536	1187	0.536	1127	0.536	1067	0.536	1009	0.536	953	0.536	898
170	10.3	1260	10.7	1310	11.1	1363	11.6	1418	12.1	1477	12.6	1538
	46.3	270	48.2	270	50.3	271	52.4	271	54.7	272	57.1	272
	0.516	1406	0.516	1341	0.516	1277	0.516	1214	0.516	1153	0.516	1095
150	9.0	1126	9.3	1169	9.7	1215	10.1	1264	10.5	1314	10.9	1367
	39.1	262	40.7	262	42.3	262	44.1	263	46.0	263	48.0	264
	0.497	1625	0.497	1555	0.497	1487	0.497	1419	0.497	1354	0.497	1291
130	7.8	999	8.1	1037	8.4	1077	8.7	1119	9.1	1163	9.4	1209
	32.8	253	34.1	253	35.5	254	36.9	254	38.5	255	40.1	255
	0.478	1737	0.478	1665	0.478	1594	0.478	1525	0.478	1458	0.478	1393
90	5.6	755	5.8	783	6.0	812	6.2	842	6.5	874	6.7	907
	21.8	234	22.6	234	23.5	234	24.4	234	25.4	235	26.4	236
	0.444	1940	0.444	1864	0.444	1790	0.444	1717	0.444	1646	0.444	1579
50	3.6	521	3.8	539	3.9	558	4.1	578	4.2	599	4.3	621
	12.5	206	12.9	206	13.4	206	14.0	207	14.5	208	15.1	208
	0.413	2160	0.413	2080	0.413	2001	0.413	1925	0.413	1851	0.413	1780

CRJ900_IF_CLB250I_CW_HW_20CLT.PS - 27/09/2002

Climb Speed Schedule (250 KIAS / 0.70 M)-
Cowl and Wing Anti-Ice On, ISA+20 °C (Page 2 of 2)
Figure 04-05-44

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-72

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	13.8	1588	14.4	1653	15.0	1720	15.7	1789	16.3	1861	17.0	1935
	80.1	347	83.6	348	87.3	348	91.1	349	95.1	350	99.2	350
	0.740	1696	0.740	1604	0.740	1519	0.740	1437	0.740	1357	0.740	1278
310	12.7	1499	13.3	1558	13.8	1620	14.4	1683	14.9	1749	15.5	1817
	72.3	340	75.3	341	78.5	342	81.9	342	85.3	343	88.9	343
	0.740	1888	0.740	1789	0.740	1695	0.740	1607	0.740	1524	0.740	1448
290	11.7	1412	12.2	1467	12.7	1524	13.2	1582	13.7	1642	14.2	1705
	65.1	333	67.8	334	70.6	334	73.5	335	76.5	335	79.6	336
	0.740	2053	0.740	1955	0.740	1861	0.740	1770	0.740	1682	0.740	1599
270	10.6	1309	11.0	1359	11.4	1411	11.9	1463	12.3	1518	12.8	1574
	57.0	323	59.4	324	61.7	324	64.2	325	66.8	325	69.4	325
	0.722	1692	0.722	1615	0.722	1543	0.722	1473	0.722	1406	0.722	1341
250	9.5	1204	9.8	1250	10.2	1296	10.6	1343	11.0	1392	11.4	1443
	49.4	312	51.3	313	53.4	313	55.4	314	57.6	314	59.8	314
	0.694	1928	0.694	1846	0.694	1767	0.694	1691	0.694	1619	0.694	1549
230	8.5	1107	8.8	1148	9.2	1190	9.5	1233	9.8	1277	10.2	1322
	42.8	302	44.5	302	46.2	303	47.9	303	49.8	304	51.6	304
	0.668	2152	0.668	2063	0.668	1978	0.668	1896	0.668	1819	0.668	1744
210	7.6	1016	7.9	1053	8.2	1091	8.5	1130	8.8	1170	9.1	1210
	37.0	292	38.5	292	39.9	292	41.4	293	43.0	293	44.6	294
	0.643	2376	0.643	2281	0.643	2190	0.643	2103	0.643	2020	0.643	1940
190	6.8	930	7.1	964	7.3	998	7.6	1033	7.8	1069	8.1	1105
	31.9	281	33.2	282	34.4	282	35.7	283	37.0	283	38.3	283
	0.619	2593	0.619	2492	0.619	2396	0.619	2303	0.619	2215	0.619	2131
170	6.1	848	6.3	878	6.5	909	6.7	940	7.0	972	7.2	1005
	27.4	271	28.5	271	29.5	272	30.6	272	31.7	273	32.8	273
	0.596	2813	0.596	2706	0.596	2604	0.596	2507	0.596	2413	0.596	2324
150	5.4	768	5.6	795	5.8	823	6.0	851	6.2	880	6.4	909
	23.3	260	24.2	260	25.1	261	26.0	261	27.0	262	27.9	262
	0.574	3036	0.574	2922	0.574	2814	0.574	2712	0.574	2614	0.574	2519
130	4.7	691	4.9	715	5.1	740	5.3	765	5.4	790	5.6	817
	19.7	248	20.4	249	21.1	249	21.9	250	22.7	250	23.5	250
	0.553	3219	0.553	3099	0.553	2986	0.553	2879	0.553	2777	0.553	2678
90	3.3	504	3.4	521	3.5	538	3.6	556	3.7	574	3.9	592
	11.9	217	12.3	217	12.7	218	13.2	219	13.6	219	14.1	219
	0.444	3749	0.444	3607	0.444	3474	0.444	3348	0.444	3229	0.444	3115
50	2.2	367	2.3	378	2.4	390	2.5	402	2.5	414	2.6	427
	7.2	193	7.5	194	7.7	194	8.0	195	8.3	195	8.5	195
	0.413	4018	0.413	3868	0.413	3728	0.413	3596	0.413	3470	0.413	3351

CRJ900_IF_CLB290I_C_LW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl Anti-Ice On, ISA-10 °C (Page 1 of 2)
Figure 04-05-45



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-73

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M			
MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
330	17.7	2013	18.5	2094	19.3	2179	20.1	2267	20.9	2360	21.9	2457
	103.6	351	108.2	351	113.0	352	118.1	353	123.4	353	129.1	354
	0.740	1198	0.740	1120	0.740	1043	0.740	969	0.740	896	0.740	826
310	16.2	1888	16.8	1962	17.5	2038	18.2	2116	18.9	2198	19.7	2283
	92.7	344	96.6	345	100.6	345	104.8	346	109.2	346	113.8	347
	0.740	1375	0.740	1304	0.740	1234	0.740	1163	0.740	1092	0.740	1022
290	14.8	1770	15.4	1837	16.0	1907	16.6	1978	17.2	2052	17.9	2128
	82.9	336	86.3	337	89.8	337	93.4	338	97.1	338	101.0	339
	0.740	1520	0.740	1445	0.740	1376	0.740	1311	0.740	1247	0.740	1185
270	13.3	1633	13.8	1693	14.3	1755	14.8	1820	15.4	1886	16.0	1954
	72.1	326	75.0	326	78.0	327	81.0	327	84.1	328	87.3	328
	0.722	1279	0.722	1220	0.722	1164	0.722	1111	0.722	1062	0.722	1015
250	11.8	1495	12.3	1549	12.7	1605	13.2	1662	13.7	1721	14.1	1781
	62.1	315	64.5	315	66.9	316	69.5	316	72.1	317	74.7	317
	0.694	1481	0.694	1417	0.694	1357	0.694	1299	0.694	1244	0.694	1192
230	10.6	1369	10.9	1418	11.3	1468	11.7	1519	12.2	1572	12.6	1626
	53.6	304	55.6	305	57.6	305	59.8	305	62.0	306	64.2	306
	0.668	1672	0.668	1604	0.668	1538	0.668	1477	0.668	1418	0.668	1362
210	9.4	1253	9.8	1296	10.1	1341	10.5	1388	10.8	1435	11.2	1484
	46.2	294	47.9	294	49.6	295	51.4	295	53.3	295	55.2	296
	0.643	1864	0.643	1791	0.643	1721	0.643	1655	0.643	1592	0.643	1532
190	8.4	1143	8.7	1183	9.0	1223	9.3	1265	9.6	1307	10.0	1351
	39.7	284	41.2	284	42.7	284	44.2	285	45.8	285	47.4	285
	0.619	2049	0.619	1971	0.619	1898	0.619	1827	0.619	1760	0.619	1697
170	7.5	1039	7.7	1075	8.0	1111	8.3	1148	8.5	1187	8.8	1226
	34.0	273	35.2	274	36.5	274	37.8	274	39.1	274	40.5	275
	0.596	2238	0.596	2156	0.596	2077	0.596	2002	0.596	1931	0.596	1863
150	6.6	940	6.8	971	7.1	1004	7.3	1037	7.6	1072	7.8	1107
	28.9	262	29.9	263	31.0	263	32.1	263	33.2	264	34.3	264
	0.574	2428	0.574	2341	0.574	2258	0.574	2179	0.574	2103	0.574	2032
130	5.8	844	6.0	872	6.2	900	6.4	930	6.6	961	6.9	992
	24.3	251	25.2	251	26.0	251	26.9	252	27.9	252	28.8	253
	0.553	2584	0.553	2493	0.553	2406	0.553	2323	0.553	2245	0.553	2170
90	4.0	611	4.1	631	4.2	651	4.4	672	4.5	693	4.7	715
	14.6	220	15.1	220	15.6	220	16.1	221	16.7	221	17.3	222
	0.444	3006	0.444	2901	0.444	2799	0.444	2700	0.444	2603	0.444	2511
50	2.7	440	2.8	453	2.9	467	3.0	481	3.1	496	3.1	511
	8.8	196	9.1	196	9.4	197	9.7	197	10.1	198	10.4	198
	0.413	3237	0.413	3127	0.413	3021	0.413	2918	0.413	2818	0.413	2722

CRJ900_IF_CLB290I_C_HW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl Anti-Ice On, ISA-10 °C (Page 2 of 2)
Figure 04-05-45



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-74

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	14.2	1661	14.8	1729	15.4	1800	16.1	1872	16.7	1947	17.4	2025
	83.9	355	87.6	355	91.5	356	95.5	357	99.6	357	104.0	358
	0.740	1628	0.740	1538	0.740	1456	0.740	1378	0.740	1301	0.740	1225
310	13.0	1566	13.6	1628	14.1	1693	14.7	1759	15.3	1828	15.9	1900
	75.5	348	78.8	349	82.1	349	85.6	350	89.2	350	93.0	351
	0.740	1821	0.740	1725	0.740	1634	0.740	1549	0.740	1468	0.740	1395
290	12.0	1473	12.5	1531	12.9	1590	13.5	1651	14.0	1714	14.5	1780
	67.9	340	70.7	341	73.7	341	76.7	342	79.8	342	83.1	343
	0.740	1983	0.740	1889	0.740	1797	0.740	1709	0.740	1624	0.740	1543
270	10.8	1364	11.2	1417	11.7	1470	12.1	1526	12.6	1582	13.1	1641
	59.4	330	61.8	330	64.3	331	66.9	331	69.6	332	72.3	332
	0.722	1640	0.722	1566	0.722	1496	0.722	1428	0.722	1363	0.722	1300
250	9.7	1253	10.0	1301	10.4	1349	10.8	1399	11.2	1450	11.6	1502
	51.4	319	53.4	319	55.5	320	57.7	320	59.9	321	62.2	321
	0.694	1873	0.694	1793	0.694	1717	0.694	1643	0.694	1572	0.694	1505
230	8.7	1151	9.0	1194	9.3	1237	9.7	1282	10.0	1328	10.4	1375
	44.4	308	46.2	308	48.0	309	49.8	309	51.7	310	53.6	310
	0.668	2092	0.668	2005	0.668	1923	0.668	1844	0.668	1768	0.668	1695
210	7.7	1055	8.0	1094	8.3	1133	8.6	1173	8.9	1215	9.3	1257
	38.4	297	39.9	298	41.4	298	43.0	299	44.6	299	46.2	300
	0.643	2316	0.643	2223	0.643	2135	0.643	2050	0.643	1969	0.643	1891
190	6.9	964	7.2	999	7.4	1035	7.7	1071	8.0	1108	8.2	1146
	33.1	287	34.3	287	35.6	288	37.0	288	38.3	288	39.7	289
	0.619	2530	0.619	2430	0.619	2337	0.619	2247	0.619	2160	0.619	2079
170	6.2	877	6.4	909	6.6	941	6.8	974	7.1	1007	7.3	1041
	28.3	276	29.4	276	30.5	277	31.6	277	32.8	277	33.9	278
	0.596	2743	0.596	2638	0.596	2539	0.596	2444	0.596	2353	0.596	2266
150	5.5	794	5.7	822	5.9	851	6.1	880	6.3	910	6.5	940
	24.1	265	25.0	265	25.9	265	26.9	266	27.8	266	28.8	267
	0.574	2960	0.574	2848	0.574	2744	0.574	2644	0.574	2549	0.574	2456
130	4.8	713	5.0	738	5.2	764	5.3	790	5.5	816	5.7	843
	20.2	252	21.0	253	21.7	253	22.5	254	23.3	254	24.2	255
	0.553	3141	0.553	3023	0.553	2913	0.553	2809	0.553	2709	0.553	2613
90	3.3	517	3.4	535	3.5	553	3.6	571	3.8	589	3.9	608
	12.1	220	12.5	220	13.0	221	13.4	221	13.9	222	14.4	222
	0.444	3668	0.444	3528	0.444	3398	0.444	3275	0.444	3158	0.444	3047
50	2.2	373	2.3	385	2.4	397	2.5	410	2.5	422	2.6	435
	7.3	194	7.5	195	7.8	195	8.1	196	8.3	196	8.6	197
	0.413	3933	0.413	3787	0.413	3650	0.413	3520	0.413	3397	0.413	3280

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Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl Anti-Ice On, ISA (Page 1 of 2)
Figure 04-05-46



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-75

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M			
MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
330	18.2	2107	18.9	2193	19.7	2282	20.6	2375	21.5	2473	22.4	2575
	108.6	359	113.4	359	118.5	360	123.8	361	129.4	362	135.4	362
	0.740	1147	0.740	1072	0.740	998	0.740	926	0.740	856	0.740	788
310	16.5	1974	17.2	2051	17.9	2131	18.6	2214	19.4	2300	20.2	2389
	97.0	352	101.0	352	105.3	353	109.7	353	114.3	354	119.1	355
	0.740	1324	0.740	1256	0.740	1188	0.740	1119	0.740	1051	0.740	983
290	15.1	1848	15.7	1919	16.3	1992	17.0	2067	17.6	2144	18.3	2224
	86.5	344	90.1	344	93.8	345	97.6	345	101.5	346	105.5	346
	0.740	1467	0.740	1394	0.740	1327	0.740	1264	0.740	1203	0.740	1142
270	13.6	1702	14.1	1766	14.6	1831	15.2	1898	15.7	1967	16.3	2039
	75.2	333	78.2	333	81.3	334	84.4	334	87.7	335	91.1	335
	0.722	1240	0.722	1182	0.722	1128	0.722	1076	0.722	1028	0.722	983
250	12.1	1557	12.5	1613	13.0	1671	13.4	1731	13.9	1793	14.4	1856
	64.6	321	67.1	322	69.7	322	72.3	323	75.0	323	77.8	324
	0.694	1439	0.694	1377	0.694	1318	0.694	1261	0.694	1208	0.694	1157
230	10.8	1424	11.1	1475	11.5	1527	12.0	1580	12.4	1636	12.8	1692
	55.7	311	57.7	311	59.9	311	62.1	312	64.4	312	66.7	312
	0.668	1626	0.668	1559	0.668	1495	0.668	1435	0.668	1378	0.668	1323
210	9.6	1301	9.9	1347	10.3	1393	10.6	1442	11.0	1491	11.4	1542
	47.9	300	49.7	300	51.5	301	53.4	301	55.3	301	57.3	302
	0.643	1817	0.643	1745	0.643	1677	0.643	1613	0.643	1552	0.643	1493
190	8.5	1186	8.8	1227	9.1	1269	9.5	1312	9.8	1357	10.1	1402
	41.2	289	42.7	289	44.2	290	45.8	290	47.4	291	49.1	291
	0.619	1999	0.619	1923	0.619	1851	0.619	1782	0.619	1717	0.619	1655
170	7.6	1077	7.8	1113	8.1	1151	8.4	1190	8.7	1230	9.0	1271
	35.2	278	36.4	278	37.7	279	39.1	279	40.4	280	41.8	280
	0.596	2182	0.596	2102	0.596	2025	0.596	1951	0.596	1882	0.596	1816
150	6.7	972	6.9	1005	7.2	1038	7.4	1073	7.7	1109	7.9	1145
	29.8	267	30.9	267	32.0	268	33.1	268	34.3	268	35.4	269
	0.574	2367	0.574	2282	0.574	2201	0.574	2124	0.574	2050	0.574	1980
130	5.9	871	6.1	900	6.3	930	6.5	960	6.7	992	6.9	1025
	25.0	255	25.9	255	26.8	256	27.7	256	28.7	256	29.7	257
	0.553	2521	0.553	2432	0.553	2347	0.553	2266	0.553	2189	0.553	2117
90	4.0	628	4.1	648	4.3	668	4.4	690	4.6	712	4.7	735
	14.9	222	15.4	223	15.9	223	16.5	224	17.0	224	17.6	225
	0.444	2941	0.444	2838	0.444	2738	0.444	2641	0.444	2546	0.444	2456
50	2.7	448	2.8	462	2.9	476	3.0	491	3.1	506	3.1	521
	8.9	197	9.2	197	9.5	198	9.8	199	10.1	199	10.5	200
	0.413	3168	0.413	3061	0.413	2957	0.413	2856	0.413	2758	0.413	2665

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Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl Anti-Ice On, ISA (Page 2 of 2)
Figure 04-05-46



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-76

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	14.6	1742	15.2	1814	15.8	1888	16.5	1964	17.2	2043	17.9	2126
	88.0	363	91.9	363	95.9	364	100.2	364	104.6	365	109.2	366
	0.740	1567	0.740	1480	0.740	1401	0.740	1325	0.740	1251	0.740	1177
310	13.3	1641	13.9	1706	14.5	1774	15.1	1844	15.7	1916	16.3	1992
	79.1	356	82.5	356	86.0	357	89.7	357	93.5	358	97.5	359
	0.740	1754	0.740	1661	0.740	1573	0.740	1490	0.740	1412	0.740	1341
290	12.3	1542	12.8	1603	13.3	1665	13.8	1729	14.3	1795	14.9	1864
	71.0	348	74.0	348	77.1	349	80.2	349	83.5	350	87.0	350
	0.740	1917	0.740	1825	0.740	1736	0.740	1651	0.740	1568	0.740	1490
270	11.1	1427	11.5	1482	11.9	1538	12.4	1596	12.9	1656	13.4	1718
	62.1	337	64.6	337	67.2	338	69.9	338	72.7	339	75.6	339
	0.722	1590	0.722	1518	0.722	1449	0.722	1383	0.722	1320	0.722	1259
250	9.9	1310	10.3	1359	10.7	1410	11.1	1462	11.5	1515	11.9	1571
	53.6	326	55.7	326	57.9	326	60.2	327	62.5	327	65.0	328
	0.694	1821	0.694	1743	0.694	1669	0.694	1597	0.694	1528	0.694	1462
230	8.8	1202	9.2	1247	9.5	1292	9.9	1339	10.2	1387	10.6	1437
	46.3	314	48.2	315	50.0	315	51.9	315	53.9	316	55.9	317
	0.668	2034	0.668	1950	0.668	1870	0.668	1792	0.668	1719	0.668	1648
210	7.9	1101	8.2	1141	8.5	1182	8.8	1224	9.1	1268	9.5	1312
	40.0	304	41.6	304	43.1	304	44.8	304	46.4	305	48.2	306
	0.643	2253	0.643	2162	0.643	2076	0.643	1993	0.643	1915	0.643	1839
190	7.1	1005	7.3	1042	7.6	1079	7.9	1117	8.1	1156	8.4	1196
	34.4	293	35.8	293	37.1	293	38.5	293	39.9	294	41.3	295
	0.619	2467	0.619	2370	0.619	2278	0.619	2191	0.619	2106	0.619	2027
170	6.3	914	6.5	947	6.7	980	7.0	1015	7.2	1049	7.5	1085
	29.5	282	30.6	282	31.7	282	32.9	282	34.1	283	35.3	283
	0.596	2677	0.596	2575	0.596	2478	0.596	2386	0.596	2297	0.596	2211
150	5.6	827	5.8	856	6.0	886	6.2	916	6.4	947	6.6	980
	25.0	270	26.0	270	26.9	271	27.9	271	28.9	271	29.9	272
	0.574	2888	0.574	2779	0.574	2676	0.574	2579	0.574	2486	0.574	2396
130	4.9	742	5.1	768	5.2	794	5.4	821	5.6	849	5.8	877
	21.0	258	21.8	258	22.6	258	23.4	258	24.2	259	25.1	260
	0.553	3065	0.553	2950	0.553	2843	0.553	2741	0.553	2643	0.553	2549
90	3.3	537	3.5	555	3.6	574	3.7	592	3.8	612	3.9	631
	12.5	224	13.0	225	13.4	225	13.9	225	14.4	226	14.9	226
	0.444	3589	0.444	3453	0.444	3326	0.444	3205	0.444	3091	0.444	2982
50	2.3	387	2.3	399	2.4	412	2.5	424	2.6	437	2.7	451
	7.5	199	7.8	199	8.0	199	8.3	199	8.6	200	8.9	200
	0.413	3853	0.413	3710	0.413	3575	0.413	3448	0.413	3328	0.413	3213

CRJ900_IF_CLB290I_C_LW_10CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl Anti-Ice On, ISA+10 °C (Page 1 of 2)
Figure 04-05-47



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-77

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M			
MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
330	18.7	2212	19.5	2302	20.3	2396	21.2	2494	22.1	2598	23.1	2706
	114.0	366	119.1	367	124.4	368	130.1	369	136.0	369	142.3	370
	0.740	1102	0.740	1029	0.740	958	0.740	888	0.740	820	0.740	755
310	17.0	2070	17.7	2151	18.4	2235	19.1	2323	19.9	2413	20.7	2507
	101.6	359	105.9	360	110.4	360	115.1	361	119.9	361	125.0	362
	0.740	1273	0.740	1207	0.740	1141	0.740	1075	0.740	1009	0.740	944
290	15.5	1936	16.1	2010	16.7	2087	17.4	2166	18.1	2247	18.8	2331
	90.6	351	94.3	351	98.2	352	102.2	352	106.3	353	110.5	353
	0.740	1416	0.740	1345	0.740	1281	0.740	1219	0.740	1160	0.740	1102
270	13.9	1782	14.4	1848	15.0	1916	15.5	1987	16.1	2060	16.7	2134
	78.6	340	81.7	340	85.0	341	88.3	341	91.7	342	95.2	342
	0.722	1201	0.722	1145	0.722	1092	0.722	1042	0.722	995	0.722	951
250	12.3	1628	12.8	1687	13.3	1748	13.8	1811	14.3	1875	14.8	1941
	67.5	328	70.1	328	72.7	329	75.5	329	78.3	330	81.3	330
	0.694	1398	0.694	1338	0.694	1280	0.694	1225	0.694	1173	0.694	1124
230	11.0	1488	11.4	1541	11.8	1595	12.2	1652	12.7	1709	13.1	1768
	58.1	317	60.2	317	62.5	317	64.8	318	67.2	318	69.6	319
	0.668	1580	0.668	1515	0.668	1453	0.668	1395	0.668	1338	0.668	1286
210	9.8	1358	10.1	1406	10.5	1455	10.9	1505	11.3	1557	11.6	1610
	49.9	306	51.8	306	53.7	306	55.6	307	57.6	307	59.7	308
	0.643	1766	0.643	1697	0.643	1631	0.643	1568	0.643	1509	0.643	1452
190	8.7	1237	9.0	1280	9.3	1324	9.7	1369	10.0	1416	10.3	1463
	42.9	295	44.4	295	46.0	295	47.7	296	49.4	296	51.1	296
	0.619	1949	0.619	1875	0.619	1804	0.619	1737	0.619	1674	0.619	1613
170	7.7	1122	8.0	1160	8.3	1200	8.6	1240	8.9	1282	9.2	1325
	36.6	284	37.9	284	39.3	284	40.6	285	42.1	285	43.6	285
	0.596	2130	0.596	2051	0.596	1976	0.596	1905	0.596	1837	0.596	1772
150	6.8	1012	7.1	1047	7.3	1082	7.6	1118	7.8	1155	8.1	1193
	31.0	272	32.1	272	33.2	273	34.4	273	35.6	273	36.9	274
	0.574	2309	0.574	2226	0.574	2147	0.574	2071	0.574	1999	0.574	1931
130	6.0	907	6.2	937	6.4	968	6.6	1000	6.9	1033	7.1	1067
	26.0	260	26.9	260	27.8	260	28.8	261	29.8	261	30.8	262
	0.553	2460	0.553	2373	0.553	2290	0.553	2211	0.553	2136	0.553	2065
90	4.1	652	4.2	673	4.4	694	4.5	717	4.6	740	4.8	763
	15.4	227	15.9	227	16.5	227	17.1	228	17.7	228	18.3	229
	0.444	2878	0.444	2777	0.444	2679	0.444	2584	0.444	2491	0.444	2403
50	2.7	465	2.8	479	2.9	494	3.0	509	3.1	525	3.2	541
	9.2	201	9.5	201	9.8	201	10.1	202	10.5	202	10.8	203
	0.413	3104	0.413	2999	0.413	2897	0.413	2798	0.413	2702	0.413	2610

CRJ900_IF_CLB290I_C_HW_10CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl Anti-Ice On, ISA+10 °C (Page 2 of 2)
Figure 04-05-47



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-78

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

**MAX. CLIMB THRUST
NORMAL ACU'S
COWL A/I ON**

ISA + 20 C
25% C.G.

FROM BRAKE RELEASE

TIME (MIN)	FUEL (LB)
DIST (NAM)	ATAS (KTS)
MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	18.9	2041	19.7	2133	20.7	2228	21.6	2328	22.7	2433	23.7	2544
	118.2	376	123.9	377	130.0	377	136.4	378	143.1	379	150.3	380
	0.740	1171	0.740	1097	0.740	1030	0.740	966	0.740	904	0.740	842
310	17.2	1913	18.0	1996	18.8	2083	19.7	2173	20.6	2268	21.5	2368
	105.9	369	110.9	369	116.1	370	121.6	371	127.4	372	133.5	372
	0.740	1289	0.740	1212	0.740	1139	0.740	1070	0.740	1005	0.740	945
290	15.7	1788	16.4	1863	17.1	1941	17.9	2023	18.7	2109	19.5	2198
	94.6	361	98.8	361	103.3	362	108.0	362	112.9	363	118.1	364
	0.740	1368	0.740	1294	0.740	1223	0.740	1154	0.740	1086	0.740	1022
270	14.0	1638	14.6	1706	15.2	1775	15.9	1848	16.5	1923	17.2	2001
	81.7	349	85.3	350	89.0	350	92.9	351	96.9	351	101.1	352
	0.722	1144	0.722	1087	0.722	1032	0.722	979	0.722	928	0.722	879
250	12.4	1490	12.9	1550	13.5	1612	14.0	1676	14.6	1742	15.2	1811
	69.8	337	72.8	338	75.9	338	79.1	339	82.4	339	85.8	340
	0.694	1340	0.694	1278	0.694	1218	0.694	1160	0.694	1104	0.694	1051
230	11.0	1356	11.5	1410	11.9	1464	12.4	1521	12.9	1580	13.4	1641
	59.8	326	62.3	326	64.9	326	67.5	327	70.3	327	73.1	328
	0.668	1516	0.668	1448	0.668	1384	0.668	1321	0.668	1262	0.668	1204
210	9.8	1232	10.2	1280	10.6	1329	11.0	1380	11.4	1432	11.8	1486
	51.2	314	53.3	315	55.5	315	57.7	315	59.9	316	62.3	316
	0.643	1696	0.643	1623	0.643	1554	0.643	1487	0.643	1423	0.643	1362
190	8.7	1117	9.0	1160	9.3	1204	9.7	1249	10.1	1295	10.4	1343
	43.7	303	45.5	303	47.3	304	49.1	304	51.0	304	53.0	305
	0.619	1878	0.619	1800	0.619	1726	0.619	1655	0.619	1586	0.619	1521
170	7.6	1008	7.9	1046	8.2	1085	8.5	1125	8.9	1166	9.2	1209
	37.1	291	38.6	292	40.1	292	41.6	292	43.2	293	44.9	293
	0.596	2052	0.596	1969	0.596	1891	0.596	1816	0.596	1743	0.596	1674
150	6.7	904	7.0	938	7.2	973	7.5	1008	7.8	1044	8.0	1082
	31.2	279	32.4	279	33.7	280	35.0	280	36.3	281	37.7	281
	0.574	2223	0.574	2135	0.574	2053	0.574	1974	0.574	1898	0.574	1825
130	5.8	804	6.1	834	6.3	864	6.5	896	6.7	928	7.0	961
	25.9	266	26.9	266	27.9	267	29.0	267	30.1	268	31.2	268
	0.553	2384	0.553	2291	0.553	2203	0.553	2120	0.553	2041	0.553	1964
90	3.9	569	4.0	590	4.2	610	4.3	631	4.5	653	4.6	676
	14.9	231	15.5	231	16.1	231	16.7	232	17.3	232	17.9	233
	0.444	2931	0.444	2816	0.444	2708	0.444	2605	0.444	2509	0.444	2417
50	2.6	403	2.7	416	2.8	430	2.9	444	2.9	459	3.0	474
	8.7	203	9.0	204	9.4	204	9.7	204	10.1	205	10.4	205
	0.413	3182	0.413	3060	0.413	2945	0.413	2837	0.413	2734	0.413	2636

CRJ900_IF_CLB290I_C_LW_20CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl Anti-Ice On, ISA+20 °C (Page 1 of 2)
Figure 04-05-48



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-79

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M			
MAX. CLIMB THRUST NORMAL ACU'S COWL A/I ON	ISA + 20 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
330	24.9	2661	26.1	2785	27.4	2917	28.8	3057	30.3	3207	32.0	3368
	157.9	381	166.1	382	174.8	382	184.2	383	194.4	384	205.4	386
	0.740	779	0.740	717	0.740	655	0.740	596	0.740	537	0.740	481
310	22.5	2473	23.5	2583	24.6	2698	25.8	2819	27.0	2946	28.3	3080
	139.9	373	146.7	374	153.9	375	161.5	375	169.5	376	178.0	377
	0.740	889	0.740	835	0.740	780	0.740	726	0.740	670	0.740	615
290	20.3	2292	21.2	2391	22.2	2494	23.2	2601	24.2	2713	25.3	2829
	123.6	364	129.3	365	135.4	366	141.7	367	148.3	367	155.1	368
	0.740	962	0.740	904	0.740	851	0.740	802	0.740	754	0.740	707
270	18.0	2084	18.7	2170	19.5	2259	20.4	2352	21.2	2449	22.1	2549
	105.6	352	110.3	353	115.2	354	120.2	354	125.5	355	131.0	355
	0.722	831	0.722	786	0.722	743	0.722	702	0.722	664	0.722	628
250	15.8	1882	16.4	1957	17.1	2035	17.8	2116	18.5	2199	19.3	2286
	89.4	340	93.2	341	97.2	341	101.2	342	105.5	342	109.9	342
	0.694	999	0.694	949	0.694	902	0.694	857	0.694	814	0.694	774
230	13.9	1704	14.5	1770	15.0	1838	15.6	1909	16.2	1982	16.9	2058
	76.1	328	79.2	329	82.5	329	85.8	329	89.3	330	92.9	330
	0.668	1149	0.668	1096	0.668	1045	0.668	997	0.668	951	0.668	908
210	12.3	1542	12.8	1600	13.2	1660	13.8	1723	14.3	1788	14.8	1854
	64.8	317	67.4	317	70.1	317	72.8	318	75.7	318	78.7	318
	0.643	1302	0.643	1246	0.643	1192	0.643	1140	0.643	1092	0.643	1045
190	10.8	1393	11.2	1444	11.7	1498	12.1	1553	12.6	1611	13.0	1669
	55.1	305	57.2	306	59.5	306	61.8	306	64.2	307	66.6	307
	0.619	1458	0.619	1397	0.619	1339	0.619	1284	0.619	1232	0.619	1182
170	9.5	1253	9.9	1299	10.2	1346	10.6	1395	11.0	1446	11.4	1498
	46.6	293	48.4	294	50.2	294	52.1	295	54.1	295	56.2	295
	0.596	1607	0.596	1543	0.596	1481	0.596	1422	0.596	1367	0.596	1314
150	8.3	1121	8.6	1161	9.0	1203	9.3	1246	9.6	1291	10.0	1337
	39.1	281	40.6	282	42.1	282	43.7	282	45.3	283	47.0	283
	0.574	1754	0.574	1686	0.574	1621	0.574	1559	0.574	1499	0.574	1444
130	7.2	995	7.5	1030	7.8	1066	8.0	1104	8.3	1144	8.6	1184
	32.4	268	33.6	269	34.8	269	36.1	269	37.5	270	38.9	270
	0.553	1890	0.553	1819	0.553	1751	0.553	1685	0.553	1623	0.553	1565
90	4.8	699	5.0	723	5.1	747	5.3	773	5.5	800	5.7	828
	18.6	233	19.3	234	20.0	234	20.7	234	21.5	235	22.3	235
	0.444	2328	0.444	2242	0.444	2158	0.444	2076	0.444	1996	0.444	1921
50	3.1	490	3.2	506	3.4	522	3.5	539	3.6	557	3.7	575
	10.8	206	11.2	207	11.6	207	12.0	207	12.4	208	12.9	208
	0.413	2543	0.413	2453	0.413	2365	0.413	2280	0.413	2197	0.413	2118

CRJ900_IF_CLB290I_C_HW_20CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl Anti-Ice On, ISA+20 °C (Page 2 of 2)
Figure 04-05-48



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-80

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	18.6	1928	19.6	2019	20.5	2115	21.6	2216	22.7	2323	23.9	2437
	111.7	360	117.7	361	124.0	362	130.7	363	137.9	364	145.6	365
	0.740	1044	0.740	971	0.740	906	0.740	843	0.740	781	0.740	719
310	16.7	1786	17.5	1867	18.3	1951	19.2	2039	20.1	2133	21.1	2232
	98.1	353	103.0	354	108.1	355	113.6	355	119.5	356	125.8	357
	0.740	1016	0.740	943	0.740	875	0.740	811	0.740	750	0.740	696
290	14.8	1643	15.5	1713	16.1	1786	16.9	1862	17.6	1942	18.4	2026
	84.8	344	88.7	344	92.9	345	97.2	346	101.8	347	106.7	347
	0.740	1114	0.740	1046	0.740	978	0.740	914	0.740	850	0.740	790
270	12.9	1486	13.5	1547	14.0	1610	14.6	1675	15.2	1742	15.9	1813
	71.3	332	74.5	332	77.7	333	81.1	333	84.7	334	88.4	335
	0.722	1091	0.722	1034	0.722	979	0.722	926	0.722	874	0.722	824
250	11.3	1343	11.7	1396	12.2	1451	12.7	1507	13.2	1565	13.7	1626
	59.9	319	62.4	320	65.0	320	67.7	321	70.6	321	73.5	322
	0.694	1361	0.694	1296	0.694	1234	0.694	1174	0.694	1116	0.694	1060
230	9.9	1220	10.3	1267	10.7	1315	11.1	1365	11.5	1416	12.0	1469
	50.8	308	52.9	308	55.0	309	57.3	309	59.5	310	61.9	310
	0.668	1605	0.668	1533	0.668	1464	0.668	1398	0.668	1334	0.668	1273
210	8.8	1108	9.1	1151	9.4	1193	9.8	1237	10.2	1283	10.5	1330
	43.3	297	45.0	297	46.8	298	48.7	298	50.6	299	52.5	299
	0.643	1874	0.643	1794	0.643	1718	0.643	1645	0.643	1575	0.643	1508
190	7.8	1007	8.1	1045	8.4	1083	8.7	1123	9.0	1163	9.3	1205
	37.0	286	38.5	287	40.0	287	41.5	287	43.1	288	44.7	288
	0.619	2117	0.619	2030	0.619	1948	0.619	1869	0.619	1793	0.619	1721
170	6.8	912	7.1	946	7.4	980	7.6	1015	7.9	1051	8.2	1088
	31.5	276	32.7	276	33.9	276	35.2	277	36.6	277	37.9	278
	0.596	2309	0.596	2218	0.596	2130	0.596	2047	0.596	1967	0.596	1890
150	6.0	821	6.2	851	6.5	881	6.7	912	6.9	944	7.2	977
	26.5	264	27.5	265	28.6	265	29.6	265	30.8	266	31.9	266
	0.574	2501	0.574	2403	0.574	2311	0.574	2224	0.574	2140	0.574	2058
130	5.2	733	5.4	759	5.6	786	5.8	814	6.0	841	6.2	870
	22.0	252	22.9	253	23.8	253	24.6	253	25.5	254	26.5	254
	0.553	2681	0.553	2577	0.553	2480	0.553	2388	0.553	2299	0.553	2214
90	3.5	525	3.6	543	3.8	561	3.9	580	4.0	599	4.2	619
	12.8	219	13.3	220	13.8	220	14.3	221	14.8	221	15.3	222
	0.444	3263	0.444	3136	0.444	3017	0.444	2904	0.444	2798	0.444	2696
50	2.3	376	2.4	388	2.5	400	2.6	413	2.6	425	2.7	438
	7.5	194	7.8	194	8.1	195	8.4	195	8.6	196	8.9	196
	0.413	3523	0.413	3388	0.413	3262	0.413	3143	0.413	3031	0.413	2923

CRJ900_IF_CLB290I_CW_LW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl and Wing Anti-Ice On,
ISA-10 °C (Page 1 of 2)
Figure 04-05-49



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-81

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M			
MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA - 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	75		77		79		81		83		85	
330	25.2	2560	26.7	2693	28.2	2836	30.0	2994	31.9	3168	34.1	3366
	154.1	366	163.3	367	173.4	369	184.8	370	197.6	372	212.4	373
	0.740	656	0.740	594	0.740	532	0.740	473	0.740	415	0.740	359
310	22.2	2337	23.3	2448	24.5	2566	25.8	2692	27.2	2827	28.8	2974
	132.5	358	139.7	360	147.4	361	155.7	362	164.7	363	174.7	364
	0.740	644	0.740	593	0.740	542	0.740	490	0.740	437	0.740	385
290	19.3	2115	20.2	2208	21.1	2306	22.1	2409	23.2	2516	24.3	2629
	111.9	348	117.5	349	123.3	350	129.4	351	135.8	352	142.6	353
	0.740	733	0.740	678	0.740	629	0.740	583	0.740	537	0.740	493
270	16.5	1887	17.2	1964	18.0	2045	18.7	2129	19.6	2216	20.4	2306
	92.3	335	96.5	336	100.8	336	105.3	337	110.0	338	114.9	338
	0.722	776	0.722	730	0.722	687	0.722	646	0.722	607	0.722	571
250	14.3	1689	14.8	1755	15.4	1824	16.0	1894	16.7	1968	17.4	2043
	76.6	322	79.8	323	83.1	323	86.6	324	90.2	324	93.9	325
	0.694	1006	0.694	954	0.694	905	0.694	859	0.694	814	0.694	773
230	12.5	1524	12.9	1582	13.4	1641	13.9	1703	14.5	1766	15.0	1832
	64.4	310	67.0	311	69.7	311	72.5	312	75.3	312	78.3	313
	0.668	1214	0.668	1157	0.668	1103	0.668	1053	0.668	1004	0.668	958
210	10.9	1378	11.3	1429	11.8	1481	12.2	1535	12.7	1591	13.1	1649
	54.6	299	56.7	300	58.9	300	61.2	301	63.5	301	65.9	301
	0.643	1443	0.643	1381	0.643	1321	0.643	1265	0.643	1212	0.643	1161
190	9.7	1248	10.0	1293	10.4	1339	10.8	1387	11.1	1437	11.5	1488
	46.4	289	48.2	289	50.0	289	51.9	290	53.9	290	55.9	291
	0.619	1650	0.619	1582	0.619	1518	0.619	1458	0.619	1400	0.619	1345
170	8.5	1126	8.8	1166	9.1	1207	9.4	1250	9.8	1294	10.1	1339
	39.3	278	40.8	278	42.3	279	43.9	279	45.6	279	47.2	280
	0.596	1816	0.596	1744	0.596	1676	0.596	1611	0.596	1549	0.596	1491
150	7.4	1011	7.7	1046	8.0	1082	8.3	1120	8.6	1159	8.9	1199
	33.1	267	34.3	267	35.5	267	36.9	268	38.2	268	39.6	268
	0.574	1979	0.574	1904	0.574	1832	0.574	1763	0.574	1697	0.574	1636
130	6.5	900	6.7	931	6.9	963	7.2	996	7.4	1030	7.7	1065
	27.4	254	28.4	255	29.5	255	30.5	256	31.7	256	32.8	256
	0.553	2132	0.553	2053	0.553	1978	0.553	1905	0.553	1837	0.553	1772
90	4.3	639	4.4	660	4.6	682	4.7	704	4.9	728	5.1	752
	15.9	222	16.5	223	17.0	223	17.6	223	18.3	224	18.9	224
	0.444	2598	0.444	2504	0.444	2411	0.444	2322	0.444	2234	0.444	2151
50	2.8	452	2.9	466	3.0	481	3.1	496	3.2	511	3.3	527
	9.2	197	9.6	198	9.9	198	10.2	198	10.6	199	10.9	199
	0.413	2821	0.413	2722	0.413	2626	0.413	2533	0.413	2442	0.413	2355

CRJ900_IF_CLB290I_CW_HW_M10CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl and Wing Anti-Ice On,
ISA-10 °C (Page 2 of 2)
Figure 04-05-49



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-82

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	19.4	2045	20.4	2143	21.4	2246	22.5	2355	23.8	2471	25.1	2596
	119.2	369	125.6	370	132.5	371	139.9	372	147.7	373	156.3	374
	0.740	924	0.740	856	0.740	795	0.740	736	0.740	679	0.740	621
310	17.2	1886	18.1	1971	18.9	2061	19.9	2155	20.8	2255	21.9	2362
	103.8	361	109.0	362	114.5	363	120.5	364	126.8	365	133.6	366
	0.740	944	0.740	875	0.740	810	0.740	749	0.740	691	0.740	639
290	15.2	1729	15.9	1803	16.6	1880	17.4	1961	18.2	2045	19.0	2134
	89.3	352	93.4	352	97.8	353	102.4	354	107.3	354	112.5	355
	0.740	1068	0.740	1002	0.740	937	0.740	875	0.740	813	0.740	755
270	13.3	1562	13.8	1626	14.4	1692	15.0	1760	15.7	1832	16.3	1906
	75.0	339	78.3	340	81.7	340	85.3	341	89.0	341	93.0	342
	0.722	1058	0.722	1002	0.722	948	0.722	897	0.722	847	0.722	798
250	11.6	1409	12.0	1465	12.5	1523	13.0	1582	13.5	1643	14.1	1707
	62.8	326	65.5	327	68.3	327	71.1	328	74.1	328	77.2	329
	0.694	1306	0.694	1244	0.694	1184	0.694	1126	0.694	1070	0.694	1016
230	10.2	1278	10.6	1328	11.0	1378	11.4	1431	11.8	1484	12.3	1540
	53.2	315	55.4	315	57.7	315	60.0	316	62.4	316	64.9	317
	0.668	1554	0.668	1484	0.668	1418	0.668	1353	0.668	1291	0.668	1232
210	9.0	1160	9.3	1204	9.7	1249	10.0	1296	10.4	1343	10.8	1393
	45.3	303	47.1	304	49.0	304	50.9	305	52.9	305	55.0	305
	0.643	1815	0.643	1738	0.643	1664	0.643	1593	0.643	1525	0.643	1460
190	7.9	1053	8.2	1093	8.5	1133	8.9	1174	9.2	1217	9.5	1260
	38.7	292	40.2	293	41.8	293	43.4	294	45.0	294	46.8	294
	0.619	2047	0.619	1963	0.619	1883	0.619	1807	0.619	1733	0.619	1663
170	7.0	953	7.3	988	7.5	1024	7.8	1060	8.1	1098	8.4	1137
	32.8	281	34.1	282	35.4	282	36.8	283	38.1	283	39.6	283
	0.596	2238	0.596	2149	0.596	2064	0.596	1984	0.596	1906	0.596	1831
150	6.1	857	6.4	888	6.6	920	6.8	952	7.1	985	7.3	1020
	27.6	270	28.7	270	29.8	271	30.9	271	32.0	271	33.2	272
	0.574	2433	0.574	2338	0.574	2248	0.574	2163	0.574	2081	0.574	2002
130	5.3	764	5.5	792	5.7	820	5.9	848	6.2	877	6.4	907
	22.9	257	23.8	258	24.7	258	25.6	259	26.6	259	27.6	259
	0.553	2611	0.553	2511	0.553	2416	0.553	2326	0.553	2239	0.553	2156
90	3.6	546	3.7	565	3.8	584	4.0	603	4.1	623	4.2	644
	13.3	224	13.8	224	14.3	225	14.9	225	15.4	225	15.9	226
	0.444	3189	0.444	3064	0.444	2948	0.444	2838	0.444	2734	0.444	2634
50	2.4	390	2.4	402	2.5	415	2.6	428	2.7	441	2.8	455
	7.8	198	8.1	199	8.4	199	8.7	200	8.9	199	9.3	200
	0.413	3446	0.413	3315	0.413	3192	0.413	3075	0.413	2965	0.413	2860

CRJ900_IF_CLB290I_CW_LW_00CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl and Wing Anti-Ice On, ISA (Page 1 of 2)
Figure 04-05-50



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-83

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M			
MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT – 1000 LB											
	75		77		79		81		83		85	
330	26.5	2730	28.0	2876	29.7	3035	31.6	3211	33.8	3409	36.4	3636
	165.6	375	175.9	377	187.4	378	200.3	380	215.1	381	232.6	383
	0.740	563	0.740	504	0.740	447	0.740	391	0.740	337	0.740	284
310	23.0	2474	24.2	2594	25.5	2721	26.9	2857	28.4	3004	30.1	3165
	140.8	367	148.6	368	156.9	369	165.9	370	175.8	372	186.9	373
	0.740	589	0.740	541	0.740	493	0.740	444	0.740	393	0.740	343
290	19.9	2228	20.8	2328	21.8	2432	22.8	2541	23.9	2655	25.1	2775
	118.0	356	123.9	357	130.1	358	136.6	359	143.4	360	150.7	360
	0.740	700	0.740	647	0.740	599	0.740	555	0.740	511	0.740	468
270	17.0	1985	17.7	2067	18.5	2152	19.3	2241	20.1	2333	21.0	2429
	97.2	342	101.5	343	106.1	344	110.9	345	115.9	345	121.1	346
	0.722	751	0.722	707	0.722	665	0.722	625	0.722	588	0.722	553
250	14.7	1774	15.2	1843	15.9	1916	16.5	1990	17.2	2068	17.9	2148
	80.4	329	83.8	330	87.3	330	91.0	331	94.8	331	98.7	332
	0.694	963	0.694	914	0.694	866	0.694	821	0.694	778	0.694	738
230	12.8	1598	13.3	1659	13.8	1721	14.3	1786	14.9	1853	15.4	1922
	67.5	317	70.2	318	73.1	318	76.0	318	79.0	319	82.1	319
	0.668	1175	0.668	1120	0.668	1067	0.668	1018	0.668	970	0.668	926
210	11.2	1444	11.6	1497	12.1	1552	12.5	1609	13.0	1667	13.5	1728
	57.1	306	59.4	306	61.7	307	64.1	307	66.5	307	69.1	307
	0.643	1397	0.643	1336	0.643	1279	0.643	1224	0.643	1173	0.643	1123
190	9.9	1306	10.2	1353	10.6	1402	11.0	1452	11.4	1504	11.8	1557
	48.5	295	50.4	295	52.3	296	54.3	296	56.4	296	58.5	296
	0.619	1594	0.619	1529	0.619	1467	0.619	1408	0.619	1352	0.619	1298
170	8.7	1177	9.0	1219	9.3	1262	9.7	1306	10.0	1353	10.4	1400
	41.1	283	42.6	284	44.2	284	45.9	285	47.6	285	49.3	285
	0.596	1759	0.596	1689	0.596	1623	0.596	1560	0.596	1500	0.596	1443
150	7.6	1055	7.9	1092	8.1	1130	8.4	1169	8.7	1210	9.1	1252
	34.5	272	35.7	273	37.1	273	38.4	273	39.8	274	41.3	274
	0.574	1925	0.574	1852	0.574	1781	0.574	1714	0.574	1650	0.574	1590
130	6.6	939	6.8	971	7.1	1004	7.3	1039	7.6	1074	7.8	1111
	28.6	260	29.6	260	30.7	260	31.8	261	33.0	261	34.2	261
	0.553	2076	0.553	1999	0.553	1926	0.553	1855	0.553	1788	0.553	1725
90	4.4	665	4.5	687	4.7	709	4.8	733	5.0	757	5.2	782
	16.5	226	17.1	227	17.7	227	18.3	228	19.0	228	19.7	228
	0.444	2539	0.444	2446	0.444	2356	0.444	2268	0.444	2183	0.444	2101
50	2.9	469	2.9	484	3.0	499	3.1	515	3.2	531	3.4	547
	9.6	200	9.9	201	10.2	202	10.6	202	10.9	203	11.3	203
	0.413	2760	0.413	2663	0.413	2569	0.413	2477	0.413	2389	0.413	2304

CRJ900_IF_CLB290I_CW_HW_00CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) – Cowl and Wing Anti-Ice On, ISA (Page 2 of 2)
Figure 04-05-50



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-84

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	20.3	2166	21.4	2272	22.5	2385	23.8	2504	25.1	2632	26.5	2769
	127.7	377	134.8	378	142.3	379	150.5	380	159.3	381	168.8	383
	0.740	813	0.740	750	0.740	692	0.740	638	0.740	585	0.740	531
310	17.9	1987	18.8	2079	19.7	2175	20.7	2276	21.8	2384	22.9	2499
	110.2	368	115.8	369	121.8	370	128.2	371	135.1	372	142.4	373
	0.740	869	0.740	804	0.740	742	0.740	684	0.740	629	0.740	579
290	15.8	1815	16.5	1893	17.2	1975	18.0	2061	18.9	2150	19.7	2246
	94.2	358	98.6	359	103.3	359	108.2	360	113.4	361	118.9	362
	0.740	1022	0.740	958	0.740	896	0.740	836	0.740	776	0.740	720
270	13.7	1635	14.3	1703	14.9	1773	15.6	1845	16.2	1921	16.9	2000
	78.9	345	82.4	345	86.0	346	89.8	346	93.8	347	98.0	348
	0.722	1017	0.722	962	0.722	911	0.722	861	0.722	813	0.722	766
250	12.0	1473	12.4	1531	12.9	1592	13.5	1655	14.0	1720	14.6	1788
	66.0	332	68.8	332	71.7	332	74.7	333	77.9	333	81.2	334
	0.694	1253	0.694	1193	0.694	1135	0.694	1079	0.694	1025	0.694	973
230	10.5	1333	10.9	1386	11.3	1439	11.8	1494	12.3	1551	12.7	1610
	55.9	319	58.2	320	60.5	320	63.0	320	65.5	321	68.2	321
	0.668	1507	0.668	1439	0.668	1375	0.668	1312	0.668	1252	0.668	1194
210	9.3	1209	9.6	1255	10.0	1303	10.4	1352	10.8	1402	11.2	1454
	47.5	308	49.5	308	51.4	308	53.5	309	55.6	309	57.8	310
	0.643	1761	0.643	1686	0.643	1614	0.643	1545	0.643	1479	0.643	1415
190	8.2	1096	8.5	1138	8.8	1180	9.2	1223	9.5	1268	9.9	1315
	40.5	296	42.2	297	43.8	297	45.5	297	47.3	298	49.1	298
	0.619	1982	0.619	1900	0.619	1822	0.619	1748	0.619	1676	0.619	1608
170	7.2	990	7.5	1027	7.8	1065	8.1	1103	8.4	1143	8.7	1184
	34.4	285	35.7	285	37.1	286	38.5	286	40.0	286	41.5	287
	0.596	2171	0.596	2084	0.596	2002	0.596	1924	0.596	1848	0.596	1775
150	6.4	889	6.6	922	6.8	955	7.1	989	7.4	1025	7.6	1061
	28.9	273	30.1	273	31.2	274	32.4	274	33.6	274	34.9	275
	0.574	2369	0.574	2276	0.574	2189	0.574	2106	0.574	2026	0.574	1948
130	5.5	792	5.7	821	6.0	850	6.2	880	6.4	911	6.6	943
	24.0	260	25.0	261	25.9	261	26.9	261	27.9	261	28.9	262
	0.553	2545	0.553	2446	0.553	2354	0.553	2266	0.553	2182	0.553	2101
90	3.7	563	3.9	583	4.0	603	4.1	624	4.3	645	4.4	667
	14.0	225	14.5	226	15.1	226	15.6	227	16.2	227	16.8	228
	0.444	3117	0.444	2996	0.444	2882	0.444	2774	0.444	2672	0.444	2575
50	2.5	400	2.6	413	2.7	427	2.8	441	2.8	455	2.9	470
	8.3	199	8.6	200	8.9	200	9.2	200	9.5	200	9.8	201
	0.413	3374	0.413	3245	0.413	3125	0.413	3010	0.413	2902	0.413	2800

CRJ900_IF_CLB290I_CW_LW_10CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl and Wing Anti-Ice On,
ISA+10 °C (Page 1 of 2)
Figure 04-05-51

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-85

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M			
MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA + 10 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT – 1000 LB											
	75		77		79		81		83		85	
330	28.0	2918	29.7	3080	31.7	3260	33.9	3461	36.4	3692	39.5	3963
	179.3	384	191.0	385	204.2	387	219.3	389	237.0	391	258.5	393
	0.740	477	0.740	422	0.740	369	0.740	317	0.740	266	0.740	217
310	24.1	2621	25.4	2751	26.8	2890	28.2	3039	29.9	3201	31.7	3379
	150.4	374	158.8	376	168.0	377	178.0	378	189.0	379	201.5	381
	0.740	532	0.740	487	0.740	441	0.740	394	0.740	347	0.740	300
290	20.7	2346	21.6	2452	22.7	2564	23.8	2680	24.9	2803	26.1	2931
	124.8	363	131.1	363	137.7	364	144.7	365	152.0	366	159.8	367
	0.740	667	0.740	616	0.740	569	0.740	526	0.740	484	0.740	443
270	17.6	2083	18.4	2171	19.2	2261	20.0	2356	20.9	2454	21.8	2556
	102.4	348	107.1	349	111.9	350	117.0	350	122.3	351	127.8	352
	0.722	721	0.722	678	0.722	637	0.722	598	0.722	562	0.722	528
250	15.2	1858	15.8	1932	16.4	2008	17.1	2088	17.8	2170	18.5	2255
	84.6	335	88.2	335	91.9	336	95.8	336	99.8	337	104.0	337
	0.694	923	0.694	874	0.694	829	0.694	785	0.694	743	0.694	705
230	13.2	1672	13.7	1736	14.3	1802	14.8	1870	15.4	1941	16.0	2014
	70.9	322	73.8	322	76.8	323	79.9	323	83.1	324	86.4	324
	0.668	1138	0.668	1085	0.668	1034	0.668	986	0.668	940	0.668	897
210	11.6	1509	12.1	1565	12.5	1623	13.0	1683	13.5	1745	14.0	1809
	60.0	310	62.4	310	64.8	311	67.3	311	70.0	312	72.7	312
	0.643	1354	0.643	1296	0.643	1240	0.643	1187	0.643	1136	0.643	1088
190	10.2	1363	10.6	1412	11.0	1464	11.4	1517	11.8	1573	12.3	1629
	51.0	299	52.9	299	54.9	299	57.1	300	59.2	300	61.5	300
	0.619	1542	0.619	1479	0.619	1418	0.619	1361	0.619	1306	0.619	1255
170	9.0	1227	9.3	1271	9.7	1316	10.0	1364	10.4	1413	10.8	1463
	43.1	287	44.7	287	46.4	288	48.2	288	50.0	288	51.8	289
	0.596	1705	0.596	1638	0.596	1573	0.596	1512	0.596	1453	0.596	1398
150	7.9	1099	8.2	1137	8.5	1178	8.8	1219	9.1	1263	9.4	1307
	36.2	275	37.5	275	38.9	276	40.4	276	41.9	276	43.4	277
	0.574	1874	0.574	1802	0.574	1734	0.574	1668	0.574	1606	0.574	1548
130	6.9	976	7.1	1010	7.4	1045	7.6	1082	7.9	1120	8.2	1159
	30.0	262	31.1	263	32.2	263	33.4	263	34.7	264	35.9	264
	0.553	2023	0.553	1947	0.553	1876	0.553	1807	0.553	1742	0.553	1680
90	4.6	689	4.7	713	4.9	737	5.1	762	5.2	788	5.4	815
	17.4	228	18.0	228	18.7	229	19.4	229	20.1	230	20.8	230
	0.444	2482	0.444	2391	0.444	2303	0.444	2217	0.444	2134	0.444	2054
50	3.0	485	3.1	501	3.2	517	3.3	534	3.5	551	3.6	569
	10.2	202	10.5	202	10.9	202	11.3	203	11.7	203	12.1	204
	0.413	2701	0.413	2607	0.413	2515	0.413	2425	0.413	2338	0.413	2255

CRJ900_IF_CLB290I_CW_HW_10CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) – Cowl and Wing Anti-Ice On,
ISA+10 °C (Page 2 of 2)
Figure 04-05-51



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-86

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA + 20 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT - 1000 LB											
	63		65		67		69		71		73	
330	33.3	3091	35.7	3299	38.4	3531	41.6	3794	45.2	4095	49.4	4444
	221.2	399	238.2	400	257.6	402	279.8	404	305.6	406	336.1	408
	0.740	394	0.740	345	0.740	301	0.740	262	0.740	224	0.740	188
310	29.0	2784	30.8	2953	33.0	3141	35.3	3350	38.0	3587	41.2	3860
	188.7	391	201.7	392	216.3	394	232.8	396	252.0	397	274.3	400
	0.740	535	0.740	483	0.740	434	0.740	387	0.740	343	0.740	304
290	25.1	2493	26.6	2632	28.3	2784	30.1	2951	32.1	3136	34.4	3346
	159.6	381	169.6	382	180.7	384	192.9	385	206.9	387	222.9	389
	0.740	500	0.740	455	0.740	410	0.740	367	0.740	324	0.740	283
270	20.7	2137	21.7	2243	22.9	2356	24.1	2477	25.4	2607	26.9	2749
	125.7	365	132.5	366	139.9	367	147.8	368	156.4	369	166.0	370
	0.722	472	0.722	436	0.722	401	0.722	367	0.722	334	0.722	302
250	17.1	1841	17.9	1926	18.7	2014	19.6	2107	20.6	2206	21.6	2311
	99.4	349	104.3	350	109.4	350	114.9	351	120.8	352	127.0	353
	0.694	661	0.694	620	0.694	580	0.694	541	0.694	504	0.694	467
230	14.5	1616	15.1	1687	15.8	1760	16.5	1837	17.3	1917	18.1	2002
	80.9	335	84.6	335	88.5	336	92.6	336	97.0	337	101.6	338
	0.668	883	0.668	835	0.668	789	0.668	744	0.668	701	0.668	659
210	12.4	1431	13.0	1492	13.5	1554	14.1	1619	14.7	1687	15.3	1758
	66.6	321	69.6	322	72.7	322	75.9	323	79.2	323	82.8	324
	0.643	1061	0.643	1008	0.643	957	0.643	907	0.643	860	0.643	815
190	10.7	1270	11.1	1322	11.6	1376	12.1	1432	12.6	1490	13.1	1550
	54.9	308	57.3	308	59.7	309	62.2	309	64.9	310	67.7	310
	0.619	1248	0.619	1190	0.619	1134	0.619	1080	0.619	1028	0.619	978
170	9.2	1127	9.6	1172	10.0	1219	10.4	1267	10.8	1317	11.2	1369
	45.3	295	47.2	295	49.2	296	51.2	296	53.3	296	55.5	297
	0.596	1479	0.596	1414	0.596	1352	0.596	1293	0.596	1236	0.596	1180
150	8.0	998	8.3	1037	8.6	1078	9.0	1120	9.3	1163	9.7	1208
	37.4	282	39.0	282	40.6	283	42.3	283	44.0	283	45.7	284
	0.574	1733	0.574	1660	0.574	1592	0.574	1527	0.574	1464	0.574	1402
130	6.9	878	7.1	913	7.4	948	7.7	985	8.0	1022	8.3	1061
	30.7	268	32.0	269	33.3	269	34.6	269	36.0	269	37.4	270
	0.553	1896	0.553	1818	0.553	1745	0.553	1675	0.553	1608	0.553	1543
90	4.5	606	4.7	629	4.8	653	5.0	677	5.2	702	5.4	728
	17.3	231	17.9	231	18.7	232	19.4	232	20.2	233	20.9	233
	0.444	2469	0.444	2368	0.444	2273	0.444	2184	0.444	2099	0.444	2018
50	2.9	421	3.0	437	3.2	452	3.3	469	3.4	486	3.5	503
	9.9	203	10.3	203	10.7	204	11.1	204	11.6	204	12.0	205
	0.413	2726	0.413	2617	0.413	2516	0.413	2420	0.413	2329	0.413	2242

CRJ900_IF_CLB290I_CW_LW_20CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl and Wing Anti-Ice On,
ISA+20 °C (Page 1 of 2)
Figure 04-05-52



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-87

Sep 09/02

CLIMB 250 / 290 KIAS / 0.74 M

MAX. CLIMB THRUST NORMAL ACU'S COWL + WING A/I ON	ISA + 20 C 25% C.G.	FROM BRAKE RELEASE	
		TIME (MIN)	FUEL (LB)
		DIST (NAM)	ATAS (KTS)
		MACH	ROC (FPM)

FLIGHT LEVEL	BRAKE RELEASE WEIGHT – 1000 LB											
	75		77		79		81		83		85	
330	54.5	4860	60.8	5366	68.8	6004	79.6	6842	94.4	7983		
	373.0	411	418.7	413	477.6	416	556.7	420	666.8	424		
	0.740	152	0.740	117	0.740	84	0.740	56	0.740	35		
310	44.9	4176	49.2	4544	54.4	4979	60.6	5504	68.4	6149	78.4	6962
	300.6	402	331.6	404	369.0	407	414.6	410	471.7	414	544.8	417
	0.740	268	0.740	235	0.740	204	0.740	174	0.740	146	0.740	121
290	37.1	3586	40.2	3863	43.9	4186	48.3	4570	53.7	5031	60.4	5600
	241.7	391	263.6	393	289.7	396	321.3	399	360.1	402	408.8	406
	0.740	244	0.740	208	0.740	174	0.740	145	0.740	118	0.740	94
270	28.5	2904	30.3	3074	32.3	3260	34.4	3464	36.8	3689	39.5	3938
	176.6	372	188.3	373	201.4	375	215.8	376	232.0	378	250.0	380
	0.722	271	0.722	241	0.722	212	0.722	186	0.722	161	0.722	138
250	22.7	2423	23.9	2543	25.1	2670	26.5	2806	27.9	2950	29.4	3104
	133.8	353	141.0	354	148.9	355	157.2	356	166.1	357	175.7	358
	0.694	431	0.694	396	0.694	364	0.694	333	0.694	303	0.694	275
230	18.9	2091	19.8	2186	20.7	2286	21.7	2390	22.7	2501	23.8	2616
	106.5	338	111.6	339	117.1	339	122.9	340	129.1	341	135.5	342
	0.668	619	0.668	580	0.668	542	0.668	507	0.668	473	0.668	442
210	16.0	1832	16.7	1911	17.4	1993	18.2	2079	19.0	2169	19.9	2262
	86.5	324	90.4	325	94.6	325	98.9	326	103.5	326	108.2	327
	0.643	770	0.643	727	0.643	687	0.643	648	0.643	611	0.643	576
190	13.6	1613	14.2	1679	14.8	1748	15.4	1821	16.1	1896	16.7	1974
	70.6	311	73.6	311	76.8	311	80.2	312	83.6	312	87.3	313
	0.619	930	0.619	883	0.619	838	0.619	796	0.619	756	0.619	717
170	11.7	1423	12.2	1479	12.6	1538	13.2	1600	13.7	1664	14.2	1730
	57.8	297	60.2	297	62.8	298	65.4	298	68.1	299	71.0	299
	0.596	1127	0.596	1075	0.596	1025	0.596	978	0.596	933	0.596	891
150	10.1	1255	10.5	1304	10.9	1354	11.3	1408	11.7	1463	12.2	1520
	47.6	284	49.5	284	51.5	285	53.6	285	55.8	285	58.1	286
	0.574	1343	0.574	1285	0.574	1231	0.574	1178	0.574	1128	0.574	1082
130	8.6	1102	9.0	1144	9.3	1187	9.7	1233	10.1	1281	10.4	1330
	38.9	270	40.5	270	42.1	271	43.8	271	45.6	272	47.4	272
	0.553	1481	0.553	1420	0.553	1362	0.553	1307	0.553	1254	0.553	1204
90	5.6	755	5.8	783	6.0	812	6.2	842	6.5	874	6.7	907
	21.8	234	22.6	234	23.5	234	24.4	234	25.4	235	26.4	236
	0.444	1940	0.444	1864	0.444	1790	0.444	1717	0.444	1646	0.444	1579
50	3.6	521	3.8	539	3.9	558	4.1	578	4.2	599	4.3	621
	12.5	206	12.9	206	13.4	206	14.0	207	14.5	208	15.1	208
	0.413	2160	0.413	2080	0.413	2001	0.413	1925	0.413	1851	0.413	1780

CRJ900_IF_CLB290I_CW_HW_20CLT.PS - 27/09/2002

Climb Speed Schedule (250/290 KIAS / 0.74 M) - Cowl and Wing Anti-Ice On,
ISA+20 °C (Page 2 of 2)
Figure 04-05-52



**IN-FLIGHT PERFORMANCE
Climb Data**

04-05-88

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IN-FLIGHT PERFORMANCE Acceleration Data

04-06-1

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1. INTRODUCTION

The acceleration data are presented in tabular form and are based on the use of all engines maximum climb thrust with normal air-conditioning on and anti-ice off and from 250 KIAS/0.70 M long range climb speed schedule. Upon attaining cruise altitude, the airplane accelerates at this power setting until KIAS or Mach is equal to or slightly higher than the speed shown in the cruise control tables for the selected cruise speed.

The following data are presented as a function of top of climb weight for FL250 through FL410 in increments of 2000 ft, and -10, 0, 5, 10, 15 and 20°C temperature deviations from ISA.

- Time : In minutes
- Distance : In nautical miles
- Fuel : In pounds

The maximum climb power N_1 setting is assumed to be constant during acceleration. If the climb is performed at a higher speed, acceleration data can be obtained by taking the difference in acceleration time, distance and fuel from top of climb speed and target cruise speed. In this case the actual acceleration data should be slightly better than what is shown in the tables.

Example: To find time, distance and fuel to accelerate the airplane from 250/290 KIAS/0.74 M normal climb speed to 0.76 M cruise speed assuming a gross weight of 71,000 lb, ISA -10°C temperature and 25,000 ft pressure altitude:

Enter the speed conversion chart, Figure 02-01-12, with 25,000 ft altitude and 290 KIAS and read equivalent Mach 0.694.

Enter the level flight acceleration chart, Figure 04-06-2 with 0.694 M and read initial time, distance and fuel by interpolation:

- Initial time : 0.9 min (A)
- Initial distance : 5.6 NM (A)
- Initial fuel : 85 lb (A)

Enter the level flight acceleration chart, Figure 04-06-2, with 0.76 M and read the final time, distance and fuel:

- Final time : 1.7 min (B)
- Final distance : 11.7 NM (B)
- Final fuel : 168 lb (B)

Acceleration time, distance and fuel from 290 KIAS to 0.76 M cruise speed are obtained as follows:

- Acceleration time : $1.7 - 0.9 = 0.8$ min
- Acceleration distance : $11.7 - 5.6 = 6.1$ NM
- Acceleration fuel : $168 - 85 = 83$ lb

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FL 250	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.62	0.1	0.7	0.1	0.8	0.1	0.9	0.2	1.0	0.2	1.1	0.2	1.2
	12		13		14		15		17		18	
0.64	0.3	1.7	0.3	1.9	0.3	2.0	0.4	2.2	0.4	2.4	0.4	2.7
	26		29		31		34		38		42	
0.66	0.4	2.8	0.5	3.0	0.5	3.3	0.6	3.6	0.6	3.9	0.7	4.3
	42		46		50		55		60		66	
0.68	0.6	3.9	0.7	4.3	0.7	4.6	0.8	5.1	0.9	5.6	1.0	6.1
	59		64		70 ^(A)		77		84		92	
0.70	0.8	5.1	0.9	5.6	1.0	6.1	1.0	6.7	1.1	7.3	1.3	8.0
	77		84		92		100		110		120	
0.72	1.0	6.5	1.1	7.1	1.2	7.8	1.3	8.5	1.4	9.3	1.6	10.2
	96		105		115		125		137		150	
0.74	1.2	8.0	1.3	8.8	1.4	9.6	1.6	10.5	1.7	11.5	1.9	12.6
	117		128		140		153		167		183	
0.76	1.4	9.8	1.6	10.7	1.7	11.7	1.9	12.8	2.1	14.0	2.3	15.3
	141		154		168 ^(B)		184		201		220	
0.78	1.7	11.7	1.9	12.8	2.0	14.0	2.2	15.3	2.4	16.8	2.7	18.4
	167		183		200		218		239		262	
0.80	2.0	14.1	2.2	15.4	2.4	16.8	2.6	18.4	2.9	20.1	3.1	22.1
	198		216		236		258		282		310	

CRJ900_IF_ACCEL250I_M10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 250, ISA-10 °C
Figure 04-02-1



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-3

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.	FL 250	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.62	0.1	0.8	0.1	0.8	0.2	0.9	0.2	1.0	0.2	1.1	0.2	1.2
	12		13		15		16		18		19	
0.64	0.3	1.8	0.3	2.0	0.3	2.1	0.4	2.3	0.4	2.6	0.5	2.8
	28		30		33		36		40		44	
0.66	0.5	2.9	0.5	3.2	0.5	3.5	0.6	3.8	0.7	4.1	0.7	4.6
	44		49		53		58		64		70	
0.68	0.6	4.1	0.7	4.5	0.8	4.9	0.8	5.3	0.9	5.8	1.0	6.4
	62		68		74		81		89		97	
0.70	0.8	5.4	0.9	5.9	1.0	6.4	1.1	7.0	1.2	7.7	1.3	8.4
	81		88		97		106		116		127	
0.72	1.0	6.8	1.1	7.5	1.2	8.2	1.3	8.9	1.5	9.8	1.6	10.7
	101		111		121		132		145		159	
0.74	1.2	8.4	1.4	9.2	1.5	10.1	1.6	11.0	1.8	12.1	1.9	13.2
	124		135		148		161		177		194	
0.76	1.5	10.3	1.6	11.2	1.8	12.3	1.9	13.4	2.1	14.7	2.3	16.1
	148		162		177		194		212		233	
0.78	1.8	12.3	1.9	13.5	2.1	14.8	2.3	16.1	2.5	17.7	2.8	19.4
	176		193		211		231		252		277	
0.80	2.1	14.8	2.3	16.2	2.5	17.7	2.7	19.3	3.0	21.1	3.2	23.2
	209		228		250		273		299		328	

CRJ900_IF_ACCEL250I_00.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 250, ISA
Figure 04-03-1

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FL 250	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.62	0.1	0.8	0.1	0.9	0.2	0.9	0.2	1.0	0.2	1.1	0.2	1.3
	12		14		15		16		18		20	
0.64	0.3	1.8	0.3	2.0	0.3	2.2	0.4	2.4	0.4	2.6	0.5	2.9
	28		31		34		37		41		45	
0.66	0.5	3.0	0.5	3.2	0.6	3.5	0.6	3.9	0.7	4.2	0.7	4.7
	46		50		54		59		65		72	
0.68	0.6	4.2	0.7	4.6	0.8	5.0	0.8	5.5	0.9	6.0	1.0	6.6
	64		70		76		83		91		100	
0.70	0.8	5.5	0.9	6.0	1.0	6.6	1.1	7.2	1.2	7.9	1.3	8.6
	83		91		99		108		119		130	
0.72	1.0	7.0	1.1	7.6	1.2	8.4	1.4	9.1	1.5	10.0	1.6	11.0
	104		114		124		136		148		163	
0.74	1.3	8.6	1.4	9.5	1.5	10.3	1.6	11.3	1.8	12.4	2.0	13.5
	127		139		152		166		181		199	
0.76	1.5	10.5	1.6	11.5	1.8	12.6	2.0	13.7	2.2	15.0	2.4	16.5
	152		167		182		199		218		239	
0.78	1.8	12.6	1.9	13.8	2.1	15.1	2.3	16.5	2.5	18.1	2.8	19.8
	181		198		217		237		259		284	
0.80	2.1	15.2	2.3	16.6	2.5	18.1	2.7	19.8	3.0	21.7	3.3	23.8
	215		235		256		280		307		337	

CRJ900_IF_ACCEL2501_05.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 250, ISA+5 °C
Figure 04-04-1



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-5

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FL 250	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.62	0.1	0.8	0.1	0.9	0.2	1.0	0.2	1.1	0.2	1.2	0.2	1.3
	13		14		15		17		19		20	
0.64	0.3	1.9	0.3	2.0	0.4	2.2	0.4	2.4	0.4	2.7	0.5	3.0
	29		32		35		38		42		46	
0.66	0.5	3.0	0.5	3.3	0.6	3.6	0.6	4.0	0.7	4.3	0.7	4.8
	47		51		56		61		67		74	
0.68	0.6	4.3	0.7	4.7	0.8	5.1	0.8	5.6	0.9	6.1	1.0	6.7
	65		71		78		85		93		102	
0.70	0.8	5.6	0.9	6.2	1.0	6.8	1.1	7.4	1.2	8.1	1.3	8.9
	85		93		102		111		122		133	
0.72	1.1	7.2	1.2	7.8	1.3	8.6	1.4	9.4	1.5	10.2	1.6	11.2
	107		117		127		139		152		167	
0.74	1.3	8.9	1.4	9.7	1.5	10.6	1.7	11.6	1.8	12.7	2.0	13.9
	130		142		156		170		186		204	
0.76	1.5	10.8	1.7	11.8	1.8	12.9	2.0	14.1	2.2	15.4	2.4	16.9
	156		171		187		204		224		245	
0.78	1.8	13.0	2.0	14.2	2.2	15.5	2.4	16.9	2.6	18.5	2.8	20.3
	186		203		222		243		266		292	
0.80	2.1	15.5	2.3	17.0	2.5	18.6	2.8	20.3	3.0	22.2	3.3	24.4
	220		241		263		288		315		346	

CRJ900_IF_ACCEL250I_10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 250, ISA+10 °C
Figure 04-05-1

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FL 250	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.62	0.1	0.9	0.2	1.0	0.2	1.1	0.2	1.2	0.2	1.3	0.2	1.5
	14		15		16		18		20		22	
0.64	0.3	2.1	0.4	2.3	0.4	2.5	0.4	2.8	0.5	3.1	0.5	3.4
	31		34		37		41		45		51	
0.66	0.5	3.4	0.6	3.7	0.6	4.1	0.7	4.5	0.8	4.9	0.8	5.5
	50		55		60		66		73		80	
0.68	0.7	4.8	0.8	5.3	0.9	5.8	1.0	6.4	1.1	7.0	1.2	7.7
	70		77		84		92		102		112	
0.70	0.9	6.4	1.0	7.0	1.1	7.7	1.3	8.5	1.4	9.3	1.5	10.3
	92		101		110		121		133		147	
0.72	1.2	8.2	1.3	9.0	1.4	9.8	1.6	10.8	1.7	11.9	1.9	13.1
	116		127		139		153		168		185	
0.74	1.4	10.2	1.6	11.1	1.7	12.2	1.9	13.4	2.1	14.8	2.3	16.3
	142		156		171		188		207		228	
0.76	1.7	12.5	1.9	13.7	2.1	15.0	2.3	16.5	2.5	18.2	2.8	20.1
	172		189		207		228		251		277	
0.78	2.1	15.2	2.3	16.7	2.5	18.3	2.8	20.1	3.1	22.2	3.4	24.5
	207		227		250		275		303		335	
0.80	2.5	18.5	2.7	20.3	3.0	22.4	3.3	24.6	3.7	27.1	4.1	30.1
	249		274		301		331		365		405	

CRJ900_IF_ACCEL2501_15.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 250, ISA+15 °C
Figure 04-06-1



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-7

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.		FL 250	
			TIME (MIN)	DISTANCE (NM)
			FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.62	0.2	1.0	0.2	1.1	0.2	1.2	0.2	1.4	0.2	1.5	0.3	1.7
	15		16		18		20		22		25	
0.64	0.4	2.4	0.4	2.6	0.4	2.9	0.5	3.2	0.5	3.5	0.6	4.0
	34		37		41		45		50		56	
0.66	0.6	3.9	0.6	4.3	0.7	4.7	0.8	5.2	0.9	5.7	1.0	6.4
	54		60		66		72		80		90	
0.68	0.8	5.5	0.9	6.1	1.0	6.7	1.1	7.4	1.2	8.2	1.4	9.1
	76		84		93		102		113		126	
0.70	1.1	7.4	1.2	8.1	1.3	9.0	1.4	9.9	1.6	10.9	1.8	12.2
	101		111		122		135		149		166	
0.72	1.4	9.5	1.5	10.4	1.7	11.5	1.8	12.7	2.0	14.1	2.3	15.7
	128		141		155		171		190		211	
0.74	1.7	11.9	1.9	13.1	2.0	14.5	2.3	16.0	2.5	17.8	2.8	19.8
	158		175		193		213		236		263	
0.76	2.1	14.8	2.3	16.4	2.5	18.1	2.8	20.0	3.1	22.2	3.4	24.8
	194		215		237		263		292		325	
0.78	2.5	18.4	2.8	20.4	3.1	22.5	3.4	25.0	3.8	27.8	4.2	31.2
	238		263		291		323		360		403	
0.80	3.1	23.2	3.4	25.7	3.8	28.5	4.2	31.7	4.7	35.4	5.3	40.0
	295		327		363		403		451		508	

CRJ900_IF_ACCEL2501_20.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 250, ISA+20 °C
Figure 04-06-2

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FL 270	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.64	0.1	0.6	0.1	0.7	0.1	0.7	0.1	0.8	0.1	0.9	0.2	1.0
	9		10		10		12		13		14	
0.66	0.3	1.7	0.3	1.9	0.3	2.1	0.4	2.3	0.4	2.5	0.4	2.8
	24		27		30		33		36		40	
0.68	0.5	2.9	0.5	3.2	0.5	3.5	0.6	3.8	0.7	4.2	0.7	4.7
	41		45		50		55		60		67	
0.70	0.6	4.2	0.7	4.6	0.8	5.0	0.9	5.5	0.9	6.1	1.0	6.8
	59		65		71		78		86		95	
0.72	0.9	5.6	0.9	6.2	1.0	6.8	1.1	7.4	1.2	8.2	1.4	9.0
	78		86		94		103		114		126	
0.74	1.1	7.2	1.2	7.9	1.3	8.6	1.4	9.5	1.6	10.5	1.7	11.5
	99		108		119		131		144		159	
0.76	1.3	8.9	1.4	9.8	1.6	10.8	1.7	11.8	1.9	13.0	2.1	14.4
	121		133		146		161		177		196	
0.78	1.6	10.9	1.7	12.0	1.9	13.1	2.1	14.5	2.3	15.9	2.5	17.6
	147		161		177		195		215		237	
0.80	1.9	13.2	2.1	14.5	2.3	15.9	2.5	17.5	2.7	19.3	3.0	21.4
	176		193		212		233		257		285	

CRJ900_IF_ACCEL270I_M10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 270, ISA-10 °C
Figure 04-06-3



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-9

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M			
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.	FL 270	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.64	0.1 9	0.6	0.1 10	0.7	0.1 11	0.8	0.1 12	0.8	0.1 14	0.9	0.2 15	1.0
0.66	0.3 26	1.8	0.3 28	2.0	0.3 31	2.2	0.4 34	2.4	0.4 38	2.6	0.5 42	2.9
0.68	0.5 43	3.0	0.5 48	3.3	0.6 52	3.7	0.6 58	4.0	0.7 64	4.5	0.8 71	5.0
0.70	0.7 62	4.4	0.7 68	4.8	0.8 75	5.3	0.9 82	5.8	1.0 91	6.4	1.1 101	7.1
0.72	0.9 82	5.9	1.0 90	6.5	1.1 99	7.1	1.2 109	7.8	1.3 120	8.6	1.4 133	9.5
0.74	1.1 104	7.5	1.2 115	8.3	1.3 126	9.1	1.5 138	10.0	1.6 152	11.0	1.8 168	12.2
0.76	1.4 128	9.4	1.5 141	10.3	1.6 155	11.3	1.8 170	12.5	2.0 188	13.7	2.2 207	15.2
0.78	1.6 155	11.5	1.8 171	12.6	2.0 187	13.8	2.2 206	15.2	2.4 227	16.8	2.6 251	18.6
0.80	1.9 186	13.9	2.1 204	15.3	2.3 224	16.8	2.6 247	18.4	2.8 272	20.4	3.1 302	22.6

CRJ900_IF_ACCEL2701_00.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 270, ISA
Figure 04-06-4

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FL 270	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.64	0.1	0.6	0.1	0.7	0.1	0.8	0.1	0.9	0.1	1.0	0.2	1.1
	9		10		11		13		14		16	
0.66	0.3	1.8	0.3	2.0	0.3	2.2	0.4	2.4	0.4	2.7	0.5	3.0
	27		29		32		35		39		44	
0.68	0.5	3.1	0.5	3.4	0.6	3.8	0.6	4.1	0.7	4.6	0.8	5.1
	45		49		54		59		65		73	
0.70	0.7	4.5	0.7	5.0	0.8	5.4	0.9	6.0	1.0	6.6	1.1	7.3
	64		70		77		85		93		104	
0.72	0.9	6.0	1.0	6.6	1.1	7.3	1.2	8.0	1.3	8.8	1.4	9.8
	85		93		102		112		124		137	
0.74	1.1	7.7	1.2	8.5	1.4	9.3	1.5	10.3	1.6	11.3	1.8	12.5
	107		118		129		142		157		173	
0.76	1.4	9.6	1.5	10.6	1.7	11.6	1.8	12.8	2.0	14.1	2.2	15.5
	132		145		159		175		193		213	
0.78	1.6	11.8	1.8	12.9	2.0	14.2	2.2	15.6	2.4	17.2	2.7	19.1
	159		175		193		212		234		258	
0.80	2.0	14.3	2.2	15.7	2.4	17.2	2.6	18.9	2.9	20.9	3.2	23.2
	191		210		230		254		280		310	

CRJ900_IF_ACCEL2701_05.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 270, ISA+5 °C
Figure 04-06-5



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-11

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.		FL 270	
			TIME (MIN)	DISTANCE (NM)
			FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.64	0.1	0.7	0.1	0.7	0.1	0.8	0.1	0.9	0.2	1.0	0.2	1.1
	10		11		12		13		14		16	
0.66	0.3	1.9	0.3	2.1	0.3	2.3	0.4	2.5	0.4	2.8	0.5	3.1
	27		30		33		36		40		45	
0.68	0.5	3.2	0.5	3.5	0.6	3.9	0.6	4.2	0.7	4.7	0.8	5.2
	46		50		55		61		67		75	
0.70	0.7	4.6	0.8	5.1	0.8	5.6	0.9	6.1	1.0	6.8	1.1	7.5
	65		72		79		87		96		106	
0.72	0.9	6.2	1.0	6.8	1.1	7.5	1.2	8.2	1.3	9.1	1.5	10.0
	87		95		105		115		127		141	
0.74	1.1	7.9	1.2	8.7	1.4	9.6	1.5	10.5	1.7	11.6	1.8	12.8
	110		121		133		146		161		178	
0.76	1.4	9.9	1.5	10.8	1.7	11.9	1.8	13.1	2.0	14.4	2.2	16.0
	135		149		164		180		198		219	
0.78	1.7	12.1	1.8	13.3	2.0	14.6	2.2	16.0	2.4	17.7	2.7	19.6
	164		180		198		218		240		266	
0.80	2.0	14.6	2.2	16.1	2.4	17.7	2.6	19.4	2.9	21.5	3.2	23.8
	197		216		237		261		288		320	

CRJ900_IF_ACCEL2701_10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 270, ISA+10 °C
Figure 04-06-6

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FL 270	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.64	0.1	0.7	0.1	0.8	0.1	0.9	0.2	1.0	0.2	1.1	0.2	1.3
	10		11		13		14		16		18	
0.66	0.3	2.1	0.4	2.3	0.4	2.6	0.4	2.8	0.5	3.2	0.5	3.5
	29		32		35		39		44		49	
0.68	0.5	3.6	0.6	4.0	0.6	4.4	0.7	4.8	0.8	5.4	0.9	6.0
	49		54		60		66		73		82	
0.70	0.8	5.2	0.8	5.8	0.9	6.4	1.0	7.0	1.1	7.8	1.3	8.7
	71		78		86		95		105		118	
0.72	1.0	7.0	1.1	7.8	1.2	8.6	1.4	9.5	1.5	10.5	1.7	11.7
	94		104		115		127		140		156	
0.74	1.3	9.1	1.4	10.0	1.6	11.1	1.7	12.2	1.9	13.6	2.1	15.1
	120		132		146		162		179		199	
0.76	1.6	11.4	1.8	12.6	1.9	13.9	2.1	15.4	2.4	17.1	2.6	19.0
	149		164		181		201		223		248	
0.78	1.9	14.1	2.1	15.6	2.4	17.2	2.6	19.0	2.9	21.2	3.2	23.6
	182		201		222		246		273		305	
0.80	2.3	17.3	2.6	19.1	2.8	21.1	3.1	23.4	3.5	26.1	3.9	29.3
	221		244		269		299		333		373	

CRJ900_IF_ACCEL2701_15.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 270, ISA+15 °C
Figure 04-06-7



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-13

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FL 270	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.64	0.1	0.8	0.1	0.9	0.2	1.0	0.2	1.1	0.2	1.3	0.2	1.5
	11		12		14		15		17		20	
0.66	0.4	2.4	0.4	2.7	0.4	2.9	0.5	3.3	0.6	3.7	0.6	4.2
	32		35		39		43		49		55	
0.68	0.6	4.1	0.7	4.6	0.7	5.1	0.8	5.6	0.9	6.3	1.1	7.1
	54		59		66		73		82		93	
0.70	0.9	6.0	1.0	6.7	1.1	7.4	1.2	8.2	1.3	9.2	1.5	10.4
	77		86		95		106		118		133	
0.72	1.2	8.2	1.3	9.1	1.4	10.1	1.6	11.2	1.8	12.5	2.0	14.1
	104		115		128		142		159		179	
0.74	1.5	10.6	1.7	11.8	1.8	13.1	2.0	14.6	2.3	16.3	2.6	18.3
	133		148		164		183		205		230	
0.76	1.9	13.5	2.1	15.0	2.3	16.6	2.6	18.6	2.9	20.8	3.2	23.5
	167		186		206		230		258		291	
0.78	2.3	16.9	2.5	18.8	2.8	20.9	3.2	23.4	3.6	26.3	4.0	29.8
	207		230		257		287		323		366	
0.80	2.8	21.2	3.1	23.6	3.5	26.4	3.9	29.6	4.4	33.5	5.1	38.3
	257		286		319		358		405		463	

CRJ900_IF_ACCEL2701_20.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 270, ISA+20 °C
Figure 04-06-8

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FL 290	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.66	0.1 4	0.3	0.1 5	0.4	0.1 5	0.4	0.1 6	0.4	0.1 7	0.5	0.1 8	0.6
0.68	0.2 21	1.6	0.3 23	1.8	0.3 26	1.9	0.3 29	2.2	0.4 32	2.4	0.4 36	2.7
0.70	0.5 39	3.0	0.5 43	3.3	0.6 48	3.6	0.6 53	4.0	0.7 59	4.5	0.8 67	5.0
0.72	0.7 58	4.5	0.7 64	4.9	0.8 71	5.4	0.9 79	6.0	1.0 88	6.7	1.1 98	7.5
0.74	0.9 79	6.1	1.0 87	6.7	1.1 96	7.4	1.2 106	8.2	1.4 118	9.1	1.5 132	10.2
0.76	1.2 101	7.9	1.3 112	8.7	1.4 124	9.6	1.6 137	10.7	1.7 152	11.8	1.9 169	13.2
0.78	1.4 126	9.9	1.6 139	10.9	1.7 154	12.1	1.9 170	13.4	2.1 189	14.9	2.4 211	16.6
0.80	1.7 153	12.2	1.9 169	13.4	2.1 187	14.9	2.3 208	16.5	2.6 231	18.4	2.9 259	20.5
0.82	2.1 186	15.0	2.3 205	16.5	2.5 227	18.2	2.8 252	20.2	3.1 281	22.6	3.5 315	25.3

CRJ900_IF_ACCEL290I_M10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 290, ISA-10 °C
Figure 04-06-9



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-15

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.		FL 290	
			TIME (MIN)	DISTANCE (NM)
			FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.66	0.1	0.3	0.1	0.4	0.1	0.4	0.1	0.5	0.1	0.5	0.1	0.6
	5		5		6		6		7		8	
0.68	0.3	1.7	0.3	1.9	0.3	2.1	0.3	2.3	0.4	2.6	0.4	2.9
	22		25		27		31		34		39	
0.70	0.5	3.1	0.5	3.5	0.6	3.8	0.6	4.2	0.7	4.7	0.8	5.3
	41		46		51		56		63		71	
0.72	0.7	4.7	0.8	5.2	0.8	5.7	0.9	6.3	1.0	7.1	1.2	7.9
	62		68		75		83		93		104	
0.74	0.9	6.4	1.0	7.1	1.1	7.8	1.3	8.7	1.4	9.6	1.6	10.8
	83		92		102		113		125		140	
0.76	1.2	8.3	1.3	9.2	1.5	10.2	1.6	11.3	1.8	12.5	2.0	14.0
	107		118		131		145		161		180	
0.78	1.5	10.4	1.6	11.5	1.8	12.8	2.0	14.2	2.2	15.7	2.5	17.6
	133		147		163		181		201		224	
0.80	1.8	12.9	2.0	14.2	2.2	15.7	2.4	17.5	2.7	19.5	3.0	21.8
	163		180		199		221		246		275	
0.82	2.1	15.8	2.4	17.4	2.6	19.3	2.9	21.4	3.2	23.9	3.6	26.9
	198		218		241		268		299		336	

CRJ900_IF_ACCEL290L_00.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 290, ISA
Figure 04-06-10

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FL 290	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.66	0.1	0.4	0.1	0.4	0.1	0.4	0.1	0.5	0.1	0.5	0.1	0.6
	5		5		6		7		7		8	
0.68	0.3	1.7	0.3	1.9	0.3	2.1	0.4	2.3	0.4	2.6	0.4	3.0
	23		25		28		31		35		40	
0.70	0.5	3.2	0.5	3.5	0.6	3.9	0.6	4.3	0.7	4.9	0.8	5.5
	43		47		52		58		64		73	
0.72	0.7	4.8	0.8	5.3	0.9	5.9	0.9	6.5	1.1	7.3	1.2	8.2
	63		70		77		86		95		107	
0.74	0.9	6.6	1.0	7.3	1.2	8.0	1.3	8.9	1.4	9.9	1.6	11.1
	86		95		105		116		129		144	
0.76	1.2	8.5	1.3	9.4	1.5	10.4	1.6	11.6	1.8	12.8	2.0	14.3
	110		122		135		149		166		185	
0.78	1.5	10.7	1.6	11.9	1.8	13.1	2.0	14.5	2.2	16.2	2.5	18.1
	137		151		168		186		207		231	
0.80	1.8	13.2	2.0	14.6	2.2	16.2	2.5	18.0	2.7	20.0	3.1	22.4
	167		185		205		227		253		283	
0.82	2.2	16.2	2.4	17.9	2.7	19.8	3.0	22.0	3.3	24.6	3.7	27.6
	204		224		248		276		308		346	

CRJ900_IF_ACCEL2901_05.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 290, ISA+5 °C
Figure 04-06-11



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-17

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M				
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.		FL 290	
			TIME (MIN)	DISTANCE (NM)
			FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.66	0.1	0.4	0.1	0.4	0.1	0.4	0.1	0.5	0.1	0.6	0.1	0.6
	5		5		6		7		8		9	
0.68	0.3	1.8	0.3	2.0	0.3	2.2	0.4	2.4	0.4	2.7	0.5	3.1
	24		26		29		32		36		41	
0.70	0.5	3.3	0.5	3.6	0.6	4.0	0.7	4.5	0.7	5.0	0.8	5.6
	44		48		53		59		66		75	
0.72	0.7	4.9	0.8	5.5	0.9	6.0	1.0	6.7	1.1	7.5	1.2	8.4
	65		72		79		88		98		110	
0.74	1.0	6.8	1.1	7.5	1.2	8.3	1.3	9.1	1.4	10.2	1.6	11.4
	88		97		108		119		132		148	
0.76	1.2	8.8	1.4	9.7	1.5	10.7	1.7	11.9	1.8	13.2	2.1	14.7
	113		125		138		153		170		191	
0.78	1.5	11.0	1.7	12.2	1.9	13.5	2.1	15.0	2.3	16.6	2.6	18.6
	141		156		173		191		213		238	
0.80	1.8	13.6	2.0	15.0	2.2	16.6	2.5	18.5	2.8	20.6	3.1	23.0
	172		190		211		234		261		292	
0.82	2.2	16.7	2.5	18.4	2.7	20.4	3.0	22.7	3.4	25.3	3.8	28.5
	210		231		256		285		318		357	

CRJ900_IF_ACCEL290L_10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 290, ISA+10 °C
Figure 04-06-12



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-18

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FL 290	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.66	0.1	0.4	0.1	0.4	0.1	0.5	0.1	0.6	0.1	0.6	0.1	0.7
	5		6		6		7		8		9	
0.68	0.3	2.0	0.3	2.2	0.4	2.4	0.4	2.7	0.5	3.1	0.5	3.5
	26		28		31		35		40		45	
0.70	0.5	3.7	0.6	4.1	0.7	4.6	0.7	5.1	0.8	5.8	0.9	6.5
	47		52		58		65		73		83	
0.72	0.8	5.6	0.9	6.2	1.0	6.9	1.1	7.7	1.2	8.7	1.4	9.8
	71		78		87		97		109		124	
0.74	1.1	7.7	1.2	8.6	1.3	9.5	1.5	10.6	1.7	11.9	1.9	13.5
	96		107		119		132		148		168	
0.76	1.4	10.1	1.6	11.2	1.7	12.5	1.9	14.0	2.2	15.6	2.4	17.6
	125		138		154		172		192		217	
0.78	1.7	12.8	1.9	14.3	2.2	15.9	2.4	17.8	2.7	20.0	3.1	22.5
	156		174		194		217		243		275	
0.80	2.1	16.0	2.4	17.8	2.7	19.9	3.0	22.3	3.4	25.1	3.8	28.5
	193		215		240		269		303		344	
0.82	2.6	20.1	2.9	22.3	3.3	24.9	3.7	28.0	4.2	31.7	4.7	36.3
	240		266		297		334		378		432	

CRJ900_IF_ACCEL290L_15.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 290, ISA+15 °C
Figure 04-06-13



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-19

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FL 290	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.66	0.1	0.5	0.1	0.5	0.1	0.6	0.1	0.7	0.1	0.8	0.1	0.9
	6		6		7		8		9		11	
0.68	0.3	2.3	0.4	2.5	0.4	2.8	0.5	3.2	0.5	3.7	0.6	4.2
	28		31		35		39		45		52	
0.70	0.6	4.3	0.7	4.8	0.8	5.4	0.9	6.0	1.0	6.9	1.1	7.9
	52		58		65		73		83		96	
0.72	0.9	6.5	1.0	7.3	1.2	8.1	1.3	9.2	1.5	10.4	1.7	12.0
	78		87		97		110		124		143	
0.74	1.3	9.0	1.4	10.1	1.6	11.3	1.8	12.7	2.0	14.4	2.3	16.5
	107		120		134		151		171		196	
0.76	1.6	12.0	1.8	13.4	2.1	15.0	2.3	16.9	2.6	19.2	3.0	22.0
	140		157		176		198		225		257	
0.78	2.1	15.4	2.3	17.2	2.6	19.4	2.9	21.9	3.4	25.0	3.8	28.7
	178		199		224		254		289		332	
0.80	2.6	19.5	2.9	21.9	3.3	24.7	3.7	28.2	4.3	32.4	4.9	37.5
	223		251		283		322		370		429	
0.82	3.3	25.3	3.7	28.4	4.2	32.2	4.8	36.9	5.5	42.9	6.5	50.9
	286		321		364		417		484		573	

CRJ900_IF_ACCEL2901_20.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 290, ISA+20 °C
Figure 04-06-14



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-20

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FL 310	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.70	0.2	1.3	0.2	1.5	0.3	1.7	0.3	1.9	0.3	2.1	0.4	2.4
	16		18		20		23		26		30	
0.71	0.3	2.1	0.4	2.3	0.4	2.6	0.4	2.9	0.5	3.3	0.6	3.8
	26		29		32		36		41		47	
0.72	0.4	2.9	0.5	3.2	0.5	3.6	0.6	4.1	0.7	4.6	0.8	5.3
	36		40		44		50		56		65	
0.73	0.6	3.8	0.6	4.2	0.7	4.7	0.8	5.2	0.9	5.9	1.0	6.8
	46		51		57		64		72		83	
0.74	0.7	4.7	0.8	5.2	0.8	5.8	0.9	6.4	1.1	7.3	1.2	8.3
	57		63		70		78		88		101	
0.75	0.8	5.6	0.9	6.2	1.0	6.9	1.1	7.7	1.3	8.7	1.4	9.9
	68		75		83		93		105		120	
0.76	0.9	6.6	1.1	7.3	1.2	8.1	1.3	9.1	1.5	10.2	1.7	11.6
	79		88		98		109		123		140	
0.77	1.1	7.6	1.2	8.4	1.3	9.4	1.5	10.5	1.7	11.8	1.9	13.4
	91		101		112		126		141		161	
0.78	1.2	8.7	1.4	9.6	1.5	10.7	1.7	12.0	1.9	13.5	2.2	15.3
	103		115		128		143		161		183	
0.79	1.4	9.8	1.5	10.9	1.7	12.2	1.9	13.6	2.2	15.3	2.5	17.4
	117		130		145		162		182		206	
0.80	1.5	11.0	1.7	12.3	1.9	13.7	2.2	15.4	2.4	17.3	2.7	19.6
	130		145		162		182		204		232	
0.82	1.9	13.8	2.1	15.4	2.4	17.2	2.7	19.3	3.0	21.8	3.4	24.9
	162		180		201		226		255		292	

CRJ900_IF_ACCEL310I_M10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 310, ISA-10 °C
Figure 04-06-15



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-21

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.	FL 310	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.70	0.2	1.4	0.2	1.6	0.3	1.8	0.3	2.0	0.3	2.2	0.4	2.6
	17		19		22		24		28		32	
0.71	0.3	2.2	0.4	2.5	0.4	2.8	0.5	3.1	0.5	3.5	0.6	4.1
	28		31		34		38		44		50	
0.72	0.5	3.1	0.5	3.4	0.6	3.8	0.6	4.3	0.7	4.9	0.8	5.6
	38		42		47		53		60		69	
0.73	0.6	4.0	0.6	4.4	0.7	4.9	0.8	5.5	0.9	6.3	1.0	7.2
	49		54		60		68		77		88	
0.74	0.7	4.9	0.8	5.5	0.9	6.1	1.0	6.8	1.1	7.7	1.3	8.8
	60		67		74		83		94		107	
0.75	0.8	5.9	0.9	6.6	1.0	7.3	1.2	8.2	1.3	9.2	1.5	10.5
	72		80		89		99		112		128	
0.76	1.0	6.9	1.1	7.7	1.2	8.6	1.4	9.6	1.5	10.8	1.7	12.3
	84		93		104		116		131		149	
0.77	1.1	8.0	1.3	8.9	1.4	9.9	1.6	11.1	1.8	12.5	2.0	14.2
	96		107		120		134		150		171	
0.78	1.3	9.2	1.4	10.2	1.6	11.4	1.8	12.7	2.0	14.3	2.3	16.3
	110		122		136		153		172		195	
0.79	1.4	10.4	1.6	11.6	1.8	12.9	2.0	14.5	2.2	16.2	2.6	18.5
	124		138		154		172		194		220	
0.80	1.6	11.7	1.8	13.0	2.0	14.5	2.2	16.3	2.5	18.3	2.9	20.8
	139		155		173		194		218		247	
0.82	2.0	14.6	2.2	16.3	2.5	18.2	2.8	20.5	3.1	23.2	3.6	26.5
	172		192		214		241		273		312	

CRJ900_IF_ACCEL310I_00.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 310, ISA
Figure 04-06-16

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FL 310	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.70	0.2	1.4	0.2	1.6	0.3	1.8	0.3	2.0	0.3	2.3	0.4	2.7
	18		20		22		25		29		33	
0.71	0.3	2.3	0.4	2.5	0.4	2.8	0.5	3.2	0.5	3.6	0.6	4.2
	28		31		35		40		45		52	
0.72	0.5	3.2	0.5	3.5	0.6	3.9	0.6	4.4	0.7	5.0	0.8	5.8
	39		43		48		54		62		71	
0.73	0.6	4.1	0.7	4.6	0.7	5.1	0.8	5.7	0.9	6.4	1.1	7.4
	50		56		62		70		79		90	
0.74	0.7	5.1	0.8	5.6	0.9	6.3	1.0	7.0	1.1	7.9	1.3	9.1
	62		69		76		86		97		111	
0.75	0.9	6.1	1.0	6.7	1.1	7.5	1.2	8.4	1.3	9.5	1.5	10.8
	74		82		91		102		115		132	
0.76	1.0	7.1	1.1	7.9	1.2	8.8	1.4	9.9	1.6	11.1	1.8	12.7
	86		96		107		119		135		154	
0.77	1.1	8.2	1.3	9.2	1.4	10.2	1.6	11.4	1.8	12.9	2.0	14.7
	99		110		123		138		155		177	
0.78	1.3	9.4	1.4	10.5	1.6	11.7	1.8	13.1	2.0	14.7	2.3	16.8
	113		126		141		157		177		201	
0.79	1.5	10.7	1.6	11.9	1.8	13.3	2.0	14.9	2.3	16.7	2.6	19.0
	128		142		159		178		200		227	
0.80	1.6	12.0	1.8	13.4	2.0	15.0	2.3	16.8	2.6	18.9	2.9	21.5
	143		159		178		200		225		255	
0.82	2.0	15.0	2.2	16.8	2.5	18.8	2.8	21.1	3.2	23.9	3.7	27.4
	177		198		221		249		282		322	

CRJ900_IF_ACCEL310I_05.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 310, ISA+5 °C
Figure 04-06-17



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-23

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FL 310	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.70	0.2	1.5	0.2	1.7	0.3	1.8	0.3	2.1	0.3	2.4	0.4	2.7
	18		20		23		26		29		34	
0.71	0.3	2.4	0.4	2.6	0.4	2.9	0.5	3.3	0.5	3.7	0.6	4.3
	29		32		36		41		46		53	
0.72	0.5	3.3	0.5	3.6	0.6	4.0	0.6	4.5	0.7	5.2	0.8	5.9
	40		45		50		56		63		73	
0.73	0.6	4.2	0.7	4.7	0.7	5.2	0.8	5.9	0.9	6.6	1.1	7.6
	52		57		64		72		81		93	
0.74	0.7	5.2	0.8	5.8	0.9	6.4	1.0	7.2	1.1	8.2	1.3	9.4
	64		71		79		88		100		114	
0.75	0.9	6.2	1.0	6.9	1.1	7.7	1.2	8.6	1.4	9.8	1.6	11.2
	76		84		94		105		119		136	
0.76	1.0	7.3	1.1	8.2	1.3	9.1	1.4	10.2	1.6	11.5	1.8	13.1
	89		99		110		123		139		159	
0.77	1.2	8.5	1.3	9.4	1.4	10.5	1.6	11.8	1.8	13.3	2.1	15.1
	102		114		127		142		160		182	
0.78	1.3	9.7	1.5	10.8	1.6	12.1	1.8	13.5	2.1	15.2	2.4	17.3
	116		130		145		162		182		208	
0.79	1.5	11.0	1.7	12.2	1.9	13.7	2.1	15.3	2.3	17.2	2.7	19.6
	131		146		164		183		206		235	
0.80	1.7	12.3	1.9	13.8	2.1	15.4	2.3	17.3	2.6	19.5	3.0	22.1
	147		164		184		206		232		264	
0.82	2.0	15.5	2.3	17.3	2.6	19.4	2.9	21.8	3.3	24.7	3.7	28.3
	183		204		228		257		291		334	

CRJ900_IF_ACCEL310I_10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 310, ISA+10 °C
Figure 04-06-18



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-24

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FL 310	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.70	0.2	1.7	0.3	1.9	0.3	2.1	0.3	2.4	0.4	2.8	0.5	3.2
	20		22		25		29		33		38	
0.71	0.4	2.7	0.4	3.0	0.5	3.3	0.5	3.8	0.6	4.4	0.7	5.1
	32		35		40		45		52		60	
0.72	0.5	3.7	0.6	4.1	0.7	4.6	0.7	5.3	0.9	6.0	1.0	7.0
	44		49		55		62		71		83	
0.73	0.7	4.8	0.8	5.4	0.8	6.0	1.0	6.8	1.1	7.8	1.3	9.1
	56		63		71		80		92		107	
0.74	0.8	6.0	0.9	6.7	1.0	7.5	1.2	8.4	1.3	9.6	1.6	11.2
	70		78		87		98		113		131	
0.75	1.0	7.2	1.1	8.0	1.2	9.0	1.4	10.1	1.6	11.6	1.9	13.5
	83		93		105		118		135		156	
0.76	1.2	8.5	1.3	9.5	1.5	10.6	1.6	12.0	1.9	13.7	2.2	15.8
	98		110		123		139		158		183	
0.77	1.3	9.8	1.5	11.0	1.7	12.4	1.9	14.0	2.2	15.9	2.5	18.4
	113		127		143		161		183		212	
0.78	1.5	11.3	1.7	12.7	1.9	14.3	2.2	16.1	2.5	18.3	2.9	21.2
	130		145		164		185		210		243	
0.79	1.7	12.9	1.9	14.4	2.2	16.3	2.5	18.4	2.8	21.0	3.2	24.2
	147		165		186		210		240		276	
0.80	1.9	14.5	2.2	16.4	2.5	18.5	2.8	21.0	3.2	23.9	3.7	27.6
	165		186		210		238		272		314	
0.82	2.4	18.5	2.7	20.8	3.1	23.6	3.5	26.9	4.0	31.0	4.7	36.4
	208		234		265		302		348		409	

CRJ900_IF_ACCEL310I_15.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 310, ISA+15 °C
Figure 04-06-19



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-25

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FL 310	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.70	0.3	1.9	0.3	2.2	0.4	2.5	0.4	2.8	0.5	3.3	0.6	4.0
	22		25		28		32		38		45	
0.71	0.4	3.1	0.5	3.5	0.6	3.9	0.6	4.5	0.7	5.3	0.9	6.3
	35		39		44		51		59		71	
0.72	0.6	4.3	0.7	4.8	0.8	5.5	0.9	6.3	1.0	7.3	1.2	8.7
	48		54		62		71		82		98	
0.73	0.8	5.6	0.9	6.3	1.0	7.1	1.1	8.2	1.3	9.5	1.6	11.3
	63		71		80		91		106		126	
0.74	1.0	7.0	1.1	7.9	1.2	8.9	1.4	10.1	1.6	11.8	1.9	14.0
	78		87		99		113		131		156	
0.75	1.2	8.4	1.3	9.5	1.5	10.8	1.7	12.3	1.9	14.3	2.3	16.9
	93		105		119		136		158		187	
0.76	1.4	10.0	1.5	11.3	1.7	12.8	2.0	14.6	2.3	16.9	2.7	20.1
	110		124		141		161		187		221	
0.77	1.6	11.7	1.8	13.2	2.0	15.0	2.3	17.2	2.7	19.9	3.2	23.5
	128		145		165		188		218		258	
0.78	1.8	13.5	2.0	15.4	2.3	17.5	2.7	20.0	3.1	23.2	3.7	27.4
	148		167		191		218		253		299	
0.79	2.1	15.5	2.3	17.6	2.7	20.2	3.1	23.2	3.6	26.9	4.2	31.8
	169		191		219		251		292		345	
0.80	2.3	17.7	2.6	20.2	3.0	23.1	3.5	26.7	4.1	31.2	4.8	37.0
	191		218		250		288		336		399	
0.82	3.0	23.2	3.4	26.5	3.9	30.5	4.6	35.7	5.5	42.6	6.8	52.8
	248		282		326		381		454		561	

CRJ900_IF_ACCEL310I_20.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 310, ISA+20 °C
Figure 04-06-20



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-26

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FL 330	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.71	0.1	0.8	0.1	1.0	0.2	1.1	0.2	1.2	0.2	1.5	0.3	1.7
	10		11		12		14		17		20	
0.72	0.3	1.7	0.3	1.9	0.3	2.2	0.4	2.5	0.4	3.0	0.5	3.5
	20		22		25		29		34		40	
0.73	0.4	2.7	0.4	3.0	0.5	3.4	0.6	3.9	0.7	4.5	0.8	5.3
	30		34		39		44		51		61	
0.74	0.5	3.6	0.6	4.0	0.7	4.6	0.8	5.2	0.9	6.1	1.1	7.2
	41		46		52		60		69		82	
0.75	0.7	4.6	0.8	5.2	0.8	5.8	1.0	6.7	1.1	7.7	1.3	9.1
	52		59		66		76		88		104	
0.76	0.8	5.7	0.9	6.3	1.0	7.2	1.2	8.2	1.4	9.5	1.6	11.1
	64		72		81		92		107		126	
0.77	1.0	6.8	1.1	7.6	1.2	8.5	1.4	9.7	1.6	11.3	1.9	13.3
	76		85		96		110		127		149	
0.78	1.1	7.9	1.3	8.9	1.4	10.0	1.6	11.4	1.9	13.2	2.2	15.5
	89		100		112		128		148		174	
0.79	1.3	9.2	1.5	10.3	1.6	11.6	1.9	13.2	2.1	15.2	2.5	17.9
	102		115		130		147		170		200	
0.80	1.5	10.5	1.7	11.8	1.9	13.3	2.1	15.1	2.4	17.4	2.9	20.5
	116		131		148		168		193		228	
0.82	1.8	13.4	2.1	15.1	2.4	17.1	2.7	19.5	3.1	22.7	3.7	27.1
	147		166		188		215		250		299	
0.83	2.1	15.2	2.4	17.2	2.7	19.6	3.1	22.7	3.7	26.9	4.5	33.5
	167		189		215		249		295		366	

CRJ900_IF_ACCEL330I_M10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 330, ISA-10 °C
Figure 04-06-21



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-27

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.	FL 330	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.1	0.9	0.1	1.0	0.2	1.2	0.2	1.3	0.2	1.5	0.3	1.9
	10		12		13		15		18		21	
0.72	0.3	1.8	0.3	2.1	0.3	2.3	0.4	2.7	0.5	3.1	0.5	3.8
	21		24		27		31		36		43	
0.73	0.4	2.8	0.5	3.2	0.5	3.6	0.6	4.1	0.7	4.8	0.8	5.7
	32		36		41		47		55		65	
0.74	0.5	3.8	0.6	4.3	0.7	4.9	0.8	5.6	0.9	6.5	1.1	7.7
	44		49		55		64		74		88	
0.75	0.7	4.9	0.8	5.5	0.9	6.2	1.0	7.1	1.2	8.2	1.4	9.7
	56		62		71		81		94		111	
0.76	0.8	6.0	1.0	6.7	1.1	7.6	1.2	8.7	1.4	10.1	1.7	11.9
	68		76		86		98		114		135	
0.77	1.0	7.2	1.1	8.1	1.3	9.1	1.5	10.4	1.7	12.0	2.0	14.2
	81		91		103		117		136		160	
0.78	1.2	8.4	1.3	9.5	1.5	10.7	1.7	12.1	2.0	14.0	2.3	16.6
	95		106		120		136		158		186	
0.79	1.3	9.7	1.5	11.0	1.7	12.3	1.9	14.0	2.2	16.2	2.6	19.1
	109		123		138		157		182		214	
0.80	1.5	11.1	1.7	12.5	1.9	14.1	2.2	16.1	2.5	18.5	3.0	21.9
	124		140		158		179		207		244	
0.82	1.9	14.2	2.2	16.0	2.5	18.2	2.8	20.8	3.3	24.3	3.9	29.1
	157		177		201		230		268		321	
0.83	2.2	16.2	2.5	18.3	2.8	20.9	3.2	24.3	3.8	28.9	4.8	36.2
	178		202		230		267		317		397	

CRJ900_IF_ACCEL3301_00.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 330, ISA
Figure 04-06-22

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FL 330	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.1	0.9	0.2	1.0	0.2	1.2	0.2	1.4	0.2	1.6	0.3	1.9
	11		12		14		16		18		22	
0.72	0.3	1.9	0.3	2.1	0.3	2.4	0.4	2.8	0.5	3.2	0.6	3.9
	22		24		28		32		37		45	
0.73	0.4	2.9	0.5	3.2	0.5	3.7	0.6	4.2	0.7	4.9	0.8	5.9
	33		37		42		48		56		67	
0.74	0.6	3.9	0.6	4.4	0.7	5.0	0.8	5.7	0.9	6.7	1.1	7.9
	45		50		57		66		76		90	
0.75	0.7	5.0	0.8	5.6	0.9	6.4	1.0	7.3	1.2	8.5	1.4	10.1
	57		64		73		83		97		115	
0.76	0.9	6.2	1.0	6.9	1.1	7.8	1.3	9.0	1.5	10.4	1.7	12.3
	70		79		89		102		118		139	
0.77	1.0	7.4	1.1	8.3	1.3	9.4	1.5	10.7	1.7	12.4	2.0	14.6
	84		94		106		121		140		165	
0.78	1.2	8.7	1.3	9.7	1.5	11.0	1.7	12.5	2.0	14.5	2.4	17.1
	98		110		124		141		163		193	
0.79	1.4	10.0	1.5	11.3	1.7	12.7	2.0	14.5	2.3	16.7	2.7	19.8
	112		126		143		162		188		222	
0.80	1.6	11.5	1.7	12.9	2.0	14.6	2.2	16.6	2.6	19.1	3.1	22.6
	128		144		163		185		214		253	
0.82	2.0	14.6	2.2	16.5	2.5	18.8	2.9	21.5	3.3	25.1	4.0	30.1
	162		183		208		238		278		333	
0.83	2.2	16.7	2.5	18.9	2.9	21.6	3.3	25.1	3.9	29.9	4.9	37.6
	184		208		238		276		329		412	

CRJ900_IF_ACCEL330I_05.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 330, ISA+5 °C
Figure 04-06-23



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-29

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FL 330	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.1	0.9	0.2	1.1	0.2	1.2	0.2	1.4	0.2	1.6	0.3	2.0
	11		12		14		16		19		23	
0.72	0.3	1.9	0.3	2.2	0.4	2.5	0.4	2.9	0.5	3.3	0.6	4.0
	22		25		29		33		39		46	
0.73	0.4	3.0	0.5	3.3	0.5	3.8	0.6	4.4	0.7	5.1	0.9	6.1
	34		38		44		50		58		70	
0.74	0.6	4.0	0.6	4.5	0.7	5.1	0.8	5.9	1.0	6.9	1.1	8.2
	46		52		59		68		79		94	
0.75	0.7	5.2	0.8	5.8	0.9	6.6	1.0	7.5	1.2	8.8	1.4	10.4
	59		66		75		86		100		118	
0.76	0.9	6.4	1.0	7.1	1.1	8.1	1.3	9.2	1.5	10.7	1.8	12.7
	72		81		92		105		122		144	
0.77	1.0	7.6	1.2	8.5	1.3	9.6	1.5	11.0	1.8	12.8	2.1	15.1
	86		97		109		125		145		171	
0.78	1.2	8.9	1.4	10.0	1.5	11.3	1.8	12.9	2.0	15.0	2.4	17.7
	101		113		128		145		169		200	
0.79	1.4	10.3	1.6	11.6	1.8	13.1	2.0	14.9	2.3	17.3	2.8	20.5
	116		131		147		168		194		230	
0.80	1.6	11.8	1.8	13.3	2.0	15.0	2.3	17.1	2.7	19.8	3.1	23.4
	132		149		168		191		221		262	
0.82	2.0	15.1	2.3	17.1	2.6	19.4	2.9	22.2	3.4	26.0	4.1	31.2
	167		189		215		246		288		346	
0.83	2.3	17.3	2.6	19.5	2.9	22.3	3.4	26.0	4.0	31.0	5.1	39.2
	190		216		246		286		342		430	

CRJ900_IF_ACCEL3301_10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 330, ISA+10 °C
Figure 04-06-24

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FL 330	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.2	1.1	0.2	1.2	0.2	1.4	0.2	1.6	0.3	2.0	0.3	2.4
	12		14		16		18		22		27	
0.72	0.3	2.2	0.4	2.5	0.4	2.9	0.5	3.4	0.6	4.0	0.7	4.9
	25		28		32		37		44		54	
0.73	0.5	3.4	0.5	3.8	0.6	4.4	0.7	5.1	0.8	6.1	1.0	7.4
	37		42		48		56		67		82	
0.74	0.6	4.6	0.7	5.2	0.8	6.0	1.0	7.0	1.1	8.2	1.4	10.0
	51		57		66		76		90		110	
0.75	0.8	6.0	0.9	6.7	1.1	7.7	1.2	8.9	1.5	10.5	1.8	12.8
	65		74		84		97		115		140	
0.76	1.0	7.4	1.1	8.3	1.3	9.5	1.5	11.0	1.8	13.0	2.1	15.7
	80		90		103		119		141		171	
0.77	1.2	8.8	1.4	10.0	1.5	11.4	1.8	13.1	2.1	15.5	2.5	18.8
	96		108		123		142		168		203	
0.78	1.4	10.4	1.6	11.8	1.8	13.4	2.1	15.5	2.5	18.2	3.0	22.1
	112		127		144		167		197		239	
0.79	1.6	12.1	1.8	13.7	2.1	15.6	2.4	18.0	2.8	21.2	3.4	25.7
	130		147		168		193		228		276	
0.80	1.8	13.9	2.1	15.8	2.4	18.0	2.8	20.8	3.2	24.4	3.9	29.7
	148		169		193		222		261		317	
0.82	2.3	17.9	2.7	20.5	3.1	23.6	3.6	27.5	4.3	33.0	5.4	41.4
	190		217		250		292		349		438	
0.83	2.7	20.8	3.1	23.8	3.6	27.8	4.3	33.2	5.4	41.9	7.9	62.1
	219		251		293		349		440		649	

CRJ900_IF_ACCEL3301_15.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 330, ISA+15 °C
Figure 04-06-25



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-31

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FL 330	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.2	1.2	0.2	1.4	0.2	1.7	0.3	2.0	0.3	2.4	0.4	3.0
	13		15		18		21		25		32	
0.72	0.4	2.6	0.4	2.9	0.5	3.4	0.6	4.0	0.7	4.9	0.9	6.2
	27		31		36		43		52		66	
0.73	0.5	3.9	0.6	4.5	0.7	5.2	0.9	6.2	1.0	7.5	1.3	9.4
	42		47		55		65		79		100	
0.74	0.7	5.4	0.8	6.2	1.0	7.1	1.2	8.4	1.4	10.2	1.8	12.8
	57		65		75		88		107		135	
0.75	1.0	7.0	1.1	8.0	1.3	9.2	1.5	10.9	1.8	13.1	2.2	16.5
	73		83		96		114		137		172	
0.76	1.2	8.7	1.3	9.9	1.5	11.4	1.8	13.4	2.2	16.3	2.8	20.4
	90		103		119		140		169		212	
0.77	1.4	10.5	1.6	12.0	1.8	13.8	2.2	16.2	2.6	19.7	3.3	24.7
	108		124		143		168		203		255	
0.78	1.6	12.4	1.9	14.2	2.2	16.4	2.6	19.3	3.1	23.3	3.9	29.4
	128		146		169		198		240		303	
0.79	1.9	14.5	2.2	16.7	2.5	19.3	3.0	22.7	3.6	27.4	4.6	34.8
	149		171		198		232		281		356	
0.80	2.2	16.8	2.5	19.4	2.9	22.5	3.5	26.5	4.2	32.1	5.3	40.9
	172		198		230		271		328		417	
0.82	2.9	22.3	3.3	25.9	3.9	30.5	4.7	36.8	6.0	46.7	8.5	66.4
	225		262		308		372		471		666	
0.83	3.4	26.6	4.0	31.3	4.8	37.9	6.2	49.3				
	267		314		380		492					

CRJ900_IF_ACCEL3301_20.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 330, ISA+20 °C
Figure 04-06-26



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-32

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FL 350	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.71	0.1	1.0	0.2	1.1	0.2	1.3	0.2	1.5	0.3	1.9	0.4	2.6
	10		12		14		17		21		28	
0.72	0.3	1.9	0.3	2.2	0.4	2.6	0.5	3.1	0.6	3.9	0.8	5.1
	21		24		28		34		42		55	
0.73	0.4	3.0	0.5	3.4	0.6	4.0	0.7	4.7	0.9	5.8	1.1	7.6
	32		37		43		51		63		82	
0.74	0.6	4.0	0.7	4.6	0.8	5.4	0.9	6.4	1.2	7.8	1.5	10.1
	43		50		58		69		84		109	
0.75	0.8	5.1	0.9	5.9	1.0	6.8	1.2	8.1	1.5	9.9	1.9	12.7
	55		63		73		87		106		136	
0.76	0.9	6.3	1.1	7.2	1.2	8.4	1.4	9.9	1.8	12.0	2.2	15.3
	67		77		89		105		128		163	
0.77	1.1	7.5	1.2	8.6	1.4	10.0	1.7	11.8	2.1	14.2	2.6	18.0
	79		91		105		125		151		191	
0.78	1.3	8.8	1.4	10.0	1.7	11.6	2.0	13.7	2.4	16.6	3.0	20.9
	93		106		123		145		175		221	
0.79	1.4	10.2	1.7	11.6	1.9	13.4	2.3	15.8	2.7	19.1	3.4	24.1
	107		122		141		166		201		254	
0.80	1.6	11.6	1.9	13.2	2.2	15.2	2.5	18.0	3.1	21.8	3.9	27.6
	121		138		160		188		229		289	
0.82	2.1	14.8	2.4	16.9	2.7	19.7	3.3	23.5	4.0	29.0	5.3	37.9
	153		176		204		244		301		393	
0.83	2.3	16.8	2.7	19.4	3.2	22.9	3.9	28.0	5.0	36.6	7.7	56.8
	174		200		236		289		377		581	

CRJ900_IF_ACCEL350I_M10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 350, ISA-10 °C
Figure 04-06-27



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-33

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M			
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.	FL 350	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.71	0.1	1.0	0.2	1.2	0.2	1.4	0.2	1.7	0.3	2.1	0.4	2.8
	11		13		15		18		22		30	
0.72	0.3	2.1	0.3	2.4	0.4	2.8	0.5	3.3	0.6	4.2	0.8	5.5
	22		26		30		36		45		59	
0.73	0.5	3.1	0.5	3.6	0.6	4.2	0.7	5.1	0.9	6.3	1.2	8.2
	34		39		46		54		67		88	
0.74	0.6	4.3	0.7	4.9	0.8	5.7	1.0	6.8	1.2	8.4	1.6	10.9
	46		53		62		73		90		117	
0.75	0.8	5.5	0.9	6.3	1.0	7.3	1.2	8.7	1.5	10.6	2.0	13.7
	58		67		78		93		113		146	
0.76	1.0	6.7	1.1	7.7	1.3	8.9	1.5	10.6	1.8	12.9	2.4	16.5
	71		82		95		113		137		176	
0.77	1.1	8.0	1.3	9.1	1.5	10.6	1.8	12.6	2.2	15.3	2.8	19.4
	85		97		113		133		162		206	
0.78	1.3	9.4	1.5	10.7	1.7	12.4	2.1	14.7	2.5	17.8	3.2	22.6
	99		113		131		155		189		239	
0.79	1.5	10.8	1.7	12.3	2.0	14.3	2.4	16.9	2.9	20.6	3.6	26.0
	114		130		150		178		216		274	
0.80	1.7	12.3	1.9	14.1	2.3	16.3	2.7	19.3	3.2	23.5	4.1	29.8
	129		148		171		202		246		313	
0.82	2.1	15.8	2.5	18.1	2.9	21.1	3.4	25.2	4.3	31.3	5.6	41.2
	164		188		219		262		325		428	
0.83	2.4	17.9	2.8	20.8	3.3	24.6	4.1	30.2	5.3	39.9	8.6	64.8
	186		215		254		312		411		664	

CRJ900_IF_ACCEL3501_00.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 350, ISA
Figure 04-06-28

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FL 350	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.2	1.0	0.2	1.2	0.2	1.4	0.2	1.7	0.3	2.1	0.4	2.9
	11		13		15		19		23		31	
0.72	0.3	2.1	0.4	2.5	0.4	2.9	0.5	3.4	0.6	4.3	0.8	5.7
	23		27		31		37		46		62	
0.73	0.5	3.2	0.5	3.7	0.6	4.4	0.8	5.2	0.9	6.5	1.2	8.5
	35		40		47		56		70		92	
0.74	0.6	4.4	0.7	5.1	0.8	5.9	1.0	7.1	1.2	8.7	1.6	11.3
	47		55		64		76		94		122	
0.75	0.8	5.6	0.9	6.5	1.1	7.5	1.3	9.0	1.6	11.0	2.0	14.2
	60		69		81		96		117		152	
0.76	1.0	6.9	1.1	7.9	1.3	9.2	1.5	10.9	1.9	13.3	2.4	17.1
	73		84		98		116		142		183	
0.77	1.2	8.2	1.3	9.4	1.5	11.0	1.8	13.0	2.2	15.8	2.8	20.2
	87		100		116		138		168		214	
0.78	1.3	9.7	1.5	11.0	1.8	12.8	2.1	15.2	2.6	18.5	3.3	23.4
	102		117		136		161		195		248	
0.79	1.5	11.2	1.8	12.7	2.0	14.8	2.4	17.5	2.9	21.3	3.7	27.0
	117		134		155		184		224		285	
0.80	1.7	12.7	2.0	14.5	2.3	16.8	2.7	19.9	3.3	24.3	4.2	31.0
	134		153		177		209		255		325	
0.82	2.2	16.3	2.5	18.7	2.9	21.8	3.5	26.1	4.4	32.5	5.8	43.0
	169		194		227		272		338		446	
0.83	2.5	18.5	2.9	21.5	3.4	25.4	4.2	31.4	5.5	41.7		
	192		222		263		324		430			

CRJ900_IF_ACCEL3501_05.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 350, ISA+5 °C
Figure 04-06-29



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-35

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FL 350	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.2	1.1	0.2	1.2	0.2	1.5	0.3	1.8	0.3	2.2	0.4	3.0
	12		14		16		19		24		32	
0.72	0.3	2.2	0.4	2.5	0.4	3.0	0.5	3.6	0.6	4.4	0.8	5.9
	24		27		32		39		48		64	
0.73	0.5	3.3	0.5	3.9	0.6	4.5	0.8	5.4	1.0	6.7	1.3	8.9
	36		42		49		58		72		95	
0.74	0.6	4.5	0.7	5.2	0.9	6.1	1.0	7.3	1.3	9.0	1.7	11.8
	49		56		66		78		97		127	
0.75	0.8	5.8	0.9	6.7	1.1	7.8	1.3	9.3	1.6	11.4	2.1	14.7
	62		71		83		99		122		158	
0.76	1.0	7.1	1.1	8.2	1.3	9.5	1.6	11.3	1.9	13.8	2.5	17.8
	76		87		101		120		147		190	
0.77	1.2	8.5	1.3	9.7	1.6	11.3	1.9	13.4	2.3	16.4	2.9	20.9
	90		103		120		143		174		223	
0.78	1.4	10.0	1.6	11.4	1.8	13.2	2.2	15.7	2.6	19.1	3.3	24.3
	105		121		140		166		203		258	
0.79	1.6	11.5	1.8	13.1	2.1	15.2	2.5	18.1	3.0	22.1	3.8	28.1
	121		139		161		191		233		296	
0.80	1.8	13.1	2.0	15.0	2.4	17.4	2.8	20.6	3.4	25.2	4.4	32.2
	138		158		183		217		265		339	
0.82	2.2	16.8	2.6	19.3	3.0	22.6	3.6	27.1	4.5	33.8	6.0	44.9
	175		201		235		282		351		467	
0.83	2.5	19.2	2.9	22.2	3.5	26.4	4.3	32.6	5.7	43.7		
	199		230		273		338		451			

CRJ900_IF_ACCEL3501_10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 350, ISA+10 °C
Figure 04-06-30

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FL 350	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.2	1.2	0.2	1.4	0.2	1.7	0.3	2.1	0.4	2.7	0.6	3.9
	13		15		18		22		28		40	
0.72	0.4	2.5	0.4	2.9	0.5	3.5	0.6	4.2	0.8	5.5	1.1	7.7
	26		30		36		44		57		80	
0.73	0.5	3.8	0.6	4.4	0.7	5.3	0.9	6.4	1.2	8.2	1.6	11.5
	39		46		55		67		85		119	
0.74	0.7	5.2	0.8	6.0	1.0	7.2	1.2	8.7	1.5	11.1	2.1	15.2
	54		62		74		90		114		157	
0.75	0.9	6.6	1.1	7.7	1.3	9.1	1.5	11.1	1.9	14.0	2.6	19.0
	68		79		94		114		144		196	
0.76	1.1	8.2	1.3	9.5	1.5	11.2	1.9	13.5	2.3	17.0	3.2	22.9
	84		97		114		138		174		235	
0.77	1.3	9.8	1.5	11.3	1.8	13.3	2.2	16.1	2.8	20.2	3.7	27.0
	100		115		136		165		206		276	
0.78	1.6	11.5	1.8	13.3	2.1	15.6	2.6	18.9	3.2	23.7	4.3	31.5
	117		135		159		192		241		321	
0.79	1.8	13.3	2.1	15.4	2.4	18.1	2.9	21.9	3.7	27.4	4.9	36.5
	135		156		183		221		278		370	
0.80	2.0	15.3	2.4	17.6	2.8	20.7	3.3	25.0	4.2	31.5	5.7	42.4
	154		178		209		253		318		428	
0.82	2.6	19.7	3.0	23.0	3.6	27.3	4.4	33.7	5.8	44.1	8.5	65.1
	197		230		273		337		441		649	
0.83	3.0	22.8	3.5	26.9	4.3	32.9	5.6	43.3				
	227		268		327		429					

CRJ900_IF_ACCEL3501_15.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 350, ISA+15 °C
Figure 04-06-31



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-37

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FL 350	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.2	1.4	0.2	1.7	0.3	2.0	0.4	2.5	0.5	3.4	0.7	5.3
	14		17		20		25		34		53	
0.72	0.4	2.9	0.5	3.4	0.6	4.1	0.7	5.1	1.0	6.9	1.5	10.5
	29		34		41		51		69		105	
0.73	0.6	4.4	0.7	5.2	0.9	6.2	1.1	7.8	1.5	10.4	2.2	15.7
	44		52		62		78		104		156	
0.74	0.8	6.0	1.0	7.1	1.2	8.5	1.5	10.6	1.9	14.1	2.9	20.9
	60		70		85		106		140		208	
0.75	1.1	7.7	1.2	9.1	1.5	10.9	1.9	13.6	2.4	17.8	3.6	26.1
	76		90		108		134		176		259	
0.76	1.3	9.5	1.5	11.2	1.8	13.4	2.3	16.7	3.0	21.8	4.3	31.6
	94		110		132		164		214		311	
0.77	1.5	11.5	1.8	13.4	2.2	16.1	2.7	20.0	3.5	26.1	5.1	37.5
	112		131		158		196		256		368	
0.78	1.8	13.6	2.1	15.9	2.6	19.1	3.2	23.7	4.2	31.0	6.0	44.3
	133		155		186		232		303		433	
0.79	2.1	15.9	2.5	18.5	3.0	22.2	3.7	27.7	4.9	36.4	7.0	52.5
	154		180		216		269		354		510	
0.80	2.4	18.3	2.8	21.5	3.4	25.7	4.2	32.1	5.6	42.7	8.3	63.1
	177		208		249		311		412		610	
0.82	3.1	24.2	3.7	28.8	4.6	35.4	6.0	46.4	9.0	69.8		
	232		276		339		443		664			
0.83	3.7	28.8	4.5	35.2	5.9	46.6						
	274		335		442							

CRJ900_IF_ACCEL3501_20.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 350, ISA+20 °C
Figure 04-06-32



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-38

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FL 370	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.71	0.2	1.2	0.2	1.4	0.3	1.8	0.4	2.4	0.6	3.6	1.0	6.7
	12		14		18		24		36		67	
0.72	0.4	2.4	0.4	2.9	0.5	3.6	0.7	4.8	1.1	7.1	1.9	12.9
	24		29		36		48		71		128	
0.73	0.5	3.6	0.7	4.4	0.8	5.4	1.1	7.2	1.6	10.5	2.8	18.7
	36		43		54		71		104		186	
0.74	0.7	4.9	0.9	5.9	1.1	7.3	1.4	9.5	2.0	13.7	3.6	24.0
	49		58		72		94		136		237	
0.75	0.9	6.2	1.1	7.5	1.4	9.2	1.8	11.9	2.5	17.0	4.3	29.1
	62		73		90		117		167		287	
0.76	1.1	7.6	1.3	9.1	1.6	11.1	2.1	14.3	3.0	20.2	5.0	34.0
	75		89		109		140		198		334	
0.77	1.3	9.1	1.6	10.8	1.9	13.1	2.4	16.8	3.4	23.4	5.7	38.8
	89		106		129		164		230		380	
0.78	1.5	10.6	1.8	12.6	2.2	15.3	2.8	19.5	3.9	26.9	6.4	44.1
	103		123		149		190		263		432	
0.79	1.7	12.1	2.1	14.4	2.5	17.6	3.2	22.3	4.4	30.8	7.2	50.1
	118		140		171		217		300		489	
0.80	2.0	13.8	2.3	16.4	2.9	20.0	3.6	25.5	5.0	35.3	8.2	57.6
	134		159		194		247		342		559	
0.82	2.5	17.7	3.0	21.2	3.7	26.3	4.8	34.5	7.1	51.2		
	170		204		253		331		491			
0.83	2.8	20.4	3.5	24.9	4.5	32.3	6.5	47.6				
	195		238		308		452					

CRJ900_IF_ACCEL370I_M10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 370, ISA-10 °C
Figure 04-06-33



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-39

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.	FL 370	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.2	1.3	0.2	1.5	0.3	1.9	0.4	2.6	0.6	4.0	1.1	7.6
	13		15		19		26		40		76	
0.72	0.4	2.6	0.5	3.1	0.6	3.9	0.8	5.2	1.1	7.7	2.1	14.5
	26		31		39		52		77		144	
0.73	0.6	3.9	0.7	4.7	0.9	5.8	1.1	7.7	1.7	11.4	3.1	21.0
	39		46		58		77		114		208	
0.74	0.8	5.3	0.9	6.3	1.1	7.8	1.5	10.3	2.2	15.0	3.9	26.8
	52		62		77		102		148		265	
0.75	1.0	6.7	1.1	8.0	1.4	9.8	1.8	12.8	2.7	18.5	4.7	32.4
	66		79		97		126		182		320	
0.76	1.2	8.1	1.4	9.7	1.7	11.9	2.2	15.4	3.1	21.9	5.4	37.8
	80		95		117		152		216		372	
0.77	1.4	9.7	1.6	11.5	2.0	14.1	2.6	18.1	3.6	25.5	6.2	43.1
	95		113		138		178		250		424	
0.78	1.6	11.3	1.9	13.4	2.3	16.4	3.0	21.0	4.2	29.3	7.0	49.0
	110		131		161		205		287		480	
0.79	1.8	13.0	2.2	15.4	2.6	18.9	3.4	24.1	4.7	33.6	7.9	55.7
	126		150		184		235		327		544	
0.80	2.1	14.8	2.4	17.6	3.0	21.5	3.8	27.6	5.4	38.5	9.0	64.2
	143		170		209		268		374		624	
0.82	2.6	19.0	3.1	22.8	3.9	28.4	5.1	37.5	7.7	56.8	33.4	253.8
	183		219		273		361		545		2398	
0.83	3.0	21.9	3.6	26.9	4.7	35.1	7.1	53.4				
	210		257		336		508					

CRJ900_IF_ACCEL3701_00.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 370, ISA
Figure 04-06-34



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-40

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FL 370	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.2	1.3	0.2	1.6	0.3	2.0	0.4	2.7	0.6	4.2	1.2	8.1
	13		16		20		27		41		80	
0.72	0.4	2.6	0.5	3.2	0.6	4.0	0.8	5.4	1.2	8.1	2.2	15.4
	26		32		40		54		81		153	
0.73	0.6	4.0	0.7	4.8	0.9	6.0	1.2	8.0	1.7	12.0	3.2	22.3
	40		48		60		80		119		221	
0.74	0.8	5.4	0.9	6.5	1.2	8.1	1.5	10.7	2.2	15.6	4.1	28.4
	54		65		80		106		155		282	
0.75	1.0	6.9	1.2	8.2	1.5	10.2	1.9	13.3	2.8	19.3	4.9	34.3
	68		81		100		131		190		339	
0.76	1.2	8.4	1.4	10.0	1.7	12.3	2.3	16.0	3.2	22.9	5.7	39.9
	83		99		121		157		226		394	
0.77	1.4	10.0	1.7	11.9	2.1	14.6	2.6	18.8	3.8	26.6	6.4	45.5
	98		117		143		185		261		448	
0.78	1.6	11.6	1.9	13.9	2.4	17.0	3.0	21.8	4.3	30.6	7.3	51.7
	114		136		167		213		300		507	
0.79	1.9	13.4	2.2	16.0	2.7	19.6	3.5	25.1	4.9	35.0	8.2	58.8
	131		156		191		244		342		574	
0.80	2.1	15.3	2.5	18.2	3.1	22.3	3.9	28.7	5.5	40.2	9.4	67.8
	148		176		217		279		391		659	
0.82	2.7	19.6	3.2	23.6	4.0	29.4	5.3	39.1	8.0	59.8	56.2	435.4
	189		227		284		376		574		4102	
0.83	3.0	22.7	3.7	27.9	4.9	36.6	7.5	56.5				
	218		267		350		538					

CRJ900_IF_ACCEL3701_05.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 370, ISA+5 °C
Figure 04-06-35



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-41

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FL 370	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.71	0.2	1.3	0.2	1.6	0.3	2.1	0.4	2.8	0.6	4.3	1.2	8.6
	13		16		21		28		43		86	
0.72	0.4	2.7	0.5	3.3	0.6	4.1	0.8	5.6	1.2	8.5	2.4	16.3
	27		33		41		56		84		163	
0.73	0.6	4.1	0.7	5.0	0.9	6.2	1.2	8.3	1.8	12.5	3.4	23.6
	41		50		62		83		124		235	
0.74	0.8	5.6	1.0	6.7	1.2	8.4	1.6	11.1	2.3	16.3	4.3	30.1
	56		67		83		110		162		298	
0.75	1.0	7.1	1.2	8.5	1.5	10.5	1.9	13.8	2.8	20.1	5.1	36.3
	70		84		104		136		199		359	
0.76	1.2	8.7	1.5	10.4	1.8	12.8	2.3	16.6	3.4	23.9	5.9	42.2
	85		102		126		164		235		416	
0.77	1.4	10.3	1.7	12.3	2.1	15.1	2.7	19.5	3.9	27.8	6.7	48.1
	101		121		149		192		273		473	
0.78	1.7	12.0	2.0	14.4	2.4	17.6	3.1	22.6	4.4	31.9	7.6	54.6
	118		141		173		222		313		536	
0.79	1.9	13.8	2.3	16.5	2.8	20.3	3.6	26.0	5.0	36.6	8.6	62.1
	135		161		198		254		357		607	
0.80	2.1	15.8	2.6	18.8	3.1	23.1	4.1	29.8	5.7	42.0	9.8	71.7
	153		183		225		290		409		698	
0.82	2.7	20.3	3.3	24.5	4.1	30.6	5.4	40.8	8.4	63.2		
	196		236		295		393		608			
0.83	3.1	23.5	3.8	29.0	5.0	38.2	7.9	60.4				
	226		278		366		576					

CRJ900_IF_ACCEL3701_10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 370, ISA+10 °C
Figure 04-06-36



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-42

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FL 370	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.2	1.5	0.3	1.9	0.4	2.4	0.5	3.5	0.8	5.9	2.3	16.3
	15		18		24		34		57		157	
0.72	0.4	3.1	0.5	3.8	0.7	4.9	1.0	6.9	1.6	11.5	4.4	30.6
	30		37		47		66		111		295	
0.73	0.7	4.7	0.8	5.8	1.0	7.4	1.5	10.3	2.4	17.0	6.1	43.0
	45		55		71		99		163		413	
0.74	0.9	6.4	1.1	7.8	1.4	10.0	1.9	13.7	3.1	22.2	7.6	54.0
	61		75		95		132		212		517	
0.75	1.1	8.2	1.4	10.0	1.8	12.6	2.4	17.2	3.8	27.3	8.9	63.7
	78		95		120		164		261		608	
0.76	1.4	10.0	1.7	12.2	2.1	15.4	2.9	20.8	4.5	32.5	10.2	72.9
	95		116		146		197		309		694	
0.77	1.6	12.0	2.0	14.6	2.5	18.3	3.4	24.5	5.2	37.8	11.4	82.2
	113		138		173		232		359		780	
0.78	1.9	14.0	2.3	17.0	2.9	21.4	3.9	28.6	6.0	43.7	12.8	92.9
	132		161		202		270		413		879	
0.79	2.2	16.2	2.7	19.7	3.4	24.8	4.5	33.2	6.9	50.5	14.5	105.9
	152		184		233		311		475		998	
0.80	2.5	18.6	3.0	22.5	3.8	28.4	5.2	38.4	7.9	59.0	17.1	126.4
	174		210		266		359		552		1185	
0.82	3.2	24.3	4.0	29.9	5.1	39.0	7.4	56.6				
	225		277		361		523					
0.83	3.7	28.7	4.8	36.9	7.1	55.3						
	264		340		506							

CRJ900_IF_ACCEL370I_15.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 370, ISA+15 °C
Figure 04-06-37



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-43

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FL 370	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.71	0.3	1.8	0.3	2.3	0.4	3.0	0.7	4.7	1.4	9.8		
	17		21		28		44		91			
0.72	0.5	3.6	0.6	4.6	0.9	6.1	1.3	9.3	2.7	19.0		
	34		42		57		86		176			
0.73	0.8	5.5	1.0	6.9	1.3	9.2	1.9	13.9	3.9	27.6		
	51		64		85		128		254			
0.74	1.1	7.6	1.3	9.4	1.7	12.5	2.6	18.4	5.0	35.6		
	70		87		115		170		328			
0.75	1.3	9.7	1.7	12.0	2.2	15.8	3.2	23.1	6.0	43.4		
	88		110		145		212		398			
0.76	1.6	11.9	2.0	14.8	2.6	19.3	3.8	27.9	7.0	51.2		
	108		135		176		255		468			
0.77	1.9	14.3	2.4	17.8	3.1	23.1	4.5	33.1	8.1	59.5		
	130		162		210		301		543			
0.78	2.3	16.8	2.8	20.9	3.7	27.4	5.3	39.0	9.4	69.3		
	152		190		248		353		628			
0.79	2.6	19.6	3.3	24.3	4.3	32.0	6.2	45.9	11.0	81.8		
	176		219		288		414		738			
0.80	3.0	22.6	3.7	28.1	4.9	37.2	7.2	54.5	13.5	101.9		
	203		253		334		489		913			
0.82	4.0	30.5	5.1	39.3	7.3	56.3						
	271		349		498							
0.83	4.9	38.0	7.2	56.1								
	335		492									

CRJ900_IF_ACCEL3701_20.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 370, ISA+20 °C
Figure 04-06-38

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FL 390	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.71	0.3	1.7	0.3	2.3	0.5	3.5	1.0	6.8	7.7	50.7		
	15		21		32		62		459			
0.72	0.5	3.4	0.7	4.5	1.0	6.8	2.0	13.1	12.0	79.4		
	31		41		62		119		719			
0.73	0.8	5.1	1.0	6.8	1.5	10.2	2.9	19.2	14.4	95.8		
	46		61		92		173		865			
0.74	1.0	6.9	1.4	9.1	2.0	13.4	3.7	24.7	16.6	111.0		
	62		82		120		222		1001			
0.75	1.3	8.7	1.7	11.4	2.4	16.6	4.4	30.0	18.1	121.4		
	78		102		148		269		1092			
0.76	1.6	10.6	2.0	13.8	2.9	19.8	5.2	35.0	19.5	130.9		
	94		123		177		313		1176			
0.77	1.8	12.6	2.4	16.2	3.4	23.1	5.9	40.1	20.9	141.0		
	112		144		206		358		1264			
0.78	2.1	14.7	2.7	18.9	3.9	26.6	6.7	45.8	22.3	151.6		
	130		168		237		407		1357			
0.79	2.4	16.9	3.1	21.7	4.4	30.6	7.5	52.2	24.2	165.3		
	149		192		270		462		1475			
0.80	2.7	19.2	3.5	24.9	5.0	35.2	8.6	60.4	27.3	187.9		
	169		219		310		533		1669			
0.82	3.5	25.2	4.7	33.6	7.1	51.3	35.3	262.9				
	220		293		447		2248					
0.83	4.2	30.7	6.3	45.8								
	267		396									

CRJ900_IF_ACCEL390I_M10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 390, ISA-10 °C
Figure 04-06-39



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-45

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.	FL 390	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB											
	63		67		71		75		79		83	
0.71	0.3	1.8	0.4	2.5	0.6	3.8	1.1	7.7				
	16		22		35		70					
0.72	0.5	3.6	0.7	4.9	1.1	7.5	2.2	14.8				
	33		44		68		134					
0.73	0.8	5.5	1.1	7.3	1.6	11.1	3.2	21.5				
	50		66		100		195					
0.74	1.1	7.4	1.4	9.8	2.1	14.5	4.0	27.6				
	66		88		131		249					
0.75	1.3	9.3	1.8	12.3	2.6	18.0	4.8	33.5				
	84		110		162		301					
0.76	1.6	11.4	2.1	14.8	3.1	21.5	5.6	39.1				
	102		133		193		351					
0.77	1.9	13.5	2.5	17.5	3.6	25.1	6.4	44.8				
	120		156		224		400					
0.78	2.2	15.8	2.9	20.4	4.1	29.0	7.2	51.1				
	140		181		258		455					
0.79	2.5	18.1	3.3	23.5	4.7	33.3	8.2	58.2				
	160		208		295		517					
0.80	2.9	20.7	3.7	26.9	5.3	38.4	9.4	67.6				
	182		237		339		597					
0.82	3.7	27.2	5.0	36.6	7.7	57.0						
	238		320		497							
0.83	4.5	33.4	6.8	51.1								
	290		442									

CRJ900_IF_ACCEL390I_00.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 390, ISA
Figure 04-06-40



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-46

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FL 390	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB					
	63	67	71	75	79	83
0.71	0.3 1.9 17	0.4 2.6 23	0.6 4.0 36	1.2 8.2 75		
0.72	0.5 3.8 34	0.7 5.1 46	1.1 7.8 71	2.3 15.8 143		
0.73	0.8 5.7 51	1.1 7.6 69	1.7 11.6 105	3.3 22.9 207		
0.74	1.1 7.6 69	1.5 10.2 92	2.2 15.2 137	4.2 29.3 265		
0.75	1.4 9.7 87	1.8 12.7 114	2.7 18.8 169	5.1 35.5 319		
0.76	1.7 11.8 105	2.2 15.4 138	3.2 22.5 201	5.9 41.4 371		
0.77	2.0 14.0 125	2.6 18.2 162	3.7 26.2 234	6.7 47.3 423		
0.78	2.3 16.3 145	3.0 21.2 188	4.2 30.3 270	7.6 54.0 481		
0.79	2.6 18.8 166	3.4 24.4 216	4.8 34.8 309	8.6 61.6 547		
0.80	2.9 21.4 189	3.8 28.0 247	5.5 40.1 355	9.9 71.5 632		
0.82	3.8 28.3 247	5.1 38.1 333	8.1 60.0 524			
0.83	4.6 34.8 302	7.1 54.0 467				

CRJ900_IF_ACCEL390I_05.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 390, ISA+5 °C
Figure 04-06-41



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-47

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FL 390	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.3	1.9	0.4	2.7	0.6	4.2	1.3	8.8				
	18		24		38		80					
0.72	0.6	3.9	0.8	5.3	1.2	8.1	2.4	16.8				
	35		48		74		153					
0.73	0.8	5.9	1.1	7.9	1.7	12.1	3.5	24.4				
	53		71		109		220					
0.74	1.1	7.9	1.5	10.5	2.3	15.9	4.4	31.2				
	71		95		143		281					
0.75	1.4	10.0	1.9	13.2	2.8	19.7	5.3	37.7				
	90		119		177		339					
0.76	1.7	12.2	2.2	16.0	3.3	23.5	6.2	43.9				
	109		143		210		394					
0.77	2.0	14.5	2.6	18.9	3.8	27.4	7.0	50.1				
	129		169		245		449					
0.78	2.3	16.9	3.0	22.0	4.4	31.6	7.9	57.2				
	150		196		282		510					
0.79	2.7	19.5	3.5	25.4	5.0	36.3	9.0	65.2				
	173		225		323		579					
0.80	3.0	22.2	4.0	29.1	5.7	42.0	10.4	75.9				
	196		257		371		672					
0.82	3.9	29.4	5.3	39.8	8.4	63.6						
	257		348		556							
0.83	4.8	36.3	7.5	57.6								
	316		499									

CRJ900_IF_ACCEL390I_10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 390, ISA+10 °C
Figure 04-06-42



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-48

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FL 390	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB											
	63		67		71		75		79		83	
0.71	0.3	2.3	0.5	3.3	0.8	5.8	2.7	18.8				
	20		29		51		165					
0.72	0.7	4.6	0.9	6.6	1.6	11.3	5.0	35.3				
	40		58		99		309					
0.73	1.0	7.0	1.4	9.9	2.4	16.7	6.9	48.8				
	61		86		146		426					
0.74	1.3	9.5	1.9	13.2	3.1	21.9	8.6	60.9				
	82		115		190		530					
0.75	1.7	12.0	2.3	16.6	3.8	27.1	10.0	71.3				
	104		144		235		619					
0.76	2.0	14.7	2.8	20.1	4.5	32.3	11.3	81.1				
	127		173		279		702					
0.77	2.4	17.6	3.3	23.8	5.2	37.8	12.7	91.4				
	151		205		325		789					
0.78	2.8	20.6	3.8	27.9	6.0	43.8	14.2	103.1				
	176		239		375		886					
0.79	3.2	23.8	4.4	32.5	6.9	50.8	16.1	117.9				
	203		277		434		1009					
0.80	3.7	27.4	5.1	37.7	8.1	59.9	19.4	143.6				
	233		320		509		1222					
0.82	4.9	37.5	7.3	55.6								
	315		466									
0.83	6.7	51.5										
	429											

CRJ900_IF_ACCEL390I_15.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 390, ISA+15 °C
Figure 04-06-43

	Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-49

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M			
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FL 390	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB								
	63		67		71		75	79	83
0.71	0.4 24	2.8	0.6 37	4.4	1.4 82	9.7			
0.72	0.8 48	5.8	1.2 74	8.8	2.7 159	19.0			
0.73	1.2 73	8.8	1.9 111	13.3	3.9 232	27.7			
0.74	1.7 99	11.9	2.5 149	17.8	5.0 301	36.1			
0.75	2.1 126	15.2	3.1 187	22.5	6.1 368	44.3			
0.76	2.6 154	18.6	3.7 226	27.4	7.2 436	52.6			
0.77	3.1 185	22.5	4.5 270	32.7	8.4 509	61.7			
0.78	3.6 219	26.6	5.2 319	38.9	9.8 595	72.5			
0.79	4.2 255	31.2	6.2 376	46.0	11.6 709	86.7			
0.80	4.8 296	36.4	7.3 447	55.0	14.8 909	112.0			
0.82	7.1 441	55.0							
0.83									

CRJ900_IF_ACCEL390I_20.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 390, ISA+20 °C
Figure 04-06-44



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-50

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	FL 410	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB								
	63		67		71		75	79	83
0.71	0.5	3.3	1.0	6.7	16.7	109.7			
	27		55		897				
0.72	1.0	6.5	2.0	12.9	23.4	154.8			
	53		106		1263				
0.73	1.4	9.6	2.8	18.9	26.7	178.0			
	78		154		1449				
0.74	1.9	12.8	3.7	24.6	27.6	183.4			
	103		199		1494				
0.75	2.4	15.9	4.4	30.0	28.3	188.8			
	129		242		1536				
0.76	2.8	19.1	5.2	35.2	30.5	204.0			
	154		284		1657				
0.77	3.3	22.5	6.0	40.7	31.3	210.2			
	181		327		1704				
0.78	3.8	26.2	6.8	46.8	32.6	219.1			
	209		374		1773				
0.79	4.3	30.3	7.7	53.7	35.1	237.4			
	241		428		1916				
0.80	5.0	35.0	9.0	62.9	38.1	260.1			
	277		499		2090				
0.82	7.2	51.5							
	403								
0.83									

CRJ900_IF_ACCEL410I_M10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 410, ISA-10 °C
Figure 04-06-45



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-51

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M			
MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA 25% C.G.	FL 410	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB					
	63	67	71	75	79	83
0.71	0.5 29	3.6 62	1.1 62	7.5		
0.72	1.0 58	7.0 119	2.2 119	14.6		
0.73	1.5 85	10.4 173	3.1 173	21.2		
0.74	2.0 113	13.9 224	4.0 224	27.6		
0.75	2.5 140	17.3 272	4.9 272	33.6		
0.76	3.0 168	20.8 318	5.7 318	39.4		
0.77	3.5 197	24.5 366	6.5 366	45.5		
0.78	4.0 228	28.5 419	7.4 419	52.2		
0.79	4.6 263	33.0 479	8.4 479	60.0		
0.80	5.3 303	38.2 561	9.8 561	70.6		
0.82	7.8 450	57.4				
0.83						

CRJ900_IF_ACCEL410I_00.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 410, ISA
Figure 04-06-46

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.	FL 410	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB							
	63		67		71	75	79	83
0.71	0.5 30	3.7	1.2 66	8.0				
0.72	1.1 60	7.3	2.3 127	15.5				
0.73	1.6 89	10.9	3.3 184	22.5				
0.74	2.1 118	14.5	4.2 238	29.2				
0.75	2.6 146	18.1	5.1 289	35.6				
0.76	3.1 176	21.7	5.9 337	41.7				
0.77	3.6 206	25.6	6.8 388	48.1				
0.78	4.2 238	29.8	7.7 444	55.3				
0.79	4.8 275	34.5	8.8 508	63.6				
0.80	5.5 318	40.0	10.3 596	74.9				
0.82	8.1 475	60.5						
0.83								

CRJ900_IF_ACCEL410I_05.PS - 29/08/2002

 Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 410, ISA+5 °C
 Figure 04-06-47



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-53

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	FL 410	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB							
	63		67		71	75	79	83
0.71	0.6	3.9	1.2	8.6				
	32		70					
0.72	1.1	7.7	2.4	16.6				
	63		136					
0.73	1.6	11.4	3.4	24.1				
	93		197					
0.74	2.2	15.1	4.4	31.2				
	123		253					
0.75	2.7	18.9	5.4	37.9				
	153		307					
0.76	3.2	22.7	6.2	44.3				
	183		358					
0.77	3.7	26.7	7.1	51.1				
	215		412					
0.78	4.3	31.1	8.1	58.7				
	249		471					
0.79	4.9	36.1	9.3	67.6				
	288		540					
0.80	5.7	41.9	10.9	79.8				
	333		635					
0.82	8.5	64.3						
	505							
0.83								

CRJ900_IF_ACCEL410I_10.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 410, ISA+10 °C
Figure 04-06-48

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	FL 410	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT - 1000 LB							
	63		67		71	75	79	83
0.71	0.8	5.5	3.0	21.0				
	43		165					
0.72	1.5	10.8	5.5	38.8				
	85		305					
0.73	2.3	16.0	7.6	54.1				
	126		424					
0.74	3.0	21.2	9.3	65.9				
	166		515					
0.75	3.7	26.4	10.8	76.9				
	205		599					
0.76	4.4	31.7	12.2	87.7				
	246		682					
0.77	5.1	37.3	13.7	98.9				
	288		767					
0.78	6.0	43.7	15.4	112.1				
	336		866					
0.79	7.0	51.3	17.8	130.4				
	393		1003					
0.80	8.2	61.0	22.4	166.2				
	465		1269					
0.82								
0.83								

CRJ900_IF_ACCEL4101_15.PS - 29/08/2002

 Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 410, ISA+15 °C
 Figure 04-06-49



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-55

Sep 09/02

ACCELERATION FROM 250 KIAS / 0.70 M

MAX. CLIMB THRUST NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	FL 410	
		TIME (MIN)	DISTANCE (NM)
		FUEL (LB)	

MACH	TOP OF CLIMB WEIGHT – 1000 LB					
	63	67	71	75	79	83
0.71	1.3 70	9.3				
0.72	2.6 139	18.4				
0.73	3.8 205	27.2				
0.74	5.0 269	35.9				
0.75	6.2 332	44.5				
0.76	7.4 400	53.9				
0.77	8.7 474	64.0				
0.78	10.4 565	76.7				
0.79	12.8 701	95.8				
0.80	17.3 957	131.9				
0.82						
0.83						

CRJ900_IF_ACCEL410I_20.PS - 29/08/2002

Level Flight Acceleration from 250 KIAS/0.70 M Climb Speed - FL 410, ISA+20 °C
Figure 04-06-50



**IN-FLIGHT PERFORMANCE
Acceleration Data**

04-06-56

Sep 09/02

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IN-FLIGHT PERFORMANCE Specific Air Range

04-07-1

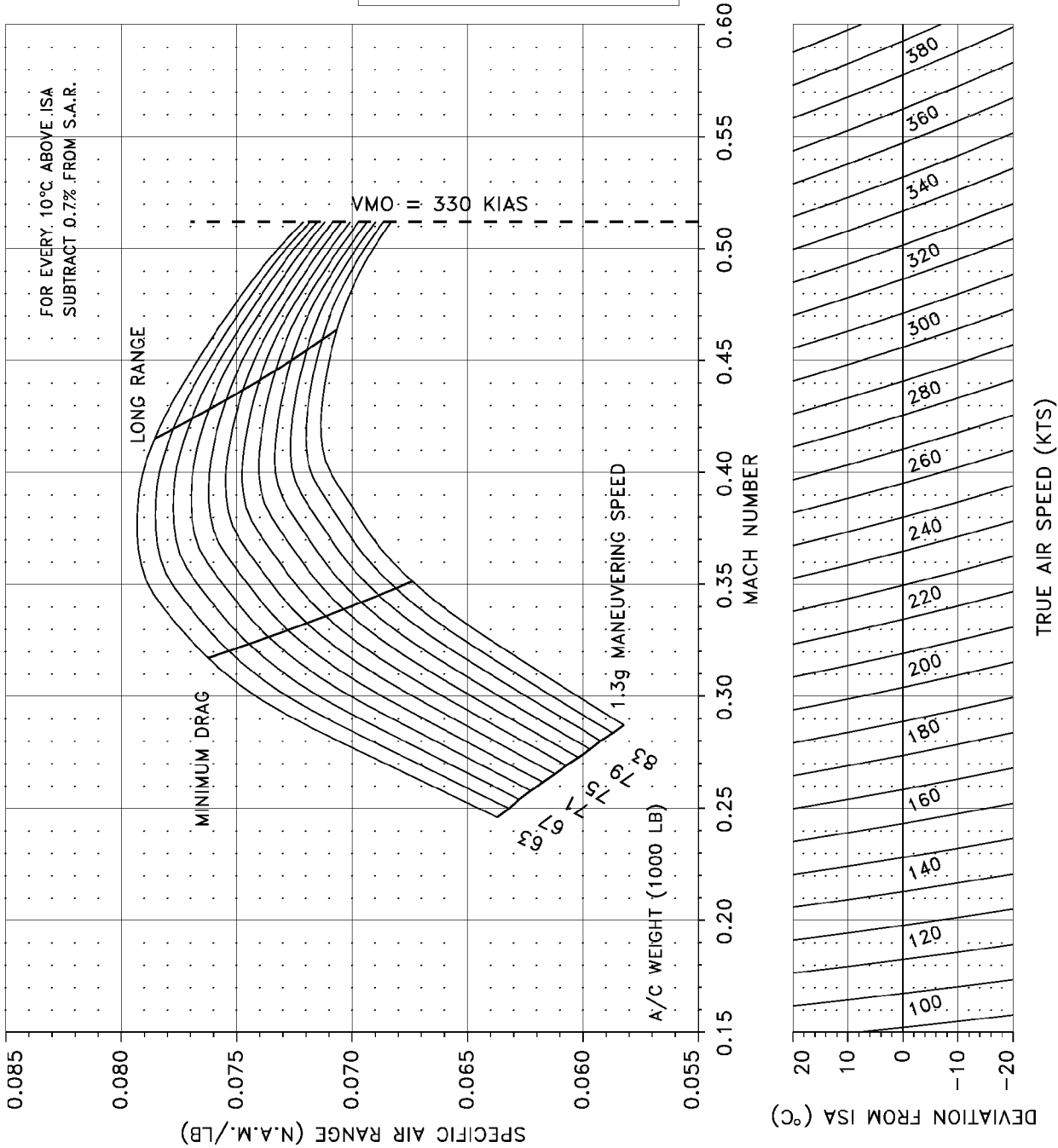
Sep 09/02

2. INTRODUCTION

The all-engine cruise information is presented in graphical form for FL015, 050, 100, 150, 200 and FL250 through FL410 pressure altitudes, in increments of 2000 ft. The performance is calculated for the speed range from the 1.3 'g' maneuvering speed and/or the minimum drag speed (V_{MD}) up to the speed for maximum cruise thrust without exceeding the V_{MO}/M_{MO} speed limit.

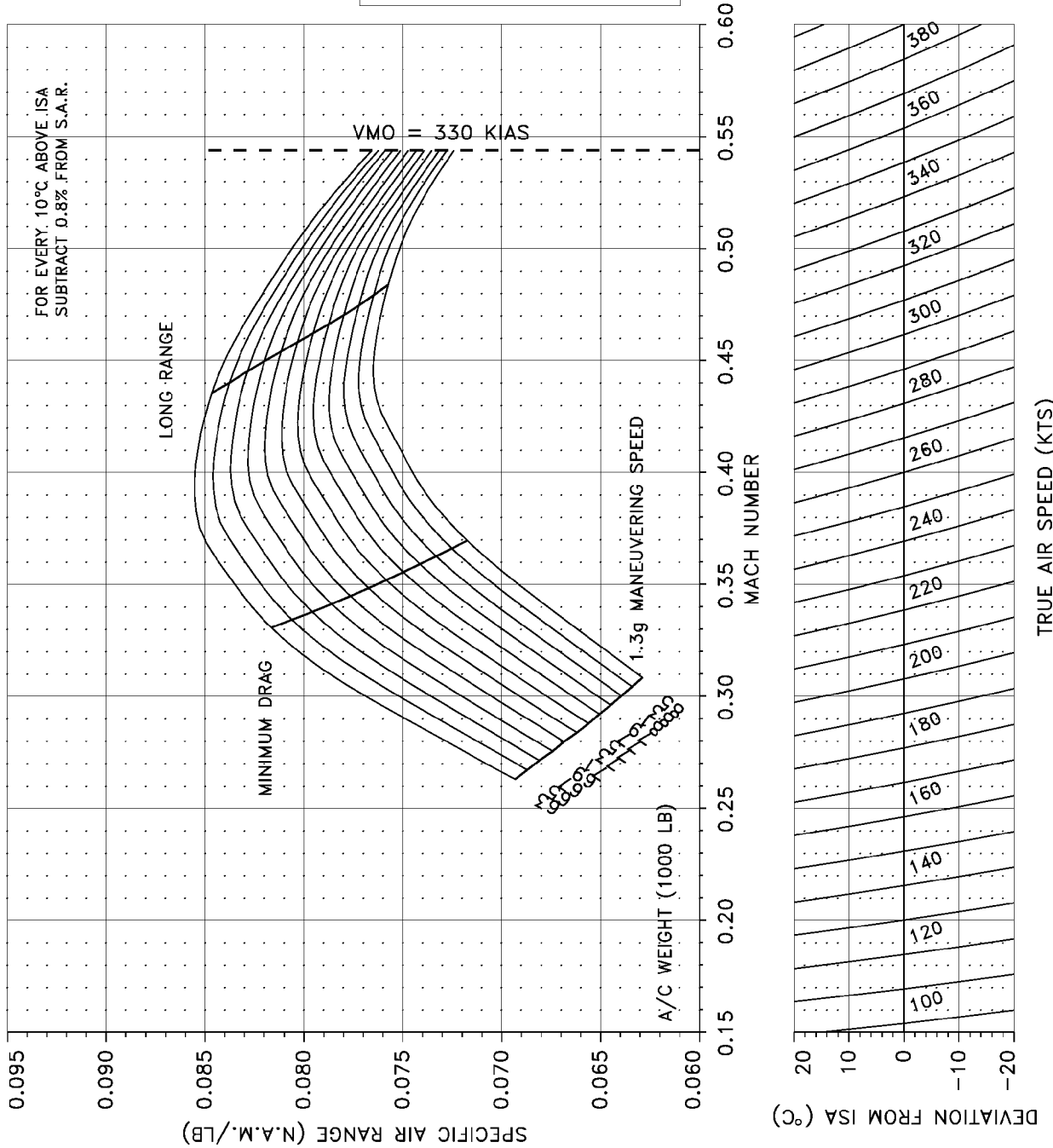
The graphs are calculated for ISA with normal air-conditioning on and anti-ice off. A correction factor for other temperatures is given on each graph.

FL 015
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



Specific Air Range - FL 015
Figure 04-07-1

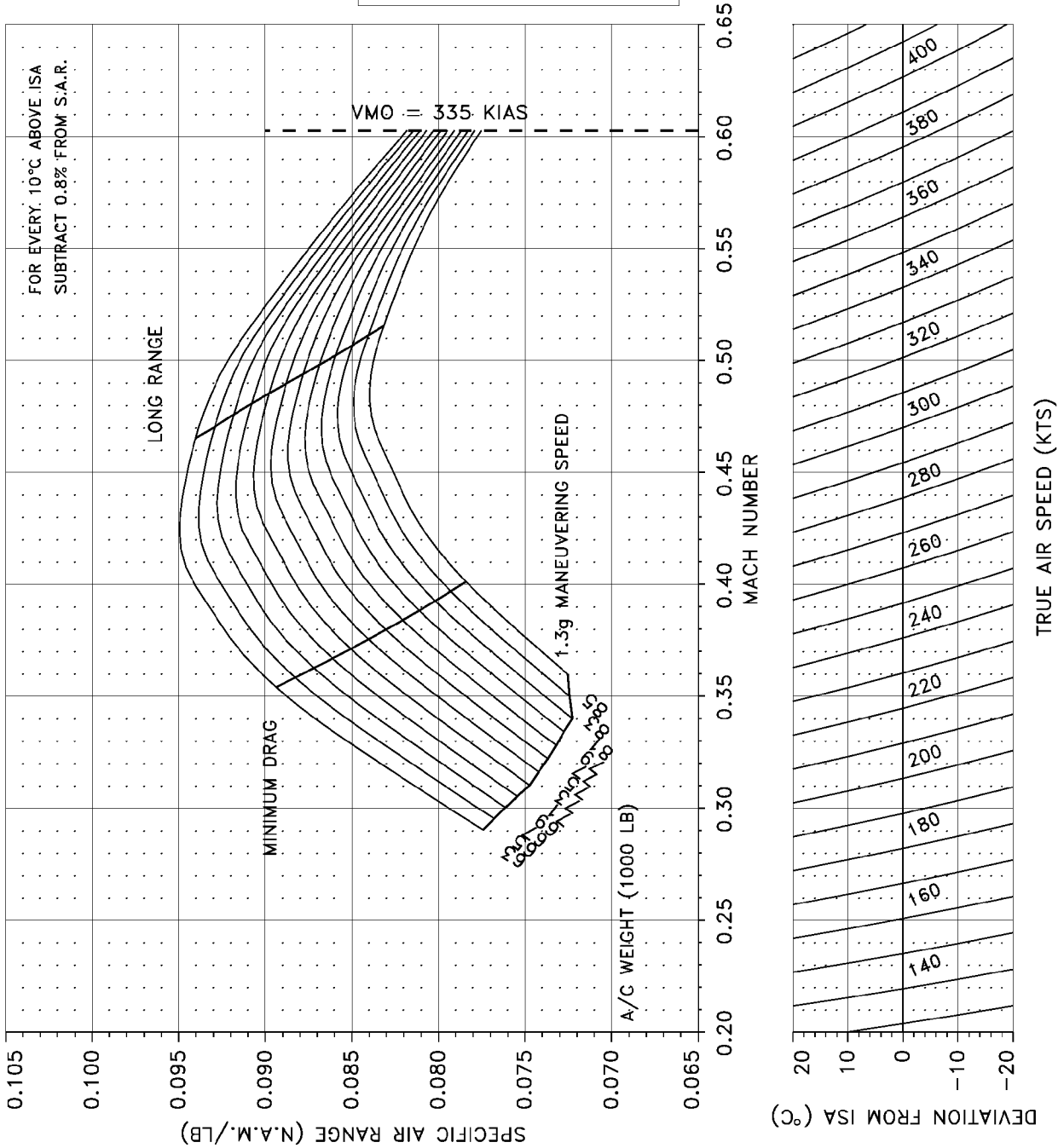
FL 050
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



Specific Air Range - FL 050
Figure 04-07-2

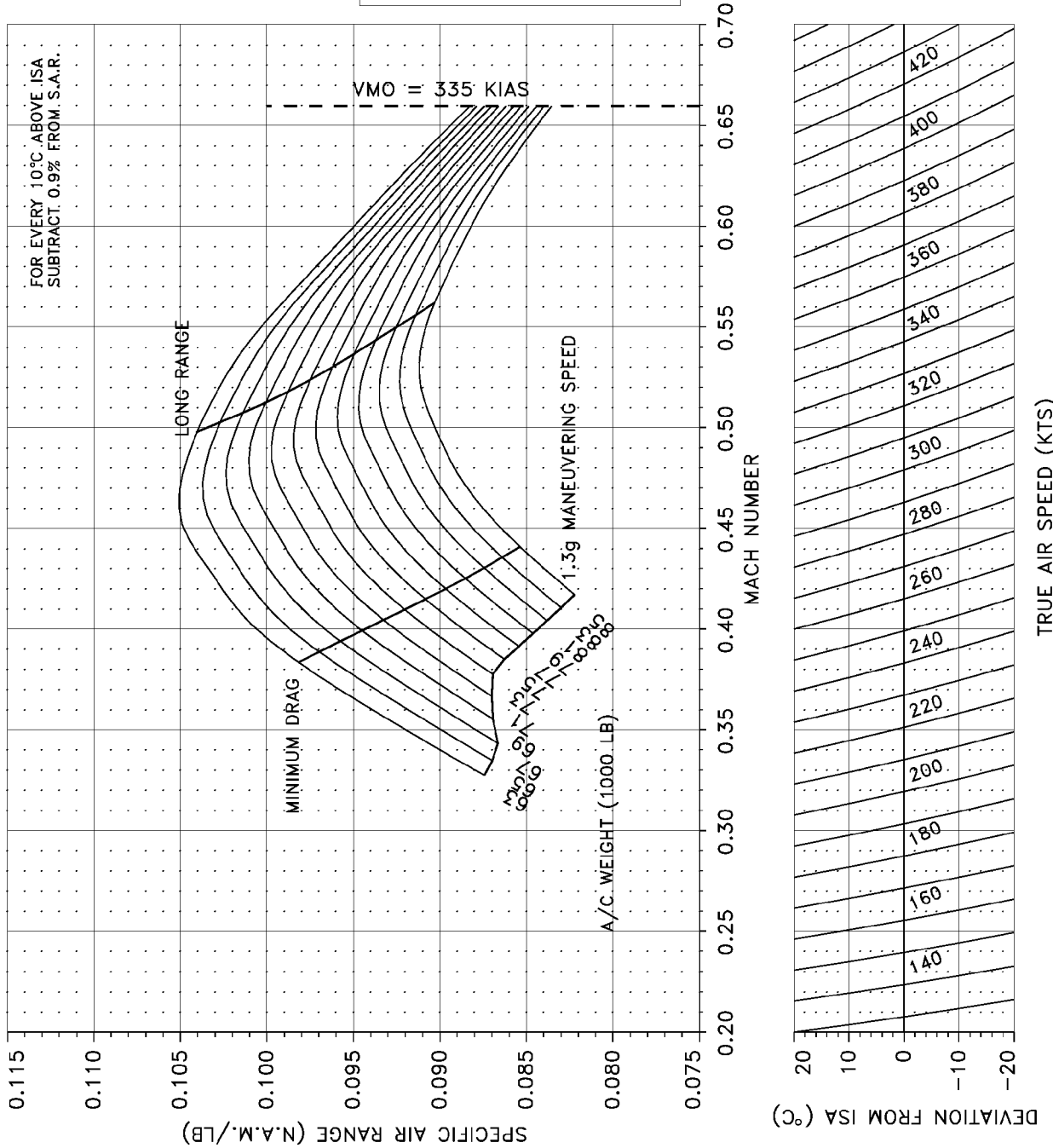
CRJ900_IF_SAR0501.PS - 12/09/2002

FL 100
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



Specific Air Range - FL 100
Figure 04-07-3

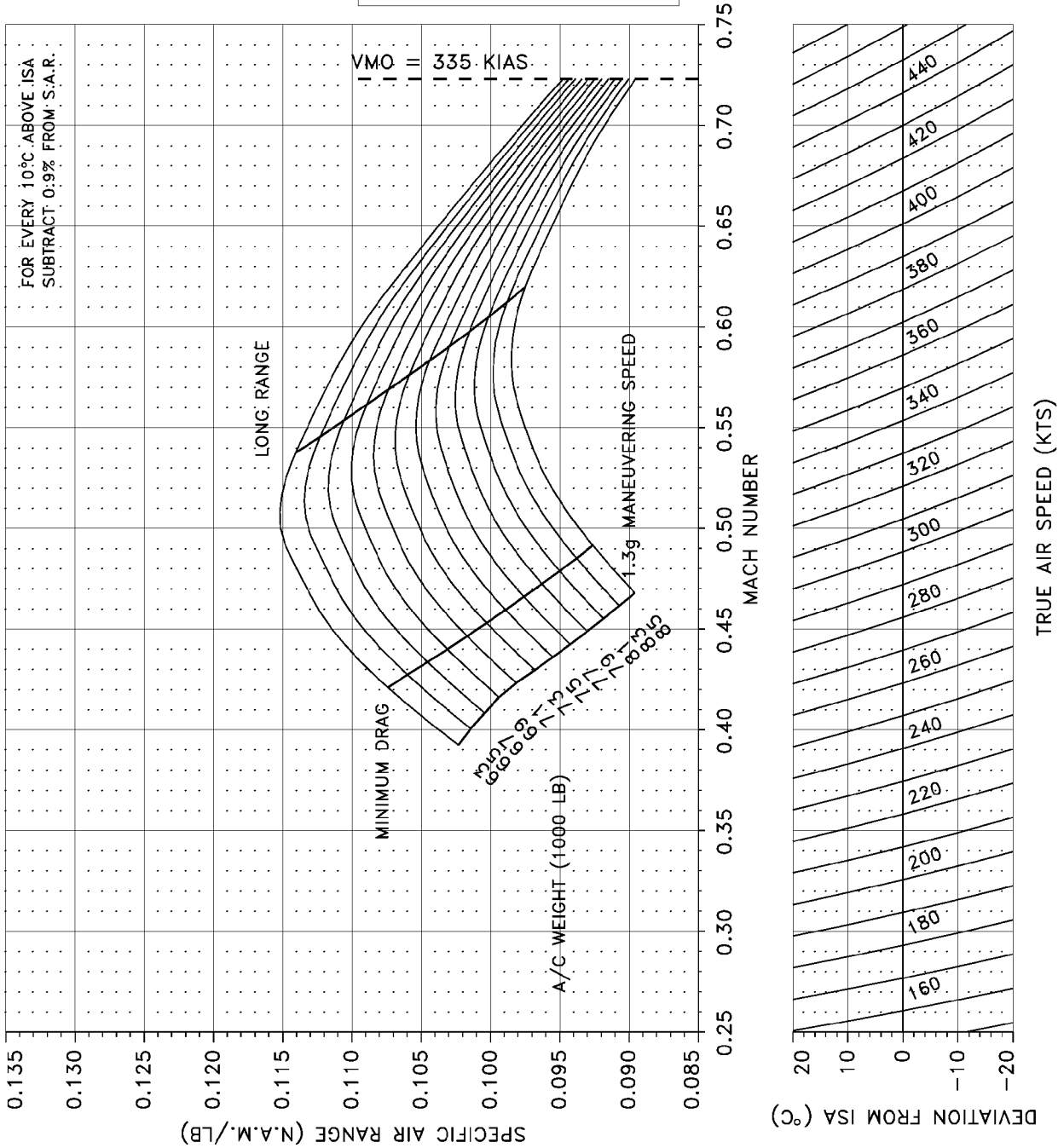
FL 150
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



CRJ900_IF_SAR1501.PS - 12/09/2002

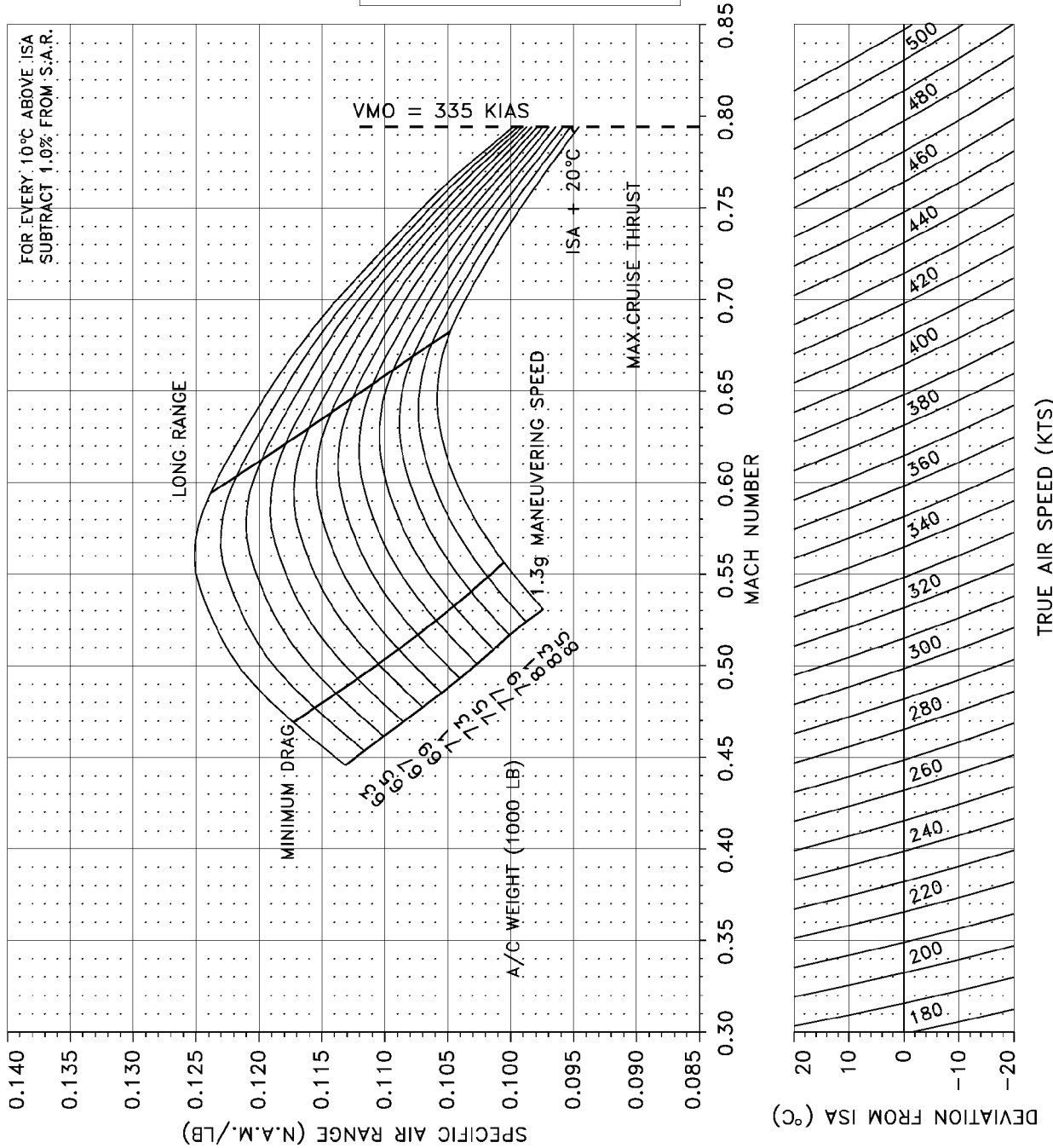
Specific Air Range - FL 150
Figure 04-07-4

FL 200
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



Specific Air Range - FL 200
Figure 04-07-5

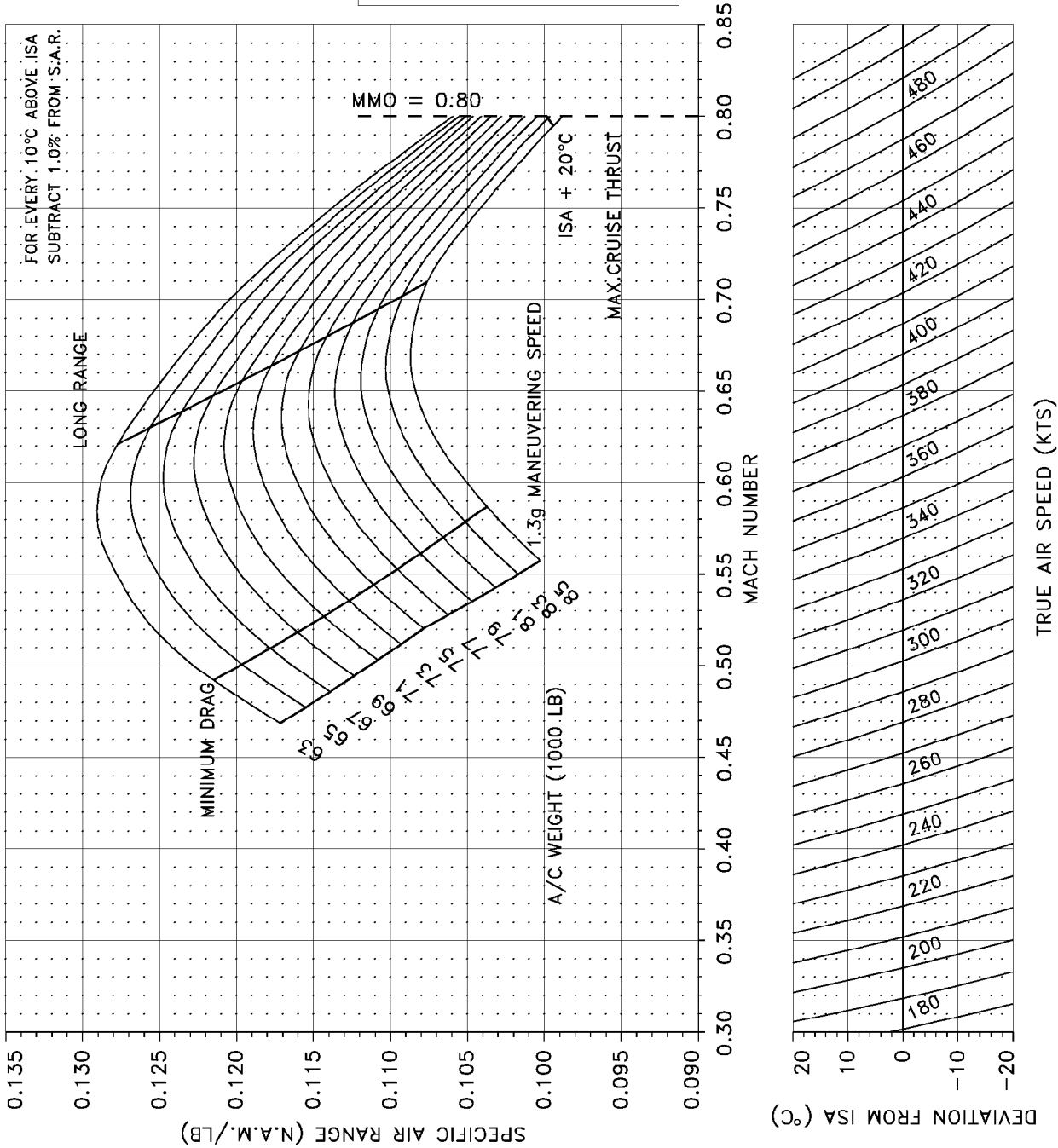
FL 250
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



Specific Air Range - FL 250
Figure 04-07-6

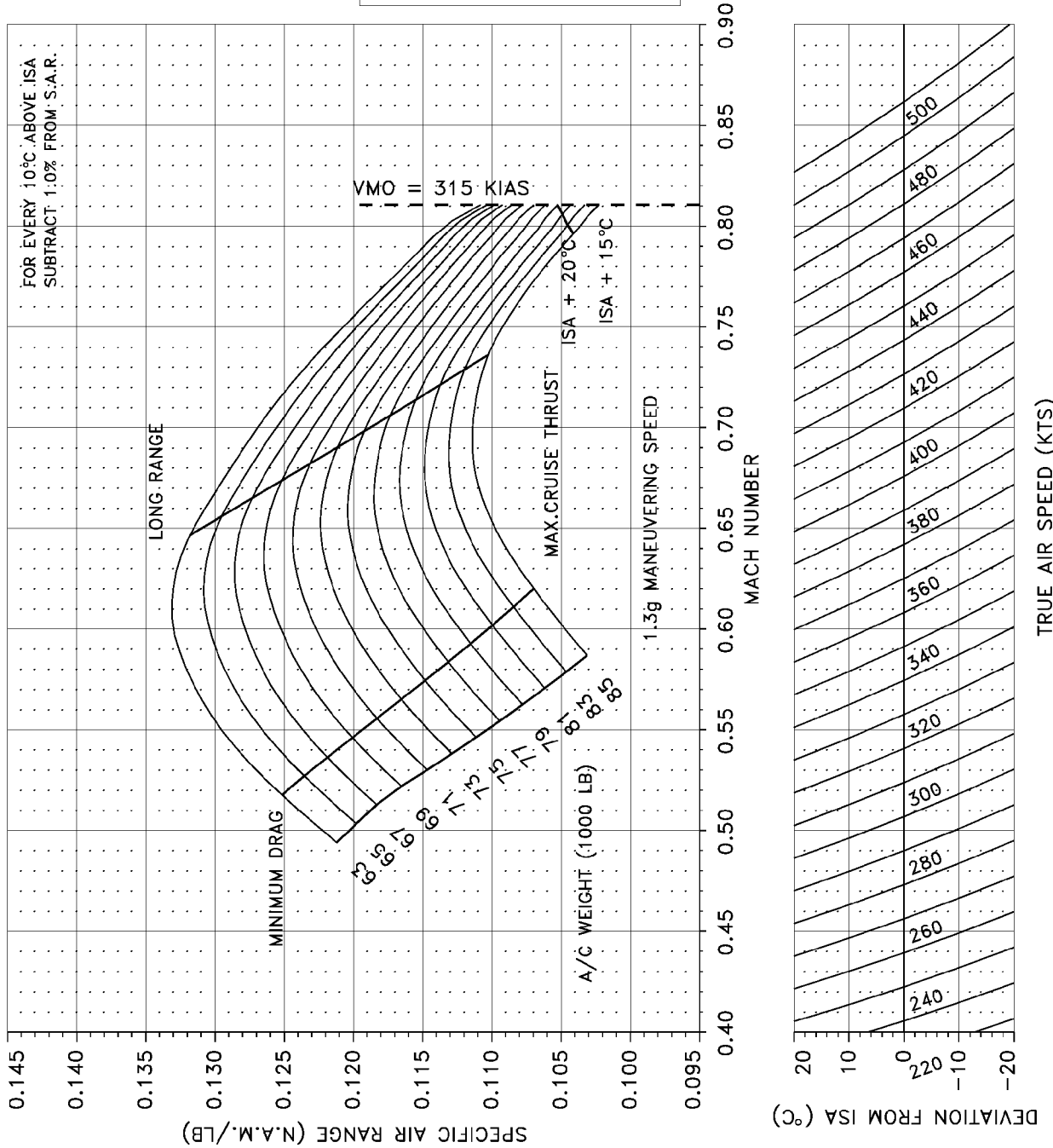
CRJ900_IF_SAR2501.PS - 12/09/2002

FL 270
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



Specific Air Range - FL 270
Figure 04-07-7

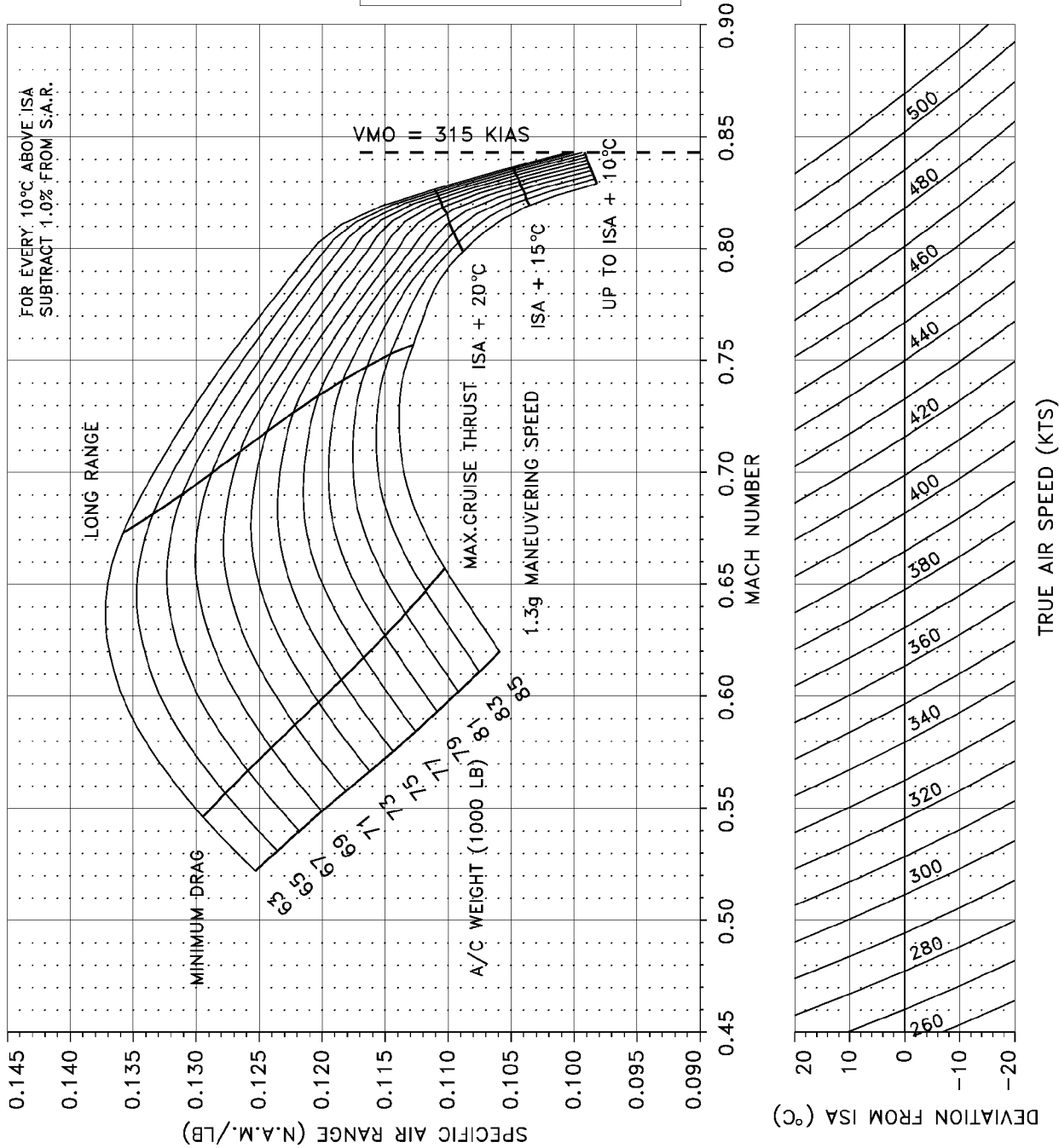
FL 290
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



Specific Air Range - FL 290
Figure 04-07-8

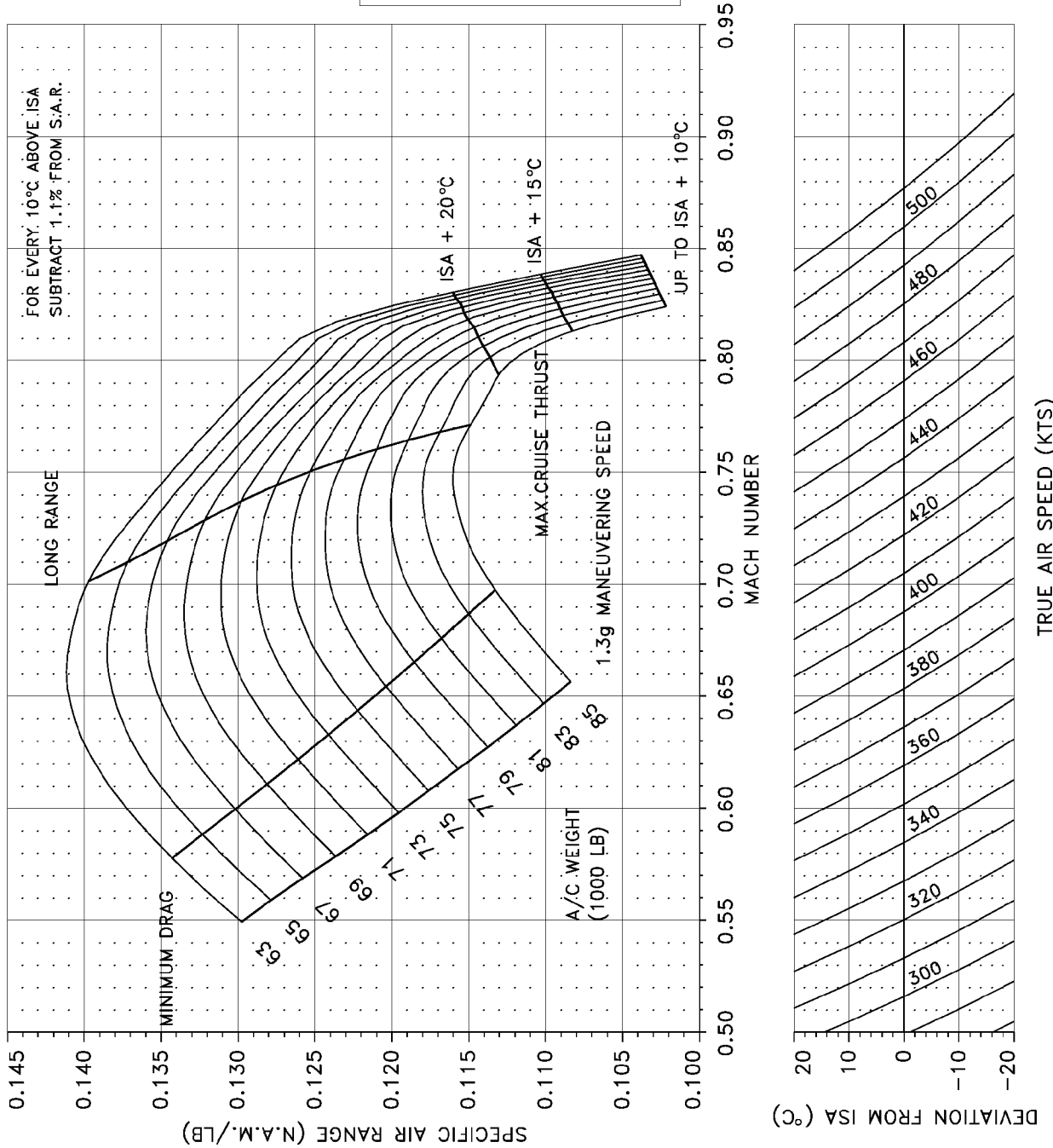
CRJ900_IF_SAR2901.PS - 12/09/2002

FL 310
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



Specific Air Range - FL 310
Figure 04-07-9

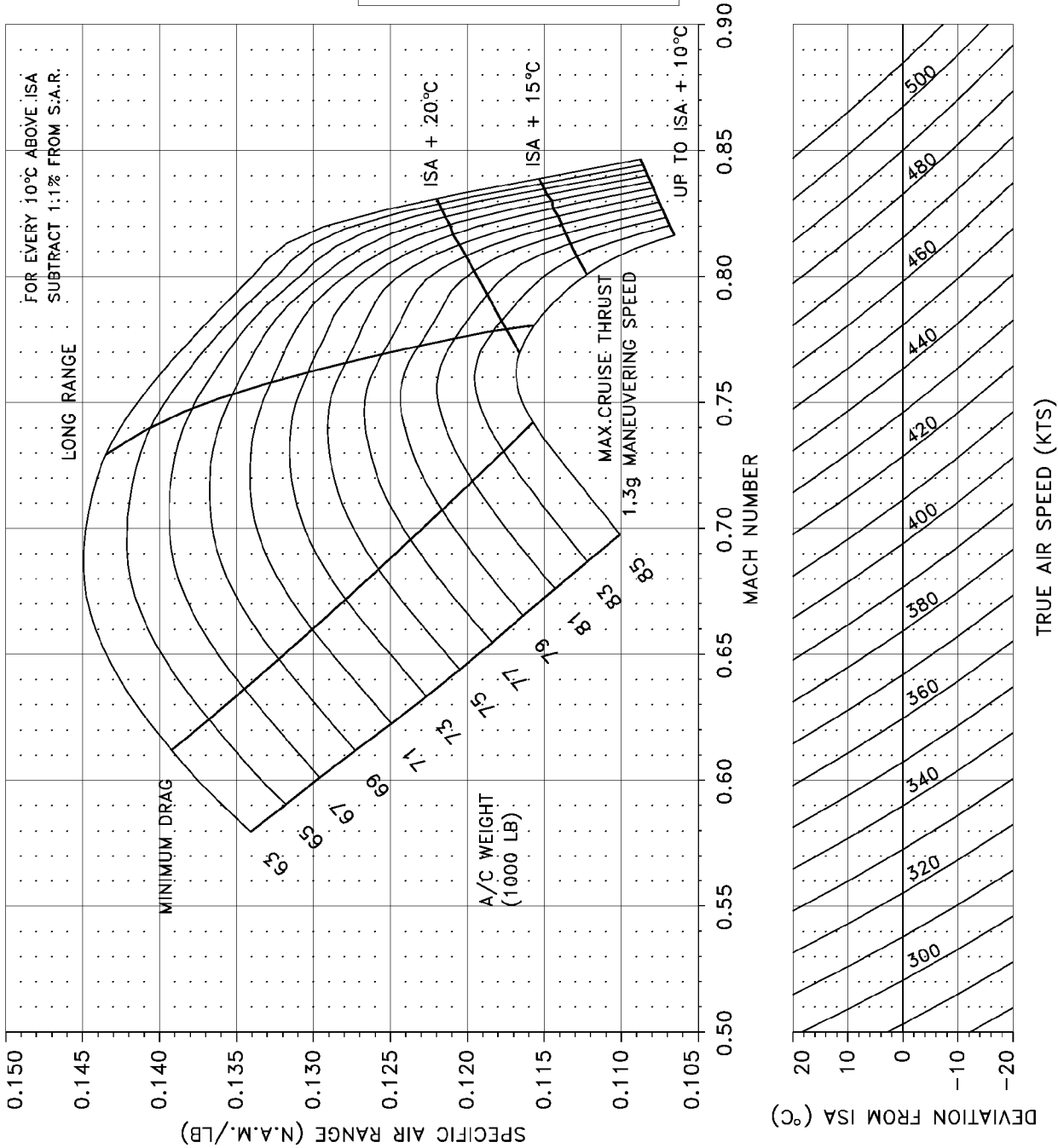
FL 330
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



CRJ900_IF_SAR3301.PS - 12/09/2002

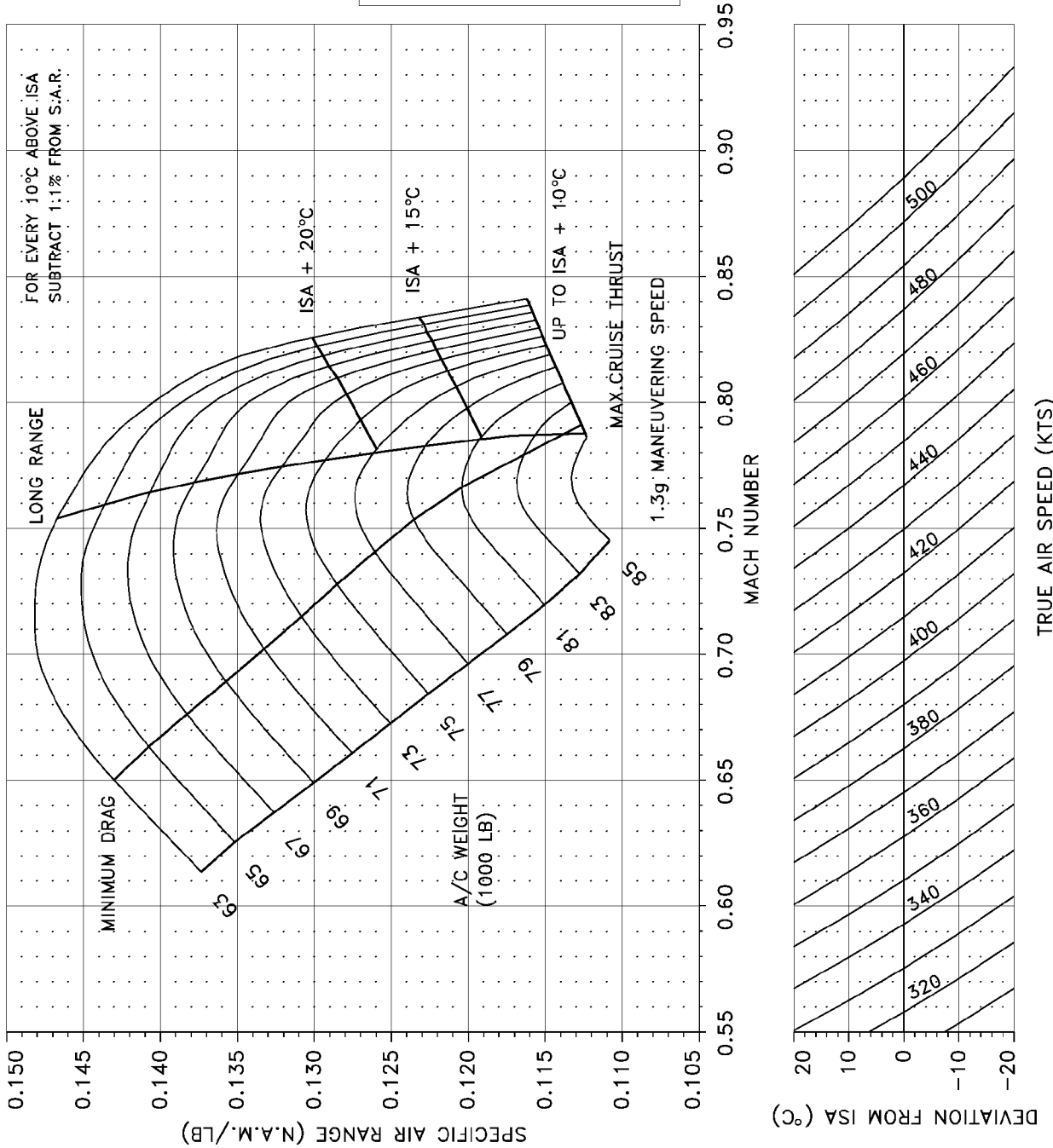
Specific Air Range - FL 330
Figure 04-07-10

FL 350
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



Specific Air Range - FL 350
Figure 04-07-11

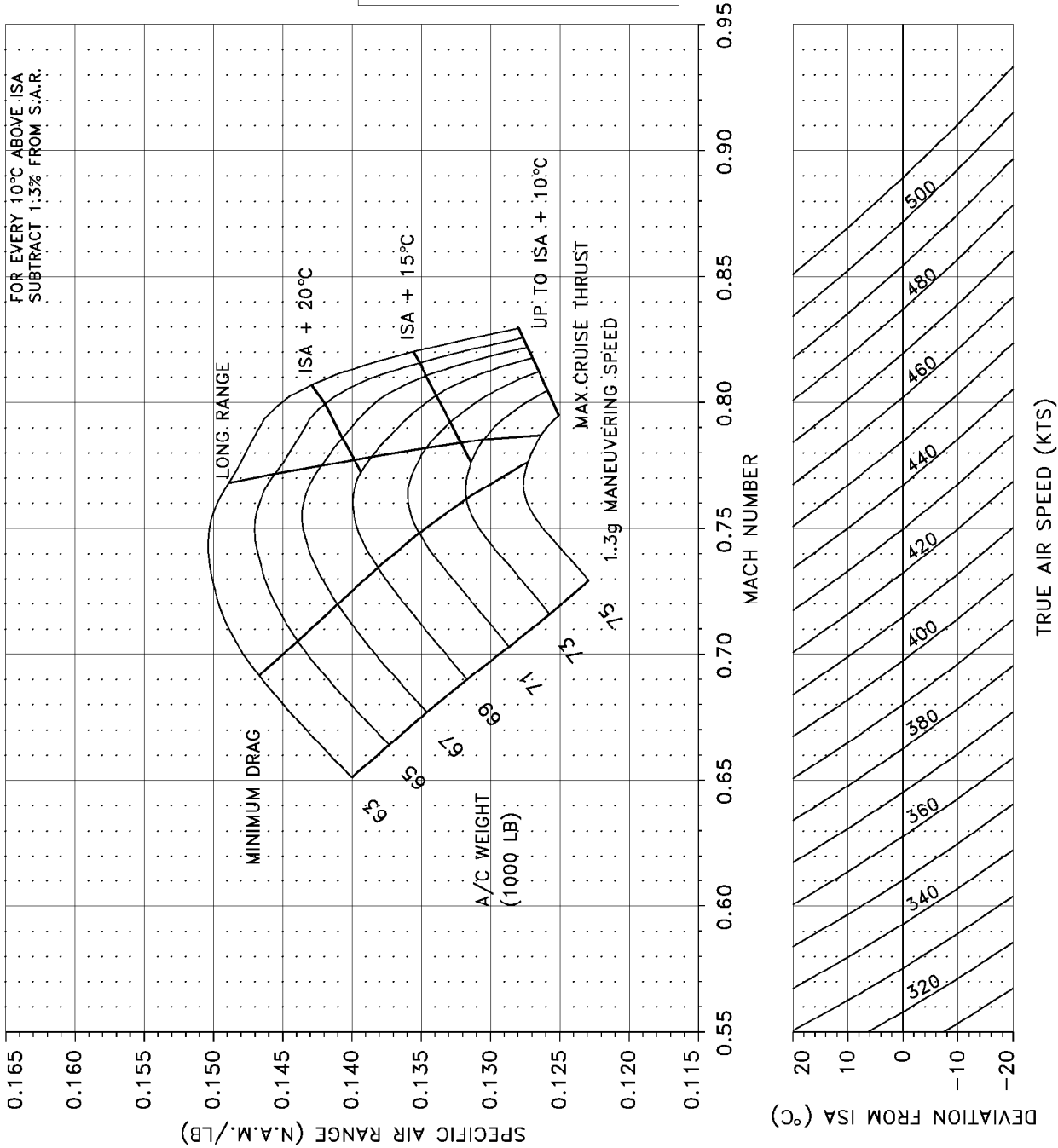
FL 370
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



CRJ900_IF_SAR3701.PS - 27/09/2002

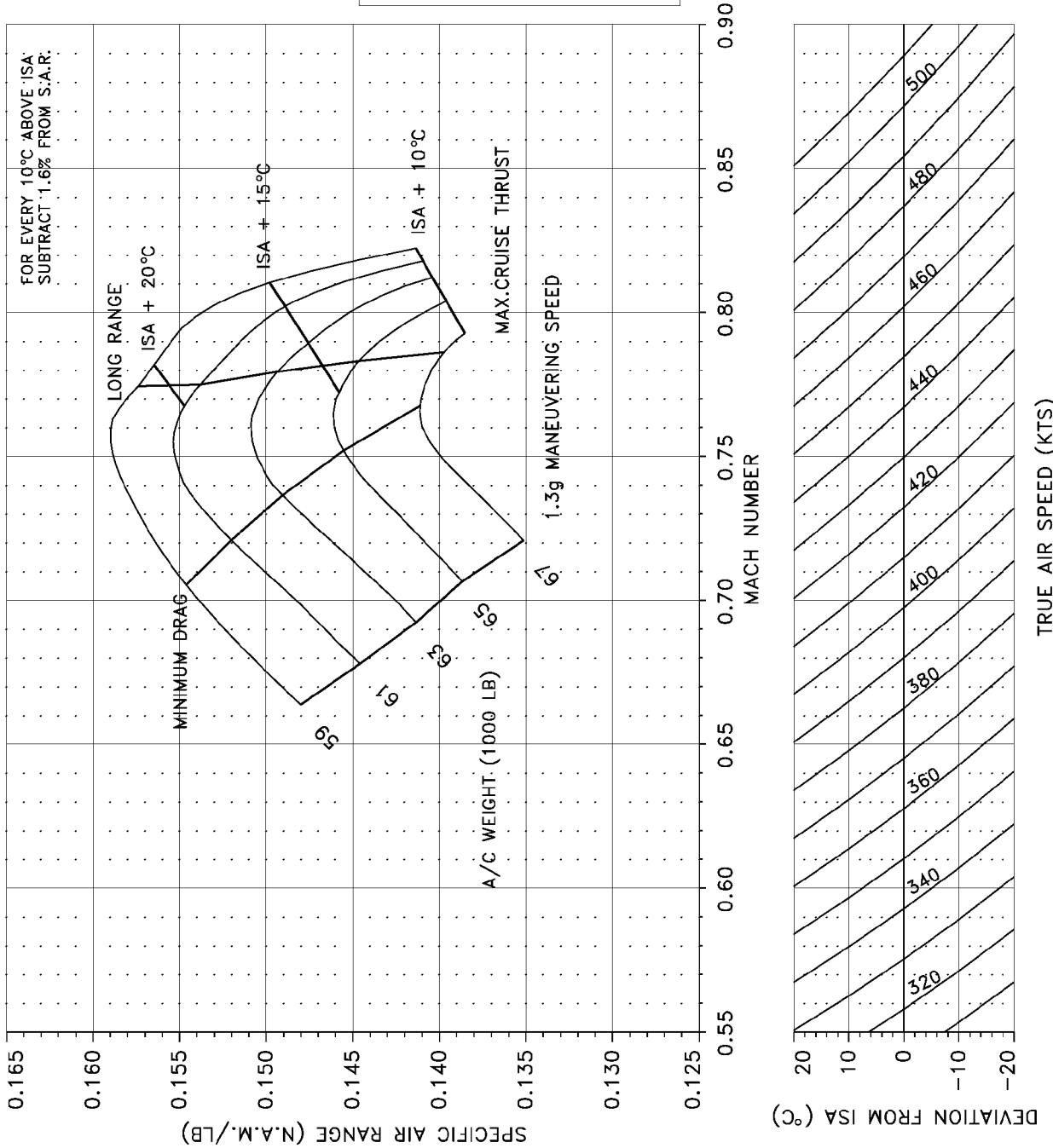
Specific Air Range - FL 370
Figure 04-07-12

FL 390
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



Specific Air Range - FL 390
Figure 04-07-13

FL 410
25% C.G.
NORMAL ACU's
A/I OFF
ALL ENGINES OPERATING



CRJ900_IF_SAR4101.PS - 30/09/2002

Specific Air Range - FL 410
Figure 04-07-14



**IN-FLIGHT PERFORMANCE
Specific Air Range**

04-07-16

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IN-FLIGHT PERFORMANCE Cruise Control

04-08-1

Sep 09/02

1. INTRODUCTION

The cruise control tables are provided for 250, 275 and 300 KIAS, 0.70M, 0.74M, 0.77M, 0.80M, 0.81M, 0.82M and LRC cruise speeds with both engines operating and normal air-conditioning on and anti-ice off. Data are shown for pressure altitudes starting at 10,000 ft, at constant KIAS and LRC and for pressure altitudes starting at 23,000 ft at constant Mach speeds for -10, 0, 5, 10, 15 and 20°C temperature deviations from ISA.

The primary purpose of the cruise control data is to establish a target thrust setting for the selected speed schedule at a given temperature, altitude and weight combination. The following information is provided:

- N_1 : Percent fan rotor speed
- Fuel flow : In lb/hr per engine
- SAR : Specific air range in NAM/lb
- Airspeed : Mach
- KIAS : Indicated airspeed in knots
- KTAS : True airspeed in knots

A separate table provides fuel flow correction factors for all-engine operation with cowl anti-ice on and with total anti-ice on (cowl and wing) up to 33,000 ft.



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-2

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	84.2	0.806	84.8	0.806	85.5	0.806	86.4	0.806	87.3	0.806	88.4	0.806
	1558	250	1595	250	1636	250	1681	250	1731	250	1783	250
	0.1448	451	0.1415	451	0.1379	451	0.1342	451	0.1304	451	0.1266	451
370	81.1	0.773	81.4	0.773	81.8	0.773	82.3	0.773	82.8	0.773	83.3	0.773
	1478	250	1503	250	1531	250	1560	250	1590	250	1619	250
	0.1464	433	0.1440	433	0.1414	433	0.1388	433	0.1362	433	0.1337	433
350	79.2	0.741	79.5	0.741	79.9	0.741	80.3	0.741	80.6	0.741	81.0	0.741
	1449	250	1469	250	1492	250	1517	250	1543	250	1571	250
	0.1439	417	0.1420	417	0.1398	417	0.1375	417	0.1352	417	0.1328	417
330	77.9	0.711	78.2	0.711	78.5	0.711	78.8	0.711	79.2	0.711	79.6	0.711
	1439	250	1458	250	1480	250	1503	250	1527	250	1553	250
	0.1403	404	0.1385	404	0.1365	404	0.1344	404	0.1322	404	0.1301	404
310	76.4	0.682	76.7	0.682	77.1	0.682	77.4	0.682	77.8	0.682	78.1	0.682
	1433	250	1452	250	1472	250	1493	250	1517	250	1541	250
	0.1364	391	0.1347	391	0.1329	391	0.1309	391	0.1289	391	0.1269	391
290	75.0	0.655	75.3	0.655	75.6	0.655	76.0	0.655	76.3	0.655	76.7	0.655
	1430	250	1447	250	1466	250	1487	250	1510	250	1533	250
	0.1325	378	0.1309	378	0.1292	378	0.1274	378	0.1255	378	0.1235	378
280	74.3	0.641	74.6	0.641	74.9	0.641	75.2	0.641	75.6	0.641	76.0	0.641
	1430	250	1447	250	1465	250	1486	250	1508	250	1531	250
	0.1304	372	0.1288	372	0.1272	372	0.1255	372	0.1236	372	0.1217	372
270	73.6	0.628	73.9	0.628	74.2	0.628	74.5	0.628	74.9	0.628	75.2	0.628
	1430	250	1446	250	1465	250	1484	250	1506	250	1529	250
	0.1283	367	0.1268	367	0.1253	367	0.1236	367	0.1218	367	0.1200	367
260	72.9	0.616	73.2	0.616	73.5	0.616	73.8	0.616	74.2	0.616	74.5	0.616
	1430	250	1447	250	1465	250	1484	250	1505	250	1528	250
	0.1263	361	0.1248	361	0.1233	361	0.1217	361	0.1200	361	0.1182	361
250	72.2	0.604	72.5	0.604	72.8	0.604	73.1	0.604	73.4	0.604	73.8	0.604
	1430	250	1447	250	1464	250	1483	250	1504	250	1527	250
	0.1243	355	0.1229	355	0.1214	355	0.1198	355	0.1182	355	0.1165	355
240	71.5	0.592	71.8	0.592	72.1	0.592	72.4	0.592	72.7	0.592	73.0	0.592
	1432	250	1448	250	1465	250	1484	250	1504	250	1526	250
	0.1222	350	0.1209	350	0.1194	350	0.1179	350	0.1163	350	0.1147	350
230	70.8	0.580	71.0	0.580	71.3	0.580	71.6	0.580	71.9	0.580	72.3	0.580
	1433	250	1449	250	1466	250	1484	250	1504	250	1526	250
	0.1202	344	0.1189	344	0.1175	344	0.1161	344	0.1146	344	0.1130	344

CRJ900_IF_CR250I_LW_HFL_M10.PS - 30/08/2002

Cruise Control (250 KIAS), ISA-10 °C (Page 1 of 4)
Figure 04-08-1



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-3

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	83.8 1652 0.1310	0.773 250 433	84.5 1690 0.1281	0.773 250 433	85.2 1734 0.1248	0.773 250 433	86.1 1783 0.1214	0.773 250 433	87.0 1837 0.1178	0.773 250 433	88.1 1894 0.1143	0.773 250 433
350	81.4 1600 0.1304	0.741 250 417	81.8 1630 0.1280	0.741 250 417	82.3 1664 0.1254	0.741 250 417	82.9 1701 0.1227	0.741 250 417	83.5 1741 0.1198	0.741 250 417	84.2 1787 0.1168	0.741 250 417
330	79.9 1580 0.1278	0.711 250 404	80.3 1609 0.1255	0.711 250 404	80.7 1640 0.1232	0.711 250 404	81.2 1673 0.1207	0.711 250 404	81.7 1708 0.1182	0.711 250 404	82.2 1748 0.1156	0.711 250 404
310	78.5 1567 0.1248	0.682 250 391	78.9 1594 0.1227	0.682 250 391	79.3 1623 0.1205	0.682 250 391	79.7 1654 0.1183	0.682 250 391	80.2 1687 0.1159	0.682 250 391	80.6 1721 0.1136	0.682 250 391
290	77.1 1558 0.1216	0.655 250 378	77.5 1585 0.1195	0.655 250 378	77.9 1613 0.1174	0.655 250 378	78.3 1642 0.1153	0.655 250 378	78.7 1673 0.1132	0.655 250 378	79.1 1705 0.1111	0.655 250 378
280	76.3 1556 0.1198	0.641 250 372	76.7 1582 0.1178	0.641 250 372	77.1 1610 0.1158	0.641 250 372	77.5 1638 0.1138	0.641 250 372	78.0 1668 0.1117	0.641 250 372	78.4 1700 0.1097	0.641 250 372
270	75.6 1553 0.1181	0.628 250 367	76.0 1579 0.1162	0.628 250 367	76.4 1606 0.1142	0.628 250 367	76.8 1634 0.1123	0.628 250 367	77.2 1664 0.1103	0.628 250 367	77.7 1694 0.1083	0.628 250 367
260	74.9 1552 0.1164	0.616 250 361	75.3 1578 0.1145	0.616 250 361	75.7 1605 0.1126	0.616 250 361	76.1 1632 0.1107	0.616 250 361	76.5 1661 0.1088	0.616 250 361	76.9 1691 0.1068	0.616 250 361
250	74.2 1550 0.1147	0.604 250 355	74.6 1575 0.1129	0.604 250 355	74.9 1602 0.1110	0.604 250 355	75.3 1630 0.1091	0.604 250 355	75.8 1658 0.1073	0.604 250 355	76.2 1687 0.1054	0.604 250 355
240	73.4 1550 0.1130	0.592 250 350	73.8 1574 0.1112	0.592 250 350	74.2 1601 0.1093	0.592 250 350	74.6 1628 0.1075	0.592 250 350	75.0 1656 0.1057	0.592 250 350	75.4 1685 0.1039	0.592 250 350
230	72.7 1548 0.1113	0.580 250 344	73.0 1573 0.1096	0.580 250 344	73.4 1599 0.1077	0.580 250 344	73.8 1626 0.1060	0.580 250 344	74.3 1653 0.1042	0.580 250 344	74.7 1682 0.1025	0.580 250 344

CRJ900_IF_CR250I_HW_HFL_M10.PS - 30/08/2002

Cruise Control (250 KIAS), ISA-10 °C (Page 2 of 4)
Figure 04-08-1



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-4

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	70.0	0.569	70.3	0.569	70.6	0.569	70.9	0.569	71.2	0.569	71.5	0.569
	1435	250	1451	250	1467	250	1485	250	1505	250	1525	250
	0.1183	339	0.1170	339	0.1156	339	0.1143	339	0.1128	339	0.1112	339
210	69.3	0.558	69.6	0.558	69.9	0.558	70.2	0.558	70.5	0.558	70.8	0.558
	1436	250	1452	250	1469	250	1486	250	1505	250	1526	250
	0.1163	334	0.1150	334	0.1137	334	0.1124	334	0.1110	334	0.1095	334
200	68.6	0.547	68.9	0.547	69.1	0.547	69.4	0.547	69.7	0.547	70.1	0.547
	1438	250	1454	250	1470	250	1487	250	1506	250	1526	250
	0.1144	329	0.1132	329	0.1119	329	0.1106	329	0.1092	329	0.1078	329
190	67.9	0.536	68.1	0.536	68.4	0.536	68.7	0.536	69.0	0.536	69.3	0.536
	1441	250	1456	250	1473	250	1490	250	1508	250	1528	250
	0.1125	324	0.1112	324	0.1100	324	0.1087	324	0.1074	324	0.1060	324
180	67.1	0.526	67.4	0.526	67.7	0.526	68.0	0.526	68.3	0.526	68.6	0.526
	1443	250	1459	250	1475	250	1492	250	1510	250	1530	250
	0.1106	319	0.1094	319	0.1082	319	0.1069	319	0.1057	319	0.1043	319
170	66.4	0.516	66.7	0.516	67.0	0.516	67.2	0.516	67.5	0.516	67.9	0.516
	1446	250	1462	250	1478	250	1495	250	1512	250	1532	250
	0.1087	314	0.1075	314	0.1063	314	0.1051	314	0.1039	314	0.1026	314
160	65.7	0.506	66.0	0.506	66.2	0.506	66.5	0.506	66.8	0.506	67.1	0.506
	1449	250	1465	250	1481	250	1497	250	1515	250	1534	250
	0.1068	309	0.1057	309	0.1045	309	0.1034	309	0.1022	309	0.1009	309
150	65.0	0.497	65.2	0.497	65.5	0.497	65.8	0.497	66.1	0.497	66.4	0.497
	1453	250	1469	250	1484	250	1501	250	1518	250	1537	250
	0.1049	305	0.1038	305	0.1027	305	0.1016	305	0.1005	305	0.0992	305
140	64.3	0.487	64.5	0.487	64.8	0.487	65.1	0.487	65.4	0.487	65.7	0.487
	1459	250	1475	250	1491	250	1507	250	1524	250	1542	250
	0.1029	300	0.1018	300	0.1008	300	0.0997	300	0.0986	300	0.0974	300
130	63.6	0.478	63.9	0.478	64.1	0.478	64.4	0.478	64.7	0.478	65.0	0.478
	1466	250	1481	250	1497	250	1513	250	1529	250	1547	250
	0.1010	296	0.0999	296	0.0989	296	0.0978	296	0.0968	296	0.0957	296
120	62.9	0.469	63.2	0.469	63.4	0.469	63.7	0.469	64.0	0.469	64.3	0.469
	1473	250	1488	250	1503	250	1519	250	1536	250	1553	250
	0.0990	291	0.0980	291	0.0970	291	0.0960	291	0.0949	291	0.0939	291
110	62.2	0.461	62.5	0.461	62.8	0.461	63.0	0.461	63.3	0.461	63.6	0.461
	1480	250	1496	250	1511	250	1527	250	1543	250	1560	250
	0.0971	287	0.0961	287	0.0951	287	0.0941	287	0.0931	287	0.0921	287
100	61.5	0.452	61.8	0.452	62.1	0.452	62.3	0.452	62.6	0.452	62.9	0.452
	1488	250	1503	250	1519	250	1534	250	1550	250	1567	250
	0.0952	283	0.0942	283	0.0932	283	0.0923	283	0.0913	283	0.0903	283

CRJ900_IF_CR250I_LW_LFL_M10.PS - 30/08/2002

Cruise Control (250 KIAS), ISA-10 °C (Page 3 of 4)
Figure 04-08-1



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-5

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	71.9	0.569	72.3	0.569	72.7	0.569	73.1	0.569	73.5	0.569	73.9	0.569
	1548	250	1572	250	1598	250	1624	250	1652	250	1680	250
	0.1096	339	0.1079	339	0.1062	339	0.1044	339	0.1027	339	0.1010	339
210	71.2	0.558	71.5	0.558	71.9	0.558	72.3	0.558	72.7	0.558	73.2	0.558
	1548	250	1572	250	1597	250	1623	250	1650	250	1678	250
	0.1079	334	0.1063	334	0.1046	334	0.1029	334	0.1012	334	0.0996	334
200	70.4	0.547	70.8	0.547	71.2	0.547	71.6	0.547	72.0	0.547	72.4	0.547
	1548	250	1571	250	1596	250	1622	250	1649	250	1676	250
	0.1063	329	0.1047	329	0.1031	329	0.1014	329	0.0998	329	0.0981	329
190	69.7	0.536	70.0	0.536	70.4	0.536	70.8	0.536	71.2	0.536	71.6	0.536
	1550	250	1573	250	1598	250	1624	250	1650	250	1677	250
	0.1045	324	0.1030	324	0.1014	324	0.0998	324	0.0982	324	0.0966	324
180	68.9	0.526	69.3	0.526	69.7	0.526	70.1	0.526	70.5	0.526	70.9	0.526
	1551	250	1574	250	1598	250	1624	250	1650	250	1676	250
	0.1029	319	0.1014	319	0.0998	319	0.0982	319	0.0967	319	0.0952	319
170	68.2	0.516	68.6	0.516	68.9	0.516	69.3	0.516	69.7	0.516	70.1	0.516
	1553	250	1575	250	1599	250	1625	250	1651	250	1677	250
	0.1012	314	0.0998	314	0.0983	314	0.0967	314	0.0952	314	0.0937	314
160	67.5	0.506	67.8	0.506	68.2	0.506	68.6	0.506	69.0	0.506	69.4	0.506
	1555	250	1577	250	1601	250	1627	250	1653	250	1678	250
	0.0996	309	0.0981	309	0.0967	309	0.0952	309	0.0937	309	0.0922	309
150	66.7	0.497	67.1	0.497	67.4	0.497	67.8	0.497	68.2	0.497	68.6	0.497
	1557	250	1579	250	1603	250	1628	250	1654	250	1679	250
	0.0979	305	0.0966	305	0.0951	305	0.0937	305	0.0922	305	0.0908	305
140	66.0	0.487	66.3	0.487	66.7	0.487	67.1	0.487	67.5	0.487	67.9	0.487
	1562	250	1583	250	1607	250	1632	250	1657	250	1682	250
	0.0962	300	0.0949	300	0.0935	300	0.0921	300	0.0907	300	0.0893	300
130	65.3	0.478	65.6	0.478	66.0	0.478	66.4	0.478	66.8	0.478	67.1	0.478
	1567	250	1588	250	1611	250	1635	250	1660	250	1685	250
	0.0945	296	0.0932	296	0.0919	296	0.0905	296	0.0892	296	0.0878	296
120	64.6	0.469	64.9	0.469	65.3	0.469	65.7	0.469	66.0	0.469	66.4	0.469
	1572	250	1593	250	1615	250	1640	250	1664	250	1689	250
	0.0927	291	0.0915	291	0.0903	291	0.0889	291	0.0876	291	0.0863	291
110	63.9	0.461	64.2	0.461	64.6	0.461	65.0	0.461	65.3	0.461	65.7	0.461
	1579	250	1599	250	1622	250	1645	250	1670	250	1694	250
	0.0910	287	0.0899	287	0.0886	287	0.0873	287	0.0861	287	0.0848	287
100	63.2	0.452	63.5	0.452	63.9	0.452	64.2	0.452	64.6	0.452	65.0	0.452
	1586	250	1605	250	1627	250	1651	250	1675	250	1699	250
	0.0893	283	0.0882	283	0.0870	283	0.0858	283	0.0845	283	0.0833	283

CRJ900_IF_CR250I_HW_LFL_M10.PS - 30/08/2002

Cruise Control (250 KIAS), ISA-10 °C (Page 4 of 4)
Figure 04-08-1



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-6

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	86.2	0.806	86.8	0.806	87.6	0.806	88.4	0.806	89.4	0.806		
	1613	250	1650	250	1692	250	1739	250	1789	250		
	0.1433	462	0.1401	462	0.1365	462	0.1329	462	0.1291	462		
370	83.1	0.773	83.4	0.773	83.8	0.773	84.3	0.773	84.8	0.773	85.3	0.773
	1530	250	1556	250	1584	250	1614	250	1645	250	1675	250
	0.1448	443	0.1425	443	0.1400	443	0.1373	443	0.1348	443	0.1323	443
350	81.2	0.741	81.5	0.741	81.8	0.741	82.2	0.741	82.6	0.741	83.0	0.741
	1499	250	1520	250	1543	250	1569	250	1597	250	1625	250
	0.1424	427	0.1405	427	0.1384	427	0.1361	427	0.1338	427	0.1314	427
330	79.7	0.711	80.0	0.711	80.4	0.711	80.7	0.711	81.1	0.711	81.5	0.711
	1488	250	1507	250	1530	250	1553	250	1579	250	1605	250
	0.1389	413	0.1371	413	0.1351	413	0.1330	413	0.1309	413	0.1288	413
310	78.3	0.682	78.6	0.682	78.9	0.682	79.3	0.682	79.6	0.682	80.0	0.682
	1481	250	1500	250	1520	250	1543	250	1567	250	1592	250
	0.1351	400	0.1334	400	0.1316	400	0.1297	400	0.1276	400	0.1256	400
290	76.8	0.655	77.1	0.655	77.4	0.655	77.7	0.655	78.1	0.655	78.5	0.655
	1476	250	1494	250	1514	250	1535	250	1558	250	1582	250
	0.1312	387	0.1296	387	0.1279	387	0.1261	387	0.1243	387	0.1224	387
280	76.1	0.641	76.3	0.641	76.7	0.641	77.0	0.641	77.3	0.641	77.7	0.641
	1475	250	1493	250	1512	250	1533	250	1556	250	1580	250
	0.1291	381	0.1276	381	0.1260	381	0.1243	381	0.1225	381	0.1206	381
270	75.3	0.628	75.6	0.628	75.9	0.628	76.2	0.628	76.6	0.628	76.9	0.628
	1475	250	1492	250	1511	250	1531	250	1553	250	1577	250
	0.1272	375	0.1257	375	0.1241	375	0.1225	375	0.1207	375	0.1189	375
260	74.6	0.616	74.9	0.616	75.2	0.616	75.5	0.616	75.8	0.616	76.2	0.616
	1475	250	1492	250	1510	250	1530	250	1552	250	1575	250
	0.1251	369	0.1237	369	0.1222	369	0.1206	369	0.1189	369	0.1172	369
250	73.8	0.604	74.1	0.604	74.4	0.604	74.7	0.604	75.1	0.604	75.4	0.604
	1475	250	1491	250	1510	250	1529	250	1551	250	1574	250
	0.1232	363	0.1218	363	0.1203	363	0.1188	363	0.1171	363	0.1154	363
240	73.1	0.592	73.4	0.592	73.7	0.592	74.0	0.592	74.3	0.592	74.7	0.592
	1476	250	1493	250	1510	250	1529	250	1550	250	1573	250
	0.1211	357	0.1198	357	0.1184	357	0.1169	357	0.1153	357	0.1137	357
230	72.4	0.580	72.6	0.580	72.9	0.580	73.2	0.580	73.5	0.580	73.9	0.580
	1477	250	1493	250	1511	250	1529	250	1550	250	1571	250
	0.1192	352	0.1179	352	0.1165	352	0.1151	352	0.1136	352	0.1120	352

CRJ900_IF_CR250I_LW_HFL_00.PS - 30/08/2002

Cruise Control (250 KIAS), ISA (Page 1 of 4)
Figure 04-08-2

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-7

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	85.8 1709 0.1297	0.773 250 443	86.5 1747 0.1269	0.773 250 443	87.2 1793 0.1236	0.773 250 443	88.1 1843 0.1202	0.773 250 443	89.1 1899 0.1167	0.773 250 443	90.2 1958 0.1132	0.773 250 443
350	83.4 1654 0.1291	0.741 250 427	83.8 1686 0.1267	0.741 250 427	84.3 1721 0.1241	0.741 250 427	84.8 1758 0.1215	0.741 250 427	85.5 1800 0.1187	0.741 250 427	86.2 1847 0.1157	0.741 250 427
330	81.8 1633 0.1265	0.711 250 413	82.2 1663 0.1243	0.711 250 413	82.7 1694 0.1220	0.711 250 413	83.1 1728 0.1196	0.711 250 413	83.6 1765 0.1171	0.711 250 413	84.1 1805 0.1145	0.711 250 413
310	80.4 1619 0.1236	0.682 250 400	80.8 1647 0.1215	0.682 250 400	81.2 1677 0.1193	0.682 250 400	81.6 1708 0.1171	0.682 250 400	82.0 1742 0.1148	0.682 250 400	82.5 1777 0.1125	0.682 250 400
290	78.8 1608 0.1204	0.655 250 387	79.3 1636 0.1184	0.655 250 387	79.7 1665 0.1163	0.655 250 387	80.1 1695 0.1143	0.655 250 387	80.5 1726 0.1122	0.655 250 387	81.0 1759 0.1101	0.655 250 387
280	78.1 1605 0.1187	0.641 250 381	78.5 1632 0.1167	0.641 250 381	78.9 1661 0.1147	0.641 250 381	79.3 1690 0.1128	0.641 250 381	79.8 1721 0.1107	0.641 250 381	80.2 1753 0.1087	0.641 250 381
270	77.3 1602 0.1171	0.628 250 375	77.7 1629 0.1151	0.628 250 375	78.2 1657 0.1132	0.628 250 375	78.6 1685 0.1113	0.628 250 375	79.0 1715 0.1093	0.628 250 375	79.4 1747 0.1074	0.628 250 375
260	76.6 1600 0.1153	0.616 250 369	77.0 1626 0.1135	0.616 250 369	77.4 1654 0.1116	0.616 250 369	77.8 1682 0.1097	0.616 250 369	78.2 1712 0.1078	0.616 250 369	78.7 1742 0.1059	0.616 250 369
250	75.8 1598 0.1137	0.604 250 363	76.2 1624 0.1119	0.604 250 363	76.6 1651 0.1100	0.604 250 363	77.0 1679 0.1082	0.604 250 363	77.5 1708 0.1064	0.604 250 363	77.9 1738 0.1045	0.604 250 363
240	75.1 1597 0.1120	0.592 250 357	75.5 1622 0.1102	0.592 250 357	75.9 1649 0.1084	0.592 250 357	76.3 1677 0.1066	0.592 250 357	76.7 1705 0.1048	0.592 250 357	77.1 1735 0.1030	0.592 250 357
230	74.3 1595 0.1103	0.580 250 352	74.7 1620 0.1086	0.580 250 352	75.1 1647 0.1068	0.580 250 352	75.5 1674 0.1051	0.580 250 352	75.9 1703 0.1034	0.580 250 352	76.3 1732 0.1016	0.580 250 352

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Cruise Control (250 KIAS), ISA (Page 2 of 4)
Figure 04-08-2



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-8

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	71.6	0.569	71.9	0.569	72.2	0.569	72.5	0.569	72.8	0.569	73.1	0.569
	1478	250	1494	250	1511	250	1530	250	1550	250	1571	250
	0.1172	346	0.1159	346	0.1146	346	0.1133	346	0.1118	346	0.1103	346
210	70.8	0.558	71.1	0.558	71.4	0.558	71.7	0.558	72.0	0.558	72.4	0.558
	1479	250	1496	250	1512	250	1530	250	1550	250	1571	250
	0.1153	341	0.1140	341	0.1128	341	0.1115	341	0.1100	341	0.1085	341
200	70.1	0.547	70.4	0.547	70.6	0.547	70.9	0.547	71.2	0.547	71.6	0.547
	1480	250	1496	250	1513	250	1531	250	1550	250	1571	250
	0.1134	335	0.1122	335	0.1110	335	0.1097	335	0.1083	335	0.1069	335
190	69.3	0.536	69.6	0.536	69.9	0.536	70.2	0.536	70.5	0.536	70.8	0.536
	1483	250	1499	250	1516	250	1533	250	1552	250	1573	250
	0.1115	330	0.1103	330	0.1091	330	0.1078	330	0.1065	330	0.1051	330
180	68.6	0.526	68.9	0.526	69.1	0.526	69.4	0.526	69.7	0.526	70.1	0.526
	1485	250	1501	250	1518	250	1535	250	1554	250	1574	250
	0.1097	325	0.1085	325	0.1073	325	0.1061	325	0.1048	325	0.1034	325
170	67.8	0.516	68.1	0.516	68.4	0.516	68.7	0.516	69.0	0.516	69.3	0.516
	1487	250	1504	250	1520	250	1537	250	1556	250	1576	250
	0.1078	320	0.1066	320	0.1055	320	0.1043	320	0.1031	320	0.1018	320
160	67.1	0.506	67.4	0.506	67.6	0.506	67.9	0.506	68.2	0.506	68.5	0.506
	1491	250	1507	250	1523	250	1540	250	1558	250	1578	250
	0.1059	315	0.1048	315	0.1037	315	0.1025	315	0.1014	315	0.1001	315
150	66.3	0.497	66.6	0.497	66.9	0.497	67.2	0.497	67.5	0.497	67.8	0.497
	1494	250	1510	250	1526	250	1543	250	1561	250	1580	250
	0.1041	311	0.1030	311	0.1019	311	0.1008	311	0.0997	311	0.0984	311
140	65.6	0.487	65.9	0.487	66.2	0.487	66.5	0.487	66.7	0.487	67.1	0.487
	1500	250	1516	250	1532	250	1548	250	1566	250	1585	250
	0.1021	306	0.1010	306	0.1000	306	0.0989	306	0.0978	306	0.0967	306
130	64.9	0.478	65.2	0.478	65.5	0.478	65.7	0.478	66.0	0.478	66.3	0.478
	1506	250	1522	250	1538	250	1554	250	1571	250	1590	250
	0.1002	301	0.0991	301	0.0981	301	0.0971	301	0.0960	301	0.0949	301
120	64.2	0.469	64.5	0.469	64.8	0.469	65.0	0.469	65.3	0.469	65.6	0.469
	1513	250	1529	250	1544	250	1561	250	1578	250	1596	250
	0.0983	297	0.0973	297	0.0963	297	0.0952	297	0.0942	297	0.0932	297
110	63.5	0.461	63.8	0.461	64.0	0.461	64.3	0.461	64.6	0.461	64.9	0.461
	1520	250	1536	250	1552	250	1568	250	1585	250	1602	250
	0.0964	293	0.0953	293	0.0944	293	0.0934	293	0.0924	293	0.0914	293
100	62.8	0.452	63.1	0.452	63.3	0.452	63.6	0.452	63.9	0.452	64.2	0.452
	1528	250	1544	250	1559	250	1575	250	1592	250	1609	250
	0.0945	288	0.0935	288	0.0926	288	0.0916	288	0.0907	288	0.0897	288

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Cruise Control (250 KIAS), ISA (Page 3 of 4)
Figure 04-08-2



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-9

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	73.5	0.569	73.9	0.569	74.3	0.569	74.7	0.569	75.1	0.569	75.5	0.569
	1594	250	1619	250	1645	250	1673	250	1700	250	1729	250
	0.1087	346	0.1070	346	0.1053	346	0.1036	346	0.1019	346	0.1002	346
210	72.7	0.558	73.1	0.558	73.5	0.558	73.9	0.558	74.3	0.558	74.7	0.558
	1594	250	1618	250	1644	250	1671	250	1699	250	1727	250
	0.1070	341	0.1054	341	0.1037	341	0.1020	341	0.1004	341	0.0987	341
200	71.9	0.547	72.3	0.547	72.7	0.547	73.1	0.547	73.5	0.547	74.0	0.547
	1593	250	1617	250	1643	250	1670	250	1697	250	1725	250
	0.1054	335	0.1038	335	0.1022	335	0.1006	335	0.0989	335	0.0973	335
190	71.2	0.536	71.6	0.536	72.0	0.536	72.4	0.536	72.8	0.536	73.2	0.536
	1595	250	1618	250	1644	250	1670	250	1697	250	1725	250
	0.1037	330	0.1022	330	0.1006	330	0.0990	330	0.0974	330	0.0959	330
180	70.4	0.526	70.8	0.526	71.2	0.526	71.6	0.526	72.0	0.526	72.4	0.526
	1596	250	1619	250	1644	250	1670	250	1697	250	1724	250
	0.1020	325	0.1006	325	0.0990	325	0.0975	325	0.0959	325	0.0944	325
170	69.6	0.516	70.0	0.516	70.4	0.516	70.8	0.516	71.2	0.516	71.6	0.516
	1597	250	1620	250	1645	250	1671	250	1698	250	1724	250
	0.1004	320	0.0990	320	0.0975	320	0.0960	320	0.0945	320	0.0930	320
160	68.9	0.506	69.2	0.506	69.6	0.506	70.0	0.506	70.4	0.506	70.8	0.506
	1599	250	1622	250	1646	250	1672	250	1699	250	1725	250
	0.0988	315	0.0974	315	0.0959	315	0.0944	315	0.0930	315	0.0915	315
150	68.1	0.497	68.5	0.497	68.8	0.497	69.3	0.497	69.7	0.497	70.1	0.497
	1601	250	1623	250	1647	250	1673	250	1700	250	1726	250
	0.0972	311	0.0958	311	0.0944	311	0.0929	311	0.0915	311	0.0901	311
140	67.4	0.487	67.7	0.487	68.1	0.487	68.5	0.487	68.9	0.487	69.3	0.487
	1605	250	1627	250	1651	250	1677	250	1702	250	1728	250
	0.0955	306	0.0942	306	0.0928	306	0.0914	306	0.0900	306	0.0886	306
130	66.6	0.478	67.0	0.478	67.4	0.478	67.7	0.478	68.1	0.478	68.5	0.478
	1609	250	1631	250	1655	250	1680	250	1705	250	1731	250
	0.0938	301	0.0925	301	0.0912	301	0.0898	301	0.0885	301	0.0872	301
120	65.9	0.469	66.3	0.469	66.6	0.469	67.0	0.469	67.4	0.469	67.8	0.469
	1615	250	1636	250	1659	250	1684	250	1709	250	1735	250
	0.0920	297	0.0909	297	0.0896	297	0.0883	297	0.0870	297	0.0857	297
110	65.2	0.461	65.5	0.461	65.9	0.461	66.3	0.461	66.7	0.461	67.0	0.461
	1622	250	1642	250	1665	250	1689	250	1715	250	1739	250
	0.0903	293	0.0892	293	0.0880	293	0.0867	293	0.0854	293	0.0842	293
100	64.5	0.452	64.8	0.452	65.2	0.452	65.5	0.452	65.9	0.452	66.3	0.452
	1628	250	1648	250	1671	250	1695	250	1719	250	1744	250
	0.0886	288	0.0876	288	0.0864	288	0.0852	288	0.0839	288	0.0827	288

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Cruise Control (250 KIAS), ISA (Page 4 of 4)
Figure 04-08-2



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-10

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	87.2	0.806	87.8	0.806	88.6	0.806	89.4	0.806	90.4	0.806		
	1640	250	1678	250	1721	250	1768	250	1819	250		
	0.1425	467	0.1393	467	0.1358	467	0.1322	467	0.1285	467		
370	84.0	0.773	84.4	0.773	84.8	0.773	85.3	0.773	85.8	0.773	86.2	0.773
	1556	250	1582	250	1610	250	1641	250	1672	250	1703	250
	0.1441	448	0.1417	448	0.1392	448	0.1366	448	0.1341	448	0.1316	448
350	82.1	0.741	82.5	0.741	82.8	0.741	83.2	0.741	83.5	0.741	83.9	0.741
	1524	250	1545	250	1569	250	1595	250	1623	250	1652	250
	0.1417	432	0.1398	432	0.1377	432	0.1354	432	0.1331	432	0.1308	432
330	80.7	0.711	81.0	0.711	81.3	0.711	81.6	0.711	82.0	0.711	82.4	0.711
	1512	250	1532	250	1555	250	1579	250	1604	250	1631	250
	0.1382	418	0.1364	418	0.1344	418	0.1324	418	0.1303	418	0.1281	418
310	79.2	0.682	79.5	0.682	79.8	0.682	80.2	0.682	80.5	0.682	80.9	0.682
	1504	250	1523	250	1544	250	1567	250	1592	250	1617	250
	0.1344	404	0.1328	404	0.1310	404	0.1291	404	0.1271	404	0.1251	404
290	77.7	0.655	77.9	0.655	78.3	0.655	78.6	0.655	79.0	0.655	79.3	0.655
	1499	250	1517	250	1537	250	1559	250	1582	250	1607	250
	0.1306	391	0.1290	391	0.1274	391	0.1256	391	0.1237	391	0.1218	391
280	76.9	0.641	77.2	0.641	77.5	0.641	77.8	0.641	78.2	0.641	78.6	0.641
	1498	250	1516	250	1535	250	1557	250	1580	250	1604	250
	0.1286	385	0.1270	385	0.1254	385	0.1237	385	0.1219	385	0.1201	385
270	76.2	0.628	76.5	0.628	76.8	0.628	77.1	0.628	77.4	0.628	77.8	0.628
	1497	250	1515	250	1534	250	1554	250	1577	250	1601	250
	0.1266	379	0.1251	379	0.1236	379	0.1219	379	0.1202	379	0.1184	379
260	75.4	0.616	75.7	0.616	76.0	0.616	76.3	0.616	76.7	0.616	77.0	0.616
	1497	250	1515	250	1533	250	1553	250	1575	250	1599	250
	0.1245	373	0.1231	373	0.1216	373	0.1201	373	0.1184	373	0.1166	373
250	74.7	0.604	74.9	0.604	75.2	0.604	75.6	0.604	75.9	0.604	76.3	0.604
	1497	250	1514	250	1532	250	1552	250	1574	250	1597	250
	0.1226	367	0.1213	367	0.1198	367	0.1183	367	0.1166	367	0.1149	367
240	73.9	0.592	74.2	0.592	74.5	0.592	74.8	0.592	75.1	0.592	75.5	0.592
	1498	250	1514	250	1532	250	1552	250	1573	250	1595	250
	0.1206	361	0.1193	361	0.1179	361	0.1164	361	0.1149	361	0.1132	361
230	73.1	0.580	73.4	0.580	73.7	0.580	74.0	0.580	74.3	0.580	74.7	0.580
	1498	250	1515	250	1532	250	1551	250	1572	250	1594	250
	0.1187	355	0.1174	355	0.1160	355	0.1146	355	0.1131	355	0.1115	355

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Cruise Control (250 KIAS), ISA+5 °C (Page 1 of 4)
Figure 04-08-3



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-11

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	86.8 1737 0.1291	0.773 250 448	87.4 1776 0.1263	0.773 250 448	88.2 1823 0.1230	0.773 250 448	89.1 1874 0.1197	0.773 250 448	90.1 1930 0.1162	0.773 250 448	91.2 1989 0.1127	0.773 250 448
350	84.3 1681 0.1285	0.741 250 432	84.8 1714 0.1260	0.741 250 432	85.2 1749 0.1235	0.741 250 432	85.8 1787 0.1209	0.741 250 432	86.5 1829 0.1181	0.741 250 432	87.2 1877 0.1151	0.741 250 432
330	82.8 1660 0.1259	0.711 250 418	83.2 1690 0.1237	0.711 250 418	83.6 1721 0.1214	0.711 250 418	84.1 1756 0.1190	0.711 250 418	84.5 1793 0.1165	0.711 250 418	85.0 1834 0.1139	0.711 250 418
310	81.3 1644 0.1230	0.682 250 404	81.7 1673 0.1209	0.682 250 404	82.1 1703 0.1188	0.682 250 404	82.5 1734 0.1166	0.682 250 404	82.9 1769 0.1143	0.682 250 404	83.4 1805 0.1121	0.682 250 404
290	79.7 1633 0.1199	0.655 250 391	80.1 1661 0.1178	0.655 250 391	80.6 1690 0.1158	0.655 250 391	81.0 1721 0.1138	0.655 250 391	81.4 1753 0.1117	0.655 250 391	81.9 1786 0.1096	0.655 250 391
280	79.0 1630 0.1182	0.641 250 385	79.4 1657 0.1162	0.641 250 385	79.8 1686 0.1142	0.641 250 385	80.2 1716 0.1123	0.641 250 385	80.6 1747 0.1102	0.641 250 385	81.1 1780 0.1082	0.641 250 385
270	78.2 1626 0.1165	0.628 250 379	78.6 1653 0.1146	0.628 250 379	79.0 1682 0.1127	0.628 250 379	79.4 1711 0.1108	0.628 250 379	79.9 1741 0.1088	0.628 250 379	80.3 1773 0.1069	0.628 250 379
260	77.4 1624 0.1148	0.616 250 373	77.8 1651 0.1130	0.616 250 373	78.2 1679 0.1111	0.616 250 373	78.6 1707 0.1092	0.616 250 373	79.1 1737 0.1073	0.616 250 373	79.5 1769 0.1054	0.616 250 373
250	76.7 1621 0.1132	0.604 250 367	77.0 1648 0.1114	0.604 250 367	77.5 1675 0.1095	0.604 250 367	77.9 1704 0.1077	0.604 250 367	78.3 1733 0.1059	0.604 250 367	78.7 1764 0.1040	0.604 250 367
240	75.9 1620 0.1115	0.592 250 361	76.3 1646 0.1098	0.592 250 361	76.7 1673 0.1080	0.592 250 361	77.1 1701 0.1062	0.592 250 361	77.5 1730 0.1044	0.592 250 361	77.9 1761 0.1026	0.592 250 361
230	75.1 1618 0.1099	0.580 250 355	75.5 1643 0.1082	0.580 250 355	75.9 1671 0.1064	0.580 250 355	76.3 1699 0.1047	0.580 250 355	76.7 1727 0.1029	0.580 250 355	77.1 1757 0.1012	0.580 250 355

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Cruise Control (250 KIAS), ISA+5 °C (Page 2 of 4)
Figure 04-08-3



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-12

Sep 09/02

CRUISE 250 KIAS

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 5 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	72.4	0.569	72.6	0.569	72.9	0.569	73.2	0.569	73.6	0.569	73.9	0.569
	1499	250	1516	250	1533	250	1551	250	1572	250	1593	250
	0.1168	350	0.1155	350	0.1142	350	0.1128	350	0.1114	350	0.1098	350
210	71.6	0.558	71.9	0.558	72.2	0.558	72.5	0.558	72.8	0.558	73.1	0.558
	1500	250	1517	250	1534	250	1552	250	1572	250	1594	250
	0.1148	344	0.1136	344	0.1123	344	0.1110	344	0.1096	344	0.1081	344
200	70.8	0.547	71.1	0.547	71.4	0.547	71.7	0.547	72.0	0.547	72.3	0.547
	1501	250	1518	250	1535	250	1553	250	1572	250	1593	250
	0.1130	339	0.1118	339	0.1105	339	0.1092	339	0.1079	339	0.1065	339
190	70.1	0.536	70.4	0.536	70.6	0.536	70.9	0.536	71.2	0.536	71.6	0.536
	1504	250	1520	250	1537	250	1555	250	1574	250	1595	250
	0.1111	334	0.1099	334	0.1086	334	0.1074	334	0.1061	334	0.1047	334
180	69.3	0.526	69.6	0.526	69.9	0.526	70.2	0.526	70.5	0.526	70.8	0.526
	1506	250	1522	250	1539	250	1556	250	1575	250	1596	250
	0.1092	328	0.1080	328	0.1068	328	0.1056	328	0.1044	328	0.1030	328
170	68.5	0.516	68.8	0.516	69.1	0.516	69.4	0.516	69.7	0.516	70.0	0.516
	1508	250	1525	250	1541	250	1559	250	1577	250	1597	250
	0.1074	323	0.1062	323	0.1050	323	0.1039	323	0.1027	323	0.1014	323
160	67.8	0.506	68.1	0.506	68.3	0.506	68.6	0.506	68.9	0.506	69.2	0.506
	1511	250	1527	250	1544	250	1561	250	1579	250	1599	250
	0.1055	319	0.1044	319	0.1033	319	0.1021	319	0.1010	319	0.0997	319
150	67.0	0.497	67.3	0.497	67.6	0.497	67.8	0.497	68.1	0.497	68.5	0.497
	1514	250	1531	250	1547	250	1564	250	1582	250	1601	250
	0.1037	314	0.1026	314	0.1015	314	0.1004	314	0.0993	314	0.0981	314
140	66.3	0.487	66.6	0.487	66.8	0.487	67.1	0.487	67.4	0.487	67.7	0.487
	1520	250	1537	250	1553	250	1569	250	1587	250	1606	250
	0.1017	309	0.1007	309	0.0996	309	0.0986	309	0.0975	309	0.0963	309
130	65.6	0.478	65.9	0.478	66.1	0.478	66.4	0.478	66.7	0.478	67.0	0.478
	1526	250	1542	250	1558	250	1575	250	1592	250	1611	250
	0.0998	304	0.0988	304	0.0978	304	0.0967	304	0.0957	304	0.0946	304
120	64.9	0.469	65.1	0.469	65.4	0.469	65.7	0.469	66.0	0.469	66.3	0.469
	1533	250	1549	250	1565	250	1582	250	1598	250	1617	250
	0.0979	300	0.0969	300	0.0959	300	0.0949	300	0.0939	300	0.0928	300
110	64.1	0.461	64.4	0.461	64.7	0.461	65.0	0.461	65.2	0.461	65.5	0.461
	1540	250	1556	250	1572	250	1589	250	1605	250	1623	250
	0.0960	295	0.0950	295	0.0940	295	0.0931	295	0.0921	295	0.0911	295
100	63.4	0.452	63.7	0.452	64.0	0.452	64.2	0.452	64.5	0.452	64.8	0.452
	1547	250	1564	250	1579	250	1596	250	1612	250	1630	250
	0.0941	291	0.0931	291	0.0922	291	0.0913	291	0.0903	291	0.0894	291

CRJ900_IF_CR250I_LW_LFL_05.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+5 °C (Page 3 of 4)
Figure 04-08-3



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-13

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	74.3	0.569	74.7	0.569	75.1	0.569	75.5	0.569	75.9	0.569	76.3	0.569
	1617	250	1642	250	1669	250	1696	250	1725	250	1754	250
	0.1082	350	0.1066	350	0.1049	350	0.1032	350	0.1015	350	0.0998	350
210	73.5	0.558	73.9	0.558	74.3	0.558	74.7	0.558	75.1	0.558	75.5	0.558
	1617	250	1641	250	1668	250	1695	250	1723	250	1752	250
	0.1066	344	0.1050	344	0.1033	344	0.1016	344	0.1000	344	0.0984	344
200	72.7	0.547	73.1	0.547	73.5	0.547	73.9	0.547	74.3	0.547	74.7	0.547
	1616	250	1640	250	1666	250	1693	250	1721	250	1749	250
	0.1050	339	0.1034	339	0.1018	339	0.1002	339	0.0986	339	0.0970	339
190	71.9	0.536	72.3	0.536	72.7	0.536	73.1	0.536	73.5	0.536	73.9	0.536
	1617	250	1641	250	1667	250	1694	250	1721	250	1749	250
	0.1033	334	0.1018	334	0.1002	334	0.0986	334	0.0970	334	0.0955	334
180	71.1	0.526	71.5	0.526	71.9	0.526	72.3	0.526	72.7	0.526	73.1	0.526
	1618	250	1641	250	1667	250	1693	250	1720	250	1748	250
	0.1016	328	0.1002	328	0.0987	328	0.0971	328	0.0956	328	0.0941	328
170	70.4	0.516	70.7	0.516	71.1	0.516	71.5	0.516	71.9	0.516	72.3	0.516
	1619	250	1642	250	1667	250	1694	250	1721	250	1748	250
	0.1000	323	0.0986	323	0.0971	323	0.0956	323	0.0941	323	0.0926	323
160	69.6	0.506	70.0	0.506	70.3	0.506	70.7	0.506	71.2	0.506	71.6	0.506
	1621	250	1644	250	1669	250	1695	250	1722	250	1748	250
	0.0984	319	0.0970	319	0.0956	319	0.0941	319	0.0926	319	0.0912	319
150	68.8	0.497	69.2	0.497	69.5	0.497	70.0	0.497	70.4	0.497	70.8	0.497
	1622	250	1645	250	1670	250	1696	250	1723	250	1749	250
	0.0968	314	0.0954	314	0.0940	314	0.0926	314	0.0912	314	0.0898	314
140	68.1	0.487	68.4	0.487	68.8	0.487	69.2	0.487	69.6	0.487	70.0	0.487
	1626	250	1649	250	1673	250	1699	250	1725	250	1751	250
	0.0951	309	0.0938	309	0.0924	309	0.0910	309	0.0896	309	0.0883	309
130	67.3	0.478	67.7	0.478	68.0	0.478	68.4	0.478	68.8	0.478	69.2	0.478
	1631	250	1653	250	1676	250	1702	250	1728	250	1754	250
	0.0934	304	0.0922	304	0.0909	304	0.0895	304	0.0882	304	0.0869	304
120	66.6	0.469	66.9	0.469	67.3	0.469	67.7	0.469	68.1	0.469	68.4	0.469
	1636	250	1658	250	1681	250	1706	250	1732	250	1757	250
	0.0917	300	0.0905	300	0.0893	300	0.0880	300	0.0867	300	0.0854	300
110	65.8	0.461	66.2	0.461	66.5	0.461	66.9	0.461	67.3	0.461	67.7	0.461
	1643	250	1664	250	1687	250	1711	250	1737	250	1762	250
	0.0900	295	0.0889	295	0.0876	295	0.0864	295	0.0851	295	0.0839	295
100	65.1	0.452	65.4	0.452	65.8	0.452	66.2	0.452	66.6	0.452	66.9	0.452
	1649	250	1669	250	1692	250	1716	250	1741	250	1767	250
	0.0883	291	0.0872	291	0.0861	291	0.0849	291	0.0836	291	0.0825	291

CRJ900_IF_CR250I_HW_LFL_05.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+5 °C (Page 4 of 4)
Figure 04-08-3



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-14

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	88.2	0.806	88.8	0.806	89.6	0.806	90.4	0.806	91.4	0.806		
	1668	250	1705	250	1749	250	1797	250	1849	250		
	0.1417	472	0.1386	472	0.1351	472	0.1315	472	0.1279	472		
370	85.0	0.773	85.4	0.773	85.8	0.773	86.2	0.773	86.7	0.773	87.2	0.773
	1582	250	1608	250	1637	250	1668	250	1699	250	1731	250
	0.1433	453	0.1410	453	0.1385	453	0.1359	453	0.1334	453	0.1310	453
350	83.1	0.741	83.4	0.741	83.7	0.741	84.1	0.741	84.5	0.741	84.9	0.741
	1549	250	1570	250	1595	250	1622	250	1649	250	1678	250
	0.1410	436	0.1391	436	0.1369	436	0.1347	436	0.1324	436	0.1301	436
330	81.6	0.711	81.9	0.711	82.2	0.711	82.6	0.711	82.9	0.711	83.3	0.711
	1536	250	1556	250	1579	250	1604	250	1630	250	1657	250
	0.1375	422	0.1357	422	0.1338	422	0.1317	422	0.1296	422	0.1275	422
310	80.0	0.682	80.3	0.682	80.7	0.682	81.0	0.682	81.4	0.682	81.8	0.682
	1528	250	1547	250	1568	250	1592	250	1616	250	1642	250
	0.1338	408	0.1321	408	0.1303	408	0.1284	408	0.1265	408	0.1245	408
290	78.5	0.655	78.8	0.655	79.1	0.655	79.5	0.655	79.8	0.655	80.2	0.655
	1522	250	1540	250	1560	250	1582	250	1606	250	1631	250
	0.1300	395	0.1284	395	0.1268	395	0.1250	395	0.1232	395	0.1213	395
280	77.7	0.641	78.0	0.641	78.4	0.641	78.7	0.641	79.1	0.641	79.4	0.641
	1521	250	1539	250	1558	250	1580	250	1603	250	1628	250
	0.1280	389	0.1265	389	0.1249	389	0.1232	389	0.1214	389	0.1195	389
270	77.0	0.628	77.3	0.628	77.6	0.628	77.9	0.628	78.3	0.628	78.6	0.628
	1520	250	1537	250	1557	250	1577	250	1601	250	1625	250
	0.1260	383	0.1245	383	0.1230	383	0.1214	383	0.1196	383	0.1179	383
260	76.2	0.616	76.5	0.616	76.8	0.616	77.1	0.616	77.5	0.616	77.9	0.616
	1520	250	1537	250	1556	250	1576	250	1599	250	1623	250
	0.1240	376	0.1226	376	0.1211	376	0.1195	376	0.1178	376	0.1161	376
250	75.5	0.604	75.7	0.604	76.0	0.604	76.4	0.604	76.7	0.604	77.1	0.604
	1519	250	1536	250	1555	250	1575	250	1597	250	1620	250
	0.1221	370	0.1207	370	0.1193	370	0.1177	370	0.1161	370	0.1144	370
240	74.7	0.592	75.0	0.592	75.3	0.592	75.6	0.592	75.9	0.592	76.3	0.592
	1519	250	1536	250	1555	250	1574	250	1596	250	1619	250
	0.1201	365	0.1188	365	0.1174	365	0.1159	365	0.1143	365	0.1127	365
230	73.9	0.580	74.2	0.580	74.5	0.580	74.8	0.580	75.1	0.580	75.5	0.580
	1519	250	1536	250	1554	250	1573	250	1594	250	1617	250
	0.1182	359	0.1169	359	0.1155	359	0.1141	359	0.1126	359	0.1111	359

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Cruise Control (250 KIAS), ISA+10 °C (Page 1 of 4)
Figure 04-08-4

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-15

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	87.8 1765 0.1285	0.773 250 453	88.4 1805 0.1256	0.773 250 453	89.2 1851 0.1225	0.773 250 453	90.0 1903 0.1191	0.773 250 453	91.0 1960 0.1157	0.773 250 453	92.2 2020 0.1123	0.773 250 453
350	85.3 1708 0.1278	0.741 250 436	85.7 1741 0.1254	0.741 250 436	86.2 1777 0.1229	0.741 250 436	86.7 1815 0.1203	0.741 250 436	87.4 1857 0.1176	0.741 250 436	88.2 1907 0.1145	0.741 250 436
330	83.7 1686 0.1253	0.711 250 422	84.1 1716 0.1231	0.711 250 422	84.5 1748 0.1208	0.711 250 422	85.0 1784 0.1184	0.711 250 422	85.5 1822 0.1160	0.711 250 422	86.0 1863 0.1134	0.711 250 422
310	82.2 1669 0.1224	0.682 250 408	82.6 1699 0.1203	0.682 250 408	83.0 1729 0.1182	0.682 250 408	83.4 1761 0.1161	0.682 250 408	83.9 1796 0.1138	0.682 250 408	84.3 1832 0.1116	0.682 250 408
290	80.6 1658 0.1193	0.655 250 395	81.0 1686 0.1173	0.655 250 395	81.4 1716 0.1153	0.655 250 395	81.8 1746 0.1133	0.655 250 395	82.3 1779 0.1112	0.655 250 395	82.7 1813 0.1091	0.655 250 395
280	79.8 1654 0.1176	0.641 250 389	80.2 1682 0.1157	0.641 250 389	80.6 1711 0.1137	0.641 250 389	81.1 1741 0.1118	0.641 250 389	81.5 1773 0.1098	0.641 250 389	81.9 1806 0.1078	0.641 250 389
270	79.0 1650 0.1160	0.628 250 383	79.4 1678 0.1141	0.628 250 383	79.9 1707 0.1122	0.628 250 383	80.3 1736 0.1103	0.628 250 383	80.7 1767 0.1084	0.628 250 383	81.1 1799 0.1064	0.628 250 383
260	78.3 1648 0.1143	0.616 250 376	78.7 1675 0.1125	0.616 250 376	79.1 1703 0.1106	0.616 250 376	79.5 1732 0.1088	0.616 250 376	79.9 1763 0.1069	0.616 250 376	80.4 1794 0.1050	0.616 250 376
250	77.5 1645 0.1127	0.604 250 370	77.9 1672 0.1109	0.604 250 370	78.3 1700 0.1091	0.604 250 370	78.7 1729 0.1073	0.604 250 370	79.1 1758 0.1055	0.604 250 370	79.6 1789 0.1036	0.604 250 370
240	76.7 1643 0.1110	0.592 250 365	77.1 1670 0.1093	0.592 250 365	77.5 1698 0.1075	0.592 250 365	77.9 1726 0.1057	0.592 250 365	78.3 1755 0.1040	0.592 250 365	78.8 1786 0.1022	0.592 250 365
230	75.9 1641 0.1094	0.580 250 359	76.3 1667 0.1077	0.580 250 359	76.7 1695 0.1060	0.580 250 359	77.1 1723 0.1042	0.580 250 359	77.5 1752 0.1025	0.580 250 359	77.9 1782 0.1008	0.580 250 359

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Cruise Control (250 KIAS), ISA+10 °C (Page 2 of 4)
Figure 04-08-4

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	73.1	0.569	73.4	0.569	73.7	0.569	74.0	0.569	74.3	0.569	74.7	0.569
	1520	250	1537	250	1555	250	1573	250	1594	250	1616	250
	0.1163	353	0.1150	353	0.1137	353	0.1123	353	0.1109	353	0.1094	353
210	72.3	0.558	72.6	0.558	72.9	0.558	73.2	0.558	73.5	0.558	73.9	0.558
	1522	250	1538	250	1556	250	1574	250	1594	250	1616	250
	0.1143	348	0.1131	348	0.1118	348	0.1105	348	0.1091	348	0.1077	348
200	71.6	0.547	71.8	0.547	72.1	0.547	72.4	0.547	72.7	0.547	73.1	0.547
	1523	250	1539	250	1557	250	1575	250	1594	250	1616	250
	0.1125	342	0.1113	342	0.1100	342	0.1088	342	0.1074	342	0.1060	342
190	70.8	0.536	71.1	0.536	71.4	0.536	71.7	0.536	72.0	0.536	72.3	0.536
	1525	250	1541	250	1559	250	1576	250	1596	250	1617	250
	0.1106	337	0.1094	337	0.1082	337	0.1070	337	0.1057	337	0.1043	337
180	70.0	0.526	70.3	0.526	70.6	0.526	70.9	0.526	71.2	0.526	71.5	0.526
	1526	250	1543	250	1560	250	1578	250	1597	250	1618	250
	0.1088	332	0.1076	332	0.1064	332	0.1052	332	0.1040	332	0.1026	332
170	69.2	0.516	69.5	0.516	69.8	0.516	70.1	0.516	70.4	0.516	70.7	0.516
	1529	250	1545	250	1562	250	1580	250	1599	250	1619	250
	0.1069	327	0.1058	327	0.1046	327	0.1035	327	0.1023	327	0.1010	327
160	68.5	0.506	68.7	0.506	69.0	0.506	69.3	0.506	69.6	0.506	69.9	0.506
	1532	250	1548	250	1565	250	1582	250	1601	250	1621	250
	0.1051	322	0.1039	322	0.1028	322	0.1017	322	0.1006	322	0.0993	322
150	67.7	0.497	68.0	0.497	68.2	0.497	68.5	0.497	68.8	0.497	69.1	0.497
	1535	250	1551	250	1568	250	1585	250	1603	250	1623	250
	0.1033	317	0.1022	317	0.1011	317	0.1000	317	0.0989	317	0.0977	317
140	67.0	0.487	67.2	0.487	67.5	0.487	67.8	0.487	68.1	0.487	68.4	0.487
	1541	250	1557	250	1573	250	1590	250	1608	250	1628	250
	0.1013	312	0.1003	312	0.0992	312	0.0982	312	0.0971	312	0.0959	312
130	66.2	0.478	66.5	0.478	66.8	0.478	67.1	0.478	67.3	0.478	67.6	0.478
	1546	250	1563	250	1579	250	1596	250	1613	250	1632	250
	0.0994	307	0.0984	307	0.0974	307	0.0964	307	0.0953	307	0.0942	307
120	65.5	0.469	65.8	0.469	66.0	0.469	66.3	0.469	66.6	0.469	66.9	0.469
	1553	250	1569	250	1585	250	1602	250	1619	250	1637	250
	0.0975	303	0.0965	303	0.0956	303	0.0945	303	0.0935	303	0.0925	303
110	64.8	0.461	65.0	0.461	65.3	0.461	65.6	0.461	65.9	0.461	66.2	0.461
	1560	250	1576	250	1592	250	1609	250	1626	250	1644	250
	0.0956	298	0.0946	298	0.0937	298	0.0927	298	0.0918	298	0.0907	298
100	64.0	0.452	64.3	0.452	64.6	0.452	64.8	0.452	65.1	0.452	65.4	0.452
	1567	250	1583	250	1599	250	1616	250	1633	250	1651	250
	0.0938	294	0.0928	294	0.0919	294	0.0910	294	0.0900	294	0.0890	294

CRJ900_IF_CR250I_LW_LFL_10.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+10 °C (Page 3 of 4)
Figure 04-08-4



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-17

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	75.1	0.569	75.4	0.569	75.9	0.569	76.3	0.569	76.7	0.569	77.1	0.569
	1640	250	1665	250	1693	250	1720	250	1749	250	1779	250
	0.1078	353	0.1061	353	0.1044	353	0.1027	353	0.1011	353	0.0994	353
210	74.3	0.558	74.6	0.558	75.0	0.558	75.5	0.558	75.9	0.558	76.3	0.558
	1639	250	1664	250	1691	250	1719	250	1747	250	1776	250
	0.1061	348	0.1045	348	0.1029	348	0.1012	348	0.0996	348	0.0980	348
200	73.4	0.547	73.8	0.547	74.2	0.547	74.6	0.547	75.1	0.547	75.5	0.547
	1638	250	1663	250	1689	250	1716	250	1745	250	1773	250
	0.1045	342	0.1030	342	0.1014	342	0.0998	342	0.0982	342	0.0966	342
190	72.7	0.536	73.0	0.536	73.4	0.536	73.9	0.536	74.3	0.536	74.7	0.536
	1639	250	1664	250	1690	250	1717	250	1744	250	1773	250
	0.1029	337	0.1014	337	0.0998	337	0.0982	337	0.0967	337	0.0951	337
180	71.9	0.526	72.2	0.526	72.6	0.526	73.0	0.526	73.5	0.526	73.9	0.526
	1640	250	1664	250	1689	250	1716	250	1744	250	1771	250
	0.1012	332	0.0998	332	0.0983	332	0.0967	332	0.0952	332	0.0937	332
170	71.1	0.516	71.4	0.516	71.8	0.516	72.2	0.516	72.7	0.516	73.1	0.516
	1641	250	1664	250	1690	250	1717	250	1744	250	1771	250
	0.0996	327	0.0982	327	0.0967	327	0.0952	327	0.0937	327	0.0923	327
160	70.3	0.506	70.7	0.506	71.0	0.506	71.4	0.506	71.9	0.506	72.3	0.506
	1642	250	1666	250	1691	250	1718	250	1745	250	1772	250
	0.0980	322	0.0966	322	0.0952	322	0.0937	322	0.0923	322	0.0908	322
150	69.5	0.497	69.8	0.497	70.2	0.497	70.6	0.497	71.1	0.497	71.5	0.497
	1644	250	1667	250	1692	250	1718	250	1745	250	1772	250
	0.0964	317	0.0951	317	0.0937	317	0.0922	317	0.0908	317	0.0894	317
140	68.7	0.487	69.1	0.487	69.5	0.487	69.9	0.487	70.3	0.487	70.7	0.487
	1648	250	1671	250	1695	250	1721	250	1748	250	1774	250
	0.0947	312	0.0934	312	0.0921	312	0.0907	312	0.0893	312	0.0880	312
130	68.0	0.478	68.3	0.478	68.7	0.478	69.1	0.478	69.5	0.478	69.9	0.478
	1652	250	1674	250	1698	250	1724	250	1750	250	1777	250
	0.0931	307	0.0918	307	0.0905	307	0.0892	307	0.0878	307	0.0865	307
120	67.2	0.469	67.6	0.469	67.9	0.469	68.3	0.469	68.7	0.469	69.1	0.469
	1657	250	1679	250	1703	250	1728	250	1754	250	1780	250
	0.0914	303	0.0902	303	0.0890	303	0.0876	303	0.0864	303	0.0851	303
110	66.5	0.461	66.8	0.461	67.2	0.461	67.6	0.461	68.0	0.461	68.3	0.461
	1664	250	1685	250	1708	250	1733	250	1759	250	1784	250
	0.0897	298	0.0886	298	0.0873	298	0.0861	298	0.0848	298	0.0836	298
100	65.7	0.452	66.1	0.452	66.4	0.452	66.8	0.452	67.2	0.452	67.6	0.452
	1670	250	1690	250	1714	250	1738	250	1763	250	1789	250
	0.0880	294	0.0869	294	0.0858	294	0.0846	294	0.0834	294	0.0822	294

CRJ900_IF_CR250I_HW_LFL_10.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+10 °C (Page 4 of 4)
Figure 04-08-4

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-18

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	89.1	0.806	89.8	0.806	90.5	0.806						
	1694	250	1732	250	1777	250						
	0.1411	478	0.1379	478	0.1345	478						
370	85.9	0.773	86.3	0.773	86.7	0.773	87.1	0.773	87.7	0.773	88.2	0.773
	1607	250	1634	250	1664	250	1695	250	1727	250	1758	250
	0.1426	458	0.1403	458	0.1377	458	0.1352	458	0.1327	458	0.1303	458
350	84.0	0.741	84.3	0.741	84.7	0.741	85.0	0.741	85.4	0.741	85.8	0.741
	1574	250	1595	250	1620	250	1647	250	1674	250	1704	250
	0.1403	441	0.1384	441	0.1363	441	0.1341	441	0.1318	441	0.1296	441
330	82.5	0.711	82.8	0.711	83.1	0.711	83.5	0.711	83.8	0.711	84.2	0.711
	1560	250	1581	250	1604	250	1629	250	1655	250	1682	250
	0.1368	427	0.1351	427	0.1331	427	0.1311	427	0.1290	427	0.1269	427
310	80.9	0.682	81.2	0.682	81.6	0.682	81.9	0.682	82.3	0.682	82.7	0.682
	1551	250	1570	250	1592	250	1616	250	1641	250	1667	250
	0.1332	413	0.1315	413	0.1297	413	0.1278	413	0.1259	413	0.1239	413
290	79.3	0.655	79.6	0.655	80.0	0.655	80.3	0.655	80.7	0.655	81.1	0.655
	1545	250	1563	250	1584	250	1606	250	1630	250	1656	250
	0.1294	399	0.1278	399	0.1262	399	0.1244	399	0.1226	399	0.1207	399
280	78.6	0.641	78.9	0.641	79.2	0.641	79.5	0.641	79.9	0.641	80.3	0.641
	1543	250	1562	250	1581	250	1603	250	1627	250	1652	250
	0.1274	393	0.1259	393	0.1243	393	0.1226	393	0.1208	393	0.1190	393
270	77.8	0.628	78.1	0.628	78.4	0.628	78.7	0.628	79.1	0.628	79.5	0.628
	1542	250	1560	250	1579	250	1600	250	1624	250	1648	250
	0.1255	387	0.1240	387	0.1225	387	0.1209	387	0.1191	387	0.1174	387
260	77.0	0.616	77.3	0.616	77.6	0.616	78.0	0.616	78.3	0.616	78.7	0.616
	1542	250	1559	250	1578	250	1599	250	1622	250	1646	250
	0.1235	380	0.1221	380	0.1206	380	0.1190	380	0.1173	380	0.1156	380
250	76.2	0.604	76.5	0.604	76.8	0.604	77.2	0.604	77.5	0.604	77.9	0.604
	1541	250	1558	250	1577	250	1597	250	1619	250	1643	250
	0.1216	374	0.1202	374	0.1188	374	0.1173	374	0.1156	374	0.1140	374
240	75.5	0.592	75.7	0.592	76.0	0.592	76.4	0.592	76.7	0.592	77.1	0.592
	1541	250	1558	250	1576	250	1596	250	1618	250	1642	250
	0.1196	368	0.1183	368	0.1169	368	0.1154	368	0.1139	368	0.1122	368
230	74.7	0.580	74.9	0.580	75.2	0.580	75.6	0.580	75.9	0.580	76.3	0.580
	1541	250	1558	250	1576	250	1595	250	1617	250	1640	250
	0.1177	362	0.1164	362	0.1151	362	0.1137	362	0.1122	362	0.1106	362

CRJ900_IF_CR250I_LW_HFL_15.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+15 °C (Page 1 of 4)
Figure 04-08-5



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-19

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	88.7 1793 0.1278	0.773 250 458	89.4 1834 0.1250	0.773 250 458	90.1 1881 0.1218	0.773 250 458	91.0 1934 0.1185	0.773 250 458				
350	86.2 1735 0.1272	0.741 250 441	86.6 1769 0.1248	0.741 250 441	87.1 1805 0.1223	0.741 250 441	87.7 1843 0.1198	0.741 250 441	88.3 1886 0.1171	0.741 250 441	89.1 1935 0.1141	0.741 250 441
330	84.6 1712 0.1247	0.711 250 427	85.0 1742 0.1225	0.711 250 427	85.5 1776 0.1202	0.711 250 427	85.9 1812 0.1179	0.711 250 427	86.4 1850 0.1154	0.711 250 427	86.9 1892 0.1129	0.711 250 427
310	83.0 1695 0.1219	0.682 250 413	83.5 1724 0.1198	0.682 250 413	83.9 1755 0.1177	0.682 250 413	84.3 1788 0.1155	0.682 250 413	84.8 1823 0.1133	0.682 250 413	85.2 1860 0.1111	0.682 250 413
290	81.4 1683 0.1188	0.655 250 399	81.9 1711 0.1168	0.655 250 399	82.3 1741 0.1148	0.655 250 399	82.7 1772 0.1128	0.655 250 399	83.2 1805 0.1107	0.655 250 399	83.6 1840 0.1086	0.655 250 399
280	80.7 1678 0.1171	0.641 250 393	81.1 1707 0.1152	0.641 250 393	81.5 1736 0.1132	0.641 250 393	81.9 1767 0.1113	0.641 250 393	82.4 1799 0.1093	0.641 250 393	82.8 1832 0.1073	0.641 250 393
270	79.9 1674 0.1155	0.628 250 387	80.3 1702 0.1136	0.628 250 387	80.7 1731 0.1117	0.628 250 387	81.1 1761 0.1098	0.628 250 387	81.5 1792 0.1079	0.628 250 387	82.0 1825 0.1060	0.628 250 387
260	79.1 1672 0.1138	0.616 250 380	79.5 1699 0.1120	0.616 250 380	79.9 1728 0.1102	0.616 250 380	80.3 1757 0.1083	0.616 250 380	80.7 1788 0.1064	0.616 250 380	81.2 1820 0.1046	0.616 250 380
250	78.3 1669 0.1122	0.604 250 374	78.7 1695 0.1105	0.604 250 374	79.1 1724 0.1086	0.604 250 374	79.5 1753 0.1068	0.604 250 374	79.9 1783 0.1050	0.604 250 374	80.4 1815 0.1032	0.604 250 374
240	77.5 1667 0.1106	0.592 250 368	77.9 1693 0.1088	0.592 250 368	78.3 1721 0.1071	0.592 250 368	78.7 1750 0.1053	0.592 250 368	79.1 1780 0.1035	0.592 250 368	79.6 1811 0.1018	0.592 250 368
230	76.6 1664 0.1090	0.580 250 362	77.0 1690 0.1073	0.580 250 362	77.5 1719 0.1055	0.580 250 362	77.9 1747 0.1038	0.580 250 362	78.3 1776 0.1021	0.580 250 362	78.7 1806 0.1004	0.580 250 362

CRJ900_IF_CR250I_HW_HFL_15.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+15 °C (Page 2 of 4)
Figure 04-08-5

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	73.9	0.569	74.1	0.569	74.4	0.569	74.8	0.569	75.1	0.569	75.4	0.569
	1542	250	1558	250	1576	250	1595	250	1616	250	1639	250
	0.1158	357	0.1145	357	0.1132	357	0.1119	357	0.1104	357	0.1089	357
210	73.1	0.558	73.4	0.558	73.7	0.558	74.0	0.558	74.3	0.558	74.6	0.558
	1543	250	1560	250	1577	250	1596	250	1616	250	1638	250
	0.1139	351	0.1126	351	0.1114	351	0.1101	351	0.1087	351	0.1072	351
200	72.3	0.547	72.6	0.547	72.9	0.547	73.2	0.547	73.5	0.547	73.8	0.547
	1544	250	1560	250	1578	250	1596	250	1616	250	1637	250
	0.1120	345	0.1108	345	0.1096	345	0.1083	345	0.1070	345	0.1056	345
190	71.5	0.536	71.8	0.536	72.1	0.536	72.4	0.536	72.7	0.536	73.0	0.536
	1546	250	1562	250	1580	250	1598	250	1617	250	1639	250
	0.1101	340	0.1090	340	0.1078	340	0.1065	340	0.1053	340	0.1039	340
180	70.7	0.526	71.0	0.526	71.3	0.526	71.6	0.526	71.9	0.526	72.2	0.526
	1547	250	1564	250	1581	250	1599	250	1618	250	1640	250
	0.1083	335	0.1071	335	0.1060	335	0.1048	335	0.1035	335	0.1022	335
170	69.9	0.516	70.2	0.516	70.5	0.516	70.8	0.516	71.1	0.516	71.4	0.516
	1549	250	1566	250	1584	250	1601	250	1620	250	1641	250
	0.1065	330	0.1053	330	0.1042	330	0.1030	330	0.1018	330	0.1005	330
160	69.1	0.506	69.4	0.506	69.7	0.506	70.0	0.506	70.3	0.506	70.6	0.506
	1552	250	1569	250	1586	250	1604	250	1622	250	1643	250
	0.1047	325	0.1035	325	0.1024	325	0.1013	325	0.1001	325	0.0989	325
150	68.4	0.497	68.6	0.497	68.9	0.497	69.2	0.497	69.5	0.497	69.8	0.497
	1555	250	1572	250	1589	250	1606	250	1625	250	1645	250
	0.1029	320	0.1018	320	0.1007	320	0.0996	320	0.0985	320	0.0973	320
140	67.6	0.487	67.9	0.487	68.2	0.487	68.5	0.487	68.7	0.487	69.1	0.487
	1561	250	1577	250	1594	250	1611	250	1629	250	1649	250
	0.1009	315	0.0999	315	0.0988	315	0.0978	315	0.0967	315	0.0955	315
130	66.9	0.478	67.2	0.478	67.4	0.478	67.7	0.478	68.0	0.478	68.3	0.478
	1566	250	1583	250	1599	250	1616	250	1634	250	1653	250
	0.0991	310	0.0980	310	0.0970	310	0.0960	310	0.0950	310	0.0939	310
120	66.1	0.469	66.4	0.469	66.7	0.469	66.9	0.469	67.2	0.469	67.5	0.469
	1572	250	1589	250	1605	250	1622	250	1639	250	1658	250
	0.0972	305	0.0962	305	0.0952	305	0.0942	305	0.0932	305	0.0922	305
110	65.4	0.461	65.6	0.461	65.9	0.461	66.2	0.461	66.5	0.461	66.8	0.461
	1579	250	1596	250	1612	250	1629	250	1646	250	1665	250
	0.0953	301	0.0943	301	0.0934	301	0.0924	301	0.0914	301	0.0904	301
100	64.6	0.452	64.9	0.452	65.2	0.452	65.4	0.452	65.7	0.452	66.0	0.452
	1587	250	1603	250	1619	250	1636	250	1653	250	1671	250
	0.0935	296	0.0925	296	0.0916	296	0.0906	296	0.0897	296	0.0887	296

CRJ900_IF_CR250I_LW_LFL_15.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+15 °C (Page 3 of 4)
Figure 04-08-5



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-21

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	75.8	0.569	76.2	0.569	76.6	0.569	77.0	0.569	77.5	0.569	77.9	0.569
	1663	250	1688	250	1716	250	1744	250	1773	250	1803	250
	0.1073	357	0.1057	357	0.1040	357	0.1023	357	0.1007	357	0.0990	357
210	75.0	0.558	75.4	0.558	75.8	0.558	76.2	0.558	76.6	0.558	77.1	0.558
	1662	250	1687	250	1714	250	1742	250	1771	250	1800	250
	0.1057	351	0.1041	351	0.1025	351	0.1008	351	0.0992	351	0.0976	351
200	74.2	0.547	74.6	0.547	75.0	0.547	75.4	0.547	75.8	0.547	76.2	0.547
	1660	250	1685	250	1712	250	1740	250	1768	250	1797	250
	0.1042	345	0.1026	345	0.1010	345	0.0994	345	0.0978	345	0.0962	345
190	73.4	0.536	73.8	0.536	74.2	0.536	74.6	0.536	75.0	0.536	75.4	0.536
	1661	250	1686	250	1712	250	1740	250	1768	250	1796	250
	0.1025	340	0.1010	340	0.0994	340	0.0978	340	0.0963	340	0.0948	340
180	72.6	0.526	73.0	0.526	73.4	0.526	73.8	0.526	74.2	0.526	74.6	0.526
	1662	250	1686	250	1712	250	1739	250	1767	250	1795	250
	0.1008	335	0.0994	335	0.0979	335	0.0963	335	0.0948	335	0.0934	335
170	71.8	0.516	72.1	0.516	72.5	0.516	73.0	0.516	73.4	0.516	73.8	0.516
	1663	250	1687	250	1713	250	1740	250	1767	250	1795	250
	0.0992	330	0.0978	330	0.0963	330	0.0948	330	0.0934	330	0.0919	330
160	71.0	0.506	71.3	0.506	71.7	0.506	72.2	0.506	72.6	0.506	73.0	0.506
	1665	250	1688	250	1714	250	1741	250	1768	250	1795	250
	0.0976	325	0.0962	325	0.0948	325	0.0933	325	0.0919	325	0.0905	325
150	70.2	0.497	70.5	0.497	70.9	0.497	71.3	0.497	71.7	0.497	72.1	0.497
	1666	250	1689	250	1714	250	1741	250	1768	250	1795	250
	0.0960	320	0.0947	320	0.0933	320	0.0919	320	0.0905	320	0.0891	320
140	69.4	0.487	69.8	0.487	70.1	0.487	70.5	0.487	70.9	0.487	71.3	0.487
	1670	250	1692	250	1717	250	1744	250	1771	250	1797	250
	0.0944	315	0.0931	315	0.0917	315	0.0904	315	0.0890	315	0.0877	315
130	68.6	0.478	69.0	0.478	69.3	0.478	69.7	0.478	70.1	0.478	70.5	0.478
	1673	250	1696	250	1720	250	1746	250	1773	250	1800	250
	0.0927	310	0.0915	310	0.0902	310	0.0889	310	0.0875	310	0.0862	310
120	67.9	0.469	68.2	0.469	68.6	0.469	69.0	0.469	69.4	0.469	69.8	0.469
	1678	250	1700	250	1724	250	1750	250	1776	250	1803	250
	0.0911	305	0.0899	305	0.0886	305	0.0873	305	0.0860	305	0.0848	305
110	67.1	0.461	67.4	0.461	67.8	0.461	68.2	0.461	68.6	0.461	69.0	0.461
	1684	250	1706	250	1730	250	1755	250	1781	250	1807	250
	0.0894	301	0.0882	301	0.0870	301	0.0858	301	0.0845	301	0.0833	301
100	66.3	0.452	66.7	0.452	67.1	0.452	67.4	0.452	67.8	0.452	68.2	0.452
	1691	250	1711	250	1735	250	1760	250	1785	250	1811	250
	0.0877	296	0.0866	296	0.0855	296	0.0843	296	0.0831	296	0.0819	296

CRJ900_IF_CR250I_HW_LFL_15.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+15 °C (Page 4 of 4)
Figure 04-08-5



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-22

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	90.1	0.806										
	1721	250										
	0.1404	483										
370	86.9	0.773	87.3	0.773	87.7	0.773	88.1	0.773	88.6	0.773	89.1	0.773
	1633	250	1660	250	1690	250	1722	250	1754	250	1786	250
	0.1418	463	0.1395	463	0.1371	463	0.1345	463	0.1321	463	0.1297	463
350	84.9	0.741	85.2	0.741	85.6	0.741	86.0	0.741	86.3	0.741	86.7	0.741
	1599	250	1621	250	1646	250	1672	250	1701	250	1731	250
	0.1396	446	0.1377	446	0.1356	446	0.1334	446	0.1312	446	0.1289	446
330	83.4	0.711	83.7	0.711	84.0	0.711	84.4	0.711	84.7	0.711	85.1	0.711
	1584	250	1605	250	1628	250	1653	250	1680	250	1708	250
	0.1362	431	0.1345	431	0.1325	431	0.1305	431	0.1284	431	0.1263	431
310	81.8	0.682	82.1	0.682	82.4	0.682	82.8	0.682	83.2	0.682	83.5	0.682
	1574	250	1594	250	1616	250	1640	250	1665	250	1692	250
	0.1325	417	0.1309	417	0.1291	417	0.1273	417	0.1253	417	0.1233	417
290	80.2	0.655	80.5	0.655	80.8	0.655	81.1	0.655	81.5	0.655	81.9	0.655
	1568	250	1586	250	1607	250	1630	250	1654	250	1680	250
	0.1288	403	0.1273	403	0.1256	403	0.1239	403	0.1220	403	0.1202	403
280	79.4	0.641	79.7	0.641	80.0	0.641	80.3	0.641	80.7	0.641	81.1	0.641
	1566	250	1584	250	1604	250	1626	250	1651	250	1676	250
	0.1268	397	0.1253	397	0.1238	397	0.1221	397	0.1203	397	0.1185	397
270	78.6	0.628	78.9	0.628	79.2	0.628	79.5	0.628	79.9	0.628	80.3	0.628
	1564	250	1582	250	1602	250	1623	250	1647	250	1672	250
	0.1249	390	0.1235	390	0.1220	390	0.1204	390	0.1186	390	0.1169	390
260	77.8	0.616	78.1	0.616	78.4	0.616	78.7	0.616	79.1	0.616	79.5	0.616
	1563	250	1581	250	1601	250	1622	250	1645	250	1669	250
	0.1229	384	0.1215	384	0.1201	384	0.1185	384	0.1169	384	0.1151	384
250	77.0	0.604	77.3	0.604	77.6	0.604	77.9	0.604	78.3	0.604	78.7	0.604
	1562	250	1580	250	1599	250	1620	250	1643	250	1667	250
	0.1210	378	0.1197	378	0.1182	378	0.1167	378	0.1151	378	0.1135	378
240	76.2	0.592	76.5	0.592	76.8	0.592	77.1	0.592	77.5	0.592	77.9	0.592
	1563	250	1580	250	1599	250	1619	250	1641	250	1665	250
	0.1191	372	0.1177	372	0.1164	372	0.1149	372	0.1134	372	0.1118	372
230	75.4	0.580	75.7	0.580	76.0	0.580	76.3	0.580	76.7	0.580	77.0	0.580
	1562	250	1580	250	1598	250	1618	250	1639	250	1662	250
	0.1172	366	0.1159	366	0.1146	366	0.1132	366	0.1117	366	0.1101	366

CRJ900_IF_CR250I_LW_HFL_20.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+20 °C (Page 1 of 4)
Figure 04-08-6

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-23

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	89.7 1821 0.1272	0.773 250 463	90.3 1862 0.1244	0.773 250 463								
350	87.1 1762 0.1266	0.741 250 446	87.6 1796 0.1242	0.741 250 446	88.0 1832 0.1218	0.741 250 446	88.6 1872 0.1192	0.741 250 446	89.3 1915 0.1165	0.741 250 446	90.0 1965 0.1135	0.741 250 446
330	85.5 1738 0.1242	0.711 250 431	85.9 1769 0.1220	0.711 250 431	86.4 1802 0.1197	0.711 250 431	86.8 1838 0.1174	0.711 250 431	87.3 1877 0.1149	0.711 250 431	87.8 1920 0.1124	0.711 250 431
310	83.9 1720 0.1213	0.682 250 417	84.3 1750 0.1193	0.682 250 417	84.7 1781 0.1172	0.682 250 417	85.2 1814 0.1150	0.682 250 417	85.6 1850 0.1128	0.682 250 417	86.1 1888 0.1106	0.682 250 417
290	82.3 1707 0.1183	0.655 250 403	82.7 1736 0.1163	0.655 250 403	83.2 1767 0.1143	0.655 250 403	83.6 1798 0.1123	0.655 250 403	84.0 1832 0.1102	0.655 250 403	84.5 1866 0.1082	0.655 250 403
280	81.5 1703 0.1166	0.641 250 397	81.9 1731 0.1147	0.641 250 397	82.3 1761 0.1128	0.641 250 397	82.8 1792 0.1108	0.641 250 397	83.2 1825 0.1088	0.641 250 397	83.7 1859 0.1069	0.641 250 397
270	80.7 1698 0.1150	0.628 250 390	81.1 1726 0.1132	0.628 250 390	81.5 1756 0.1113	0.628 250 390	81.9 1786 0.1094	0.628 250 390	82.4 1818 0.1075	0.628 250 390	82.8 1851 0.1056	0.628 250 390
260	79.9 1695 0.1134	0.616 250 384	80.3 1723 0.1116	0.616 250 384	80.7 1752 0.1097	0.616 250 384	81.1 1782 0.1079	0.616 250 384	81.6 1813 0.1060	0.616 250 384	82.0 1845 0.1042	0.616 250 384
250	79.1 1692 0.1117	0.604 250 378	79.5 1719 0.1100	0.604 250 378	79.9 1748 0.1082	0.604 250 378	80.3 1777 0.1064	0.604 250 378	80.7 1808 0.1046	0.604 250 378	81.2 1839 0.1028	0.604 250 378
240	78.3 1690 0.1101	0.592 250 372	78.7 1717 0.1084	0.592 250 372	79.1 1745 0.1066	0.592 250 372	79.5 1774 0.1049	0.592 250 372	79.9 1804 0.1031	0.592 250 372	80.4 1836 0.1014	0.592 250 372
230	77.4 1687 0.1085	0.580 250 366	77.8 1714 0.1068	0.580 250 366	78.2 1742 0.1051	0.580 250 366	78.7 1771 0.1034	0.580 250 366	79.1 1801 0.1017	0.580 250 366	79.5 1831 0.1000	0.580 250 366

CRJ900_IF_CR250I_HW_HFL_20.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+20 °C (Page 2 of 4)
Figure 04-08-6



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-24

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	74.6	0.569	74.9	0.569	75.2	0.569	75.5	0.569	75.8	0.569	76.2	0.569
	1563	250	1580	250	1598	250	1617	250	1638	250	1661	250
	0.1153	360	0.1140	360	0.1128	360	0.1114	360	0.1100	360	0.1085	360
210	73.8	0.558	74.1	0.558	74.4	0.558	74.7	0.558	75.0	0.558	75.4	0.558
	1564	250	1581	250	1599	250	1618	250	1638	250	1661	250
	0.1134	354	0.1122	354	0.1109	354	0.1096	354	0.1082	354	0.1068	354
200	73.0	0.547	73.3	0.547	73.6	0.547	73.9	0.547	74.2	0.547	74.5	0.547
	1565	250	1582	250	1600	250	1618	250	1638	250	1660	250
	0.1115	349	0.1103	349	0.1091	349	0.1079	349	0.1066	349	0.1052	349
190	72.2	0.536	72.5	0.536	72.8	0.536	73.1	0.536	73.4	0.536	73.7	0.536
	1567	250	1584	250	1601	250	1620	250	1639	250	1661	250
	0.1097	343	0.1085	343	0.1073	343	0.1061	343	0.1048	343	0.1035	343
180	71.4	0.526	71.7	0.526	72.0	0.526	72.3	0.526	72.6	0.526	72.9	0.526
	1568	250	1585	250	1603	250	1621	250	1640	250	1661	250
	0.1079	338	0.1067	338	0.1055	338	0.1044	338	0.1031	338	0.1018	338
170	70.6	0.516	70.9	0.516	71.2	0.516	71.5	0.516	71.8	0.516	72.1	0.516
	1570	250	1587	250	1604	250	1622	250	1642	250	1662	250
	0.1061	333	0.1049	333	0.1038	333	0.1026	333	0.1014	333	0.1002	333
160	69.8	0.506	70.1	0.506	70.4	0.506	70.7	0.506	71.0	0.506	71.3	0.506
	1573	250	1590	250	1607	250	1625	250	1643	250	1664	250
	0.1042	328	0.1031	328	0.1020	328	0.1009	328	0.0998	328	0.0985	328
150	69.0	0.497	69.3	0.497	69.6	0.497	69.9	0.497	70.2	0.497	70.5	0.497
	1575	250	1592	250	1609	250	1627	250	1645	250	1665	250
	0.1025	323	0.1014	323	0.1003	323	0.0992	323	0.0981	323	0.0969	323
140	68.3	0.487	68.5	0.487	68.8	0.487	69.1	0.487	69.4	0.487	69.7	0.487
	1581	250	1598	250	1614	250	1631	250	1650	250	1670	250
	0.1006	318	0.0995	318	0.0985	318	0.0974	318	0.0964	318	0.0952	318
130	67.5	0.478	67.8	0.478	68.0	0.478	68.3	0.478	68.6	0.478	68.9	0.478
	1586	250	1603	250	1619	250	1636	250	1654	250	1673	250
	0.0987	313	0.0977	313	0.0967	313	0.0957	313	0.0946	313	0.0936	313
120	66.7	0.469	67.0	0.469	67.3	0.469	67.6	0.469	67.9	0.469	68.2	0.469
	1592	250	1609	250	1625	250	1642	250	1660	250	1679	250
	0.0968	308	0.0958	308	0.0949	308	0.0939	308	0.0929	308	0.0918	308
110	66.0	0.461	66.3	0.461	66.5	0.461	66.8	0.461	67.1	0.461	67.4	0.461
	1599	250	1616	250	1632	250	1649	250	1667	250	1685	250
	0.0950	303	0.0940	303	0.0930	303	0.0921	303	0.0911	303	0.0901	303
100	65.2	0.452	65.5	0.452	65.8	0.452	66.1	0.452	66.4	0.452	66.7	0.452
	1606	250	1623	250	1640	250	1656	250	1673	250	1692	250
	0.0931	299	0.0922	299	0.0912	299	0.0903	299	0.0894	299	0.0884	299

CRJ900_IF_CR250I_LW_LFL_20.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+20 °C (Page 3 of 4)
Figure 04-08-6



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-25

Sep 09/02

CRUISE 250 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	76.6	0.569	77.0	0.569	77.4	0.569	77.8	0.569	78.2	0.569	78.7	0.569
	1685	250	1712	250	1740	250	1768	250	1797	250	1828	250
	0.1069	360	0.1053	360	0.1036	360	0.1019	360	0.1003	360	0.0986	360
210	75.8	0.558	76.1	0.558	76.6	0.558	77.0	0.558	77.4	0.558	77.8	0.558
	1684	250	1710	250	1737	250	1766	250	1795	250	1825	250
	0.1053	354	0.1037	354	0.1021	354	0.1004	354	0.0988	354	0.0972	354
200	74.9	0.547	75.3	0.547	75.7	0.547	76.1	0.547	76.6	0.547	77.0	0.547
	1683	250	1708	250	1735	250	1763	250	1792	250	1821	250
	0.1037	349	0.1022	349	0.1006	349	0.0990	349	0.0974	349	0.0958	349
190	74.1	0.536	74.5	0.536	74.9	0.536	75.3	0.536	75.7	0.536	76.2	0.536
	1684	250	1708	250	1735	250	1763	250	1791	250	1820	250
	0.1021	343	0.1006	343	0.0990	343	0.0975	343	0.0959	343	0.0944	343
180	73.3	0.526	73.7	0.526	74.1	0.526	74.5	0.526	74.9	0.526	75.3	0.526
	1684	250	1708	250	1734	250	1762	250	1790	250	1818	250
	0.1004	338	0.0990	338	0.0975	338	0.0960	338	0.0945	338	0.0930	338
170	72.5	0.516	72.8	0.516	73.2	0.516	73.7	0.516	74.1	0.516	74.5	0.516
	1685	250	1709	250	1734	250	1762	250	1790	250	1817	250
	0.0988	333	0.0975	333	0.0960	333	0.0945	333	0.0931	333	0.0916	333
160	71.6	0.506	72.0	0.506	72.4	0.506	72.8	0.506	73.2	0.506	73.7	0.506
	1686	250	1710	250	1735	250	1763	250	1790	250	1818	250
	0.0972	328	0.0959	328	0.0945	328	0.0930	328	0.0916	328	0.0902	328
150	70.8	0.497	71.2	0.497	71.6	0.497	72.0	0.497	72.4	0.497	72.8	0.497
	1687	250	1711	250	1736	250	1763	250	1791	250	1818	250
	0.0957	323	0.0944	323	0.0930	323	0.0916	323	0.0901	323	0.0888	323
140	70.0	0.487	70.4	0.487	70.8	0.487	71.2	0.487	71.6	0.487	72.0	0.487
	1690	250	1714	250	1739	250	1766	250	1793	250	1820	250
	0.0940	318	0.0928	318	0.0914	318	0.0900	318	0.0887	318	0.0873	318
130	69.3	0.478	69.6	0.478	70.0	0.478	70.4	0.478	70.8	0.478	71.2	0.478
	1694	250	1717	250	1742	250	1768	250	1795	250	1822	250
	0.0924	313	0.0912	313	0.0899	313	0.0885	313	0.0872	313	0.0859	313
120	68.5	0.469	68.8	0.469	69.2	0.469	69.6	0.469	70.0	0.469	70.4	0.469
	1699	250	1721	250	1746	250	1772	250	1798	250	1825	250
	0.0907	308	0.0896	308	0.0883	308	0.0870	308	0.0857	308	0.0845	308
110	67.7	0.461	68.1	0.461	68.5	0.461	68.8	0.461	69.2	0.461	69.6	0.461
	1705	250	1727	250	1751	250	1777	250	1803	250	1829	250
	0.0891	303	0.0879	303	0.0867	303	0.0855	303	0.0842	303	0.0830	303
100	67.0	0.452	67.3	0.452	67.7	0.452	68.1	0.452	68.5	0.452	68.8	0.452
	1712	250	1733	250	1756	250	1782	250	1807	250	1833	250
	0.0874	299	0.0863	299	0.0852	299	0.0840	299	0.0828	299	0.0816	299

CRJ900_IF_CR250I_HW_LFL_20.PS - 30/08/2002

Cruise Control (250 KIAS), ISA+20 °C (Page 4 of 4)
Figure 04-08-6



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-26

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350	81.9 1694 0.1343	0.808 275 455	82.2 1716 0.1326	0.808 275 455	82.5 1738 0.1309	0.808 275 455	82.8 1762 0.1291	0.808 275 455	83.1 1786 0.1274	0.808 275 455	83.5 1813 0.1255	0.808 275 455
330	80.4 1665 0.1324	0.776 275 440	80.7 1684 0.1309	0.776 275 440	80.9 1701 0.1296	0.776 275 440	81.1 1718 0.1283	0.776 275 440	81.3 1735 0.1270	0.776 275 440	81.5 1753 0.1257	0.776 275 440
310	79.0 1648 0.1296	0.745 275 427	79.3 1665 0.1283	0.745 275 427	79.5 1683 0.1269	0.745 275 427	79.7 1701 0.1256	0.745 275 427	79.9 1718 0.1244	0.745 275 427	80.2 1734 0.1232	0.745 275 427
290	77.6 1636 0.1265	0.715 275 414	77.9 1653 0.1252	0.715 275 414	78.1 1671 0.1239	0.715 275 414	78.3 1688 0.1226	0.715 275 414	78.6 1705 0.1214	0.715 275 414	78.8 1722 0.1202	0.715 275 414
280	76.9 1633 0.1248	0.701 275 407	77.1 1650 0.1235	0.701 275 407	77.4 1667 0.1222	0.701 275 407	77.6 1684 0.1210	0.701 275 407	77.9 1702 0.1198	0.701 275 407	78.1 1718 0.1186	0.701 275 407
270	76.2 1632 0.1230	0.687 275 401	76.4 1648 0.1218	0.687 275 401	76.7 1664 0.1206	0.687 275 401	76.9 1681 0.1194	0.687 275 401	77.2 1698 0.1182	0.687 275 401	77.4 1715 0.1170	0.687 275 401
260	75.5 1632 0.1211	0.674 275 395	75.8 1647 0.1200	0.674 275 395	76.0 1664 0.1188	0.674 275 395	76.2 1680 0.1176	0.674 275 395	76.5 1697 0.1164	0.674 275 395	76.7 1714 0.1153	0.674 275 395
250	74.9 1631 0.1193	0.661 275 389	75.1 1647 0.1182	0.661 275 389	75.3 1663 0.1170	0.661 275 389	75.6 1679 0.1159	0.661 275 389	75.8 1696 0.1147	0.661 275 389	76.0 1712 0.1136	0.661 275 389
240	74.2 1632 0.1174	0.648 275 383	74.4 1647 0.1163	0.648 275 383	74.6 1663 0.1152	0.648 275 383	74.9 1680 0.1141	0.648 275 383	75.1 1696 0.1130	0.648 275 383	75.3 1712 0.1119	0.648 275 383
230	73.5 1632 0.1156	0.635 275 377	73.7 1647 0.1146	0.635 275 377	73.9 1663 0.1135	0.635 275 377	74.2 1679 0.1124	0.635 275 377	74.4 1696 0.1113	0.635 275 377	74.6 1712 0.1102	0.635 275 377

CRJ900_IF_CR275I_LW_HFL_M10.PS - 30/08/2002

Cruise Control (275 KIAS), ISA-10 °C (Page 1 of 4)
Figure 04-08-7

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-27

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350	83.9 1841 0.1235	0.808 275 455	84.4 1874 0.1214	0.808 275 455	85.0 1911 0.1191	0.808 275 455	85.6 1951 0.1166	0.808 275 455	86.2 1997 0.1139	0.808 275 455	87.0 2045 0.1112	0.808 275 455
330	81.8 1772 0.1244	0.776 275 440	82.0 1794 0.1229	0.776 275 440	82.3 1819 0.1212	0.776 275 440	82.7 1847 0.1193	0.776 275 440	83.0 1877 0.1174	0.776 275 440	83.4 1907 0.1156	0.776 275 440
310	80.4 1752 0.1219	0.745 275 427	80.6 1771 0.1206	0.745 275 427	80.9 1791 0.1193	0.745 275 427	81.2 1814 0.1177	0.745 275 427	81.4 1838 0.1162	0.745 275 427	81.7 1863 0.1146	0.745 275 427
290	79.0 1739 0.1190	0.715 275 414	79.2 1757 0.1178	0.715 275 414	79.5 1776 0.1165	0.715 275 414	79.7 1798 0.1152	0.715 275 414	80.0 1821 0.1137	0.715 275 414	80.3 1845 0.1122	0.715 275 414
280	78.3 1736 0.1174	0.701 275 407	78.6 1753 0.1163	0.701 275 407	78.8 1772 0.1150	0.701 275 407	79.1 1793 0.1137	0.701 275 407	79.4 1816 0.1122	0.701 275 407	79.7 1840 0.1108	0.701 275 407
270	77.6 1732 0.1159	0.687 275 401	77.9 1750 0.1147	0.687 275 401	78.1 1768 0.1135	0.687 275 401	78.4 1788 0.1122	0.687 275 401	78.7 1810 0.1109	0.687 275 401	79.0 1834 0.1094	0.687 275 401
260	76.9 1730 0.1142	0.674 275 395	77.2 1748 0.1131	0.674 275 395	77.4 1766 0.1119	0.674 275 395	77.7 1785 0.1107	0.674 275 395	78.0 1807 0.1094	0.674 275 395	78.3 1830 0.1080	0.674 275 395
250	76.2 1729 0.1126	0.661 275 389	76.5 1745 0.1115	0.661 275 389	76.7 1763 0.1104	0.661 275 389	77.0 1782 0.1092	0.661 275 389	77.2 1803 0.1079	0.661 275 389	77.5 1826 0.1066	0.661 275 389
240	75.6 1729 0.1108	0.648 275 383	75.8 1745 0.1098	0.648 275 383	76.0 1763 0.1087	0.648 275 383	76.3 1782 0.1076	0.648 275 383	76.5 1802 0.1064	0.648 275 383	76.8 1824 0.1051	0.648 275 383
230	74.9 1729 0.1092	0.635 275 377	75.1 1745 0.1082	0.635 275 377	75.3 1762 0.1071	0.635 275 377	75.6 1781 0.1060	0.635 275 377	75.8 1800 0.1048	0.635 275 377	76.1 1822 0.1036	0.635 275 377

CRJ900_IF_CR275I_HW_HFL_M10.PS - 30/08/2002

Cruise Control (275 KIAS), ISA-10 °C (Page 2 of 4)
Figure 04-08-7

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	72.8	0.623	73.0	0.623	73.2	0.623	73.5	0.623	73.7	0.623	73.9	0.623
	1632	275	1647	275	1663	275	1680	275	1696	275	1712	275
	0.1139	371	0.1128	371	0.1117	371	0.1107	371	0.1096	371	0.1085	371
210	72.1	0.611	72.3	0.611	72.5	0.611	72.8	0.611	73.0	0.611	73.2	0.611
	1633	275	1648	275	1664	275	1680	275	1697	275	1713	275
	0.1121	366	0.1111	366	0.1100	366	0.1090	366	0.1079	366	0.1069	366
200	71.4	0.599	71.6	0.599	71.8	0.599	72.1	0.599	72.3	0.599	72.5	0.599
	1634	275	1648	275	1664	275	1680	275	1696	275	1713	275
	0.1104	360	0.1094	360	0.1084	360	0.1073	360	0.1063	360	0.1053	360
190	70.7	0.588	70.9	0.588	71.1	0.588	71.4	0.588	71.6	0.588	71.8	0.588
	1637	275	1651	275	1666	275	1683	275	1699	275	1715	275
	0.1085	355	0.1076	355	0.1066	355	0.1056	355	0.1045	355	0.1035	355
180	70.0	0.577	70.2	0.577	70.4	0.577	70.7	0.577	70.9	0.577	71.1	0.577
	1639	275	1653	275	1669	275	1685	275	1701	275	1717	275
	0.1068	350	0.1058	350	0.1049	350	0.1039	350	0.1029	350	0.1019	350
170	69.3	0.566	69.5	0.566	69.7	0.566	69.9	0.566	70.2	0.566	70.4	0.566
	1641	275	1655	275	1671	275	1687	275	1703	275	1719	275
	0.1050	344	0.1041	344	0.1032	344	0.1022	344	0.1012	344	0.1003	344
160	68.5	0.555	68.8	0.555	69.0	0.555	69.2	0.555	69.5	0.555	69.7	0.555
	1644	275	1658	275	1673	275	1689	275	1706	275	1722	275
	0.1033	339	0.1024	339	0.1015	339	0.1005	339	0.0996	339	0.0986	339
150	67.8	0.545	68.0	0.545	68.3	0.545	68.5	0.545	68.7	0.545	69.0	0.545
	1646	275	1660	275	1675	275	1691	275	1708	275	1724	275
	0.1017	334	0.1008	334	0.0999	334	0.0989	334	0.0980	334	0.0971	334
140	67.1	0.535	67.3	0.535	67.6	0.535	67.8	0.535	68.0	0.535	68.3	0.535
	1650	275	1664	275	1679	275	1695	275	1711	275	1727	275
	0.0999	329	0.0991	329	0.0982	329	0.0973	329	0.0964	329	0.0955	329
130	66.4	0.525	66.6	0.525	66.9	0.525	67.1	0.525	67.3	0.525	67.6	0.525
	1654	275	1667	275	1682	275	1698	275	1714	275	1730	275
	0.0983	325	0.0974	325	0.0966	325	0.0957	325	0.0948	325	0.0939	325
120	65.7	0.515	65.9	0.515	66.2	0.515	66.4	0.515	66.6	0.515	66.9	0.515
	1658	275	1672	275	1687	275	1702	275	1718	275	1734	275
	0.0965	320	0.0958	320	0.0949	320	0.0941	320	0.0932	320	0.0923	320
110	65.0	0.506	65.2	0.506	65.5	0.506	65.7	0.506	65.9	0.506	66.2	0.506
	1664	275	1678	275	1692	275	1707	275	1723	275	1739	275
	0.0948	315	0.0940	315	0.0933	315	0.0924	315	0.0916	315	0.0907	315
100	64.3	0.497	64.5	0.497	64.8	0.497	65.0	0.497	65.2	0.497	65.5	0.497
	1670	275	1683	275	1697	275	1713	275	1728	275	1744	275
	0.0931	311	0.0924	311	0.0916	311	0.0908	311	0.0900	311	0.0892	311

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Cruise Control (275 KIAS), ISA-10 °C (Page 3 of 4)
Figure 04-08-7



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-29

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	74.2	0.623	74.4	0.623	74.6	0.623	74.9	0.623	75.1	0.623	75.4	0.623
	1729	275	1745	275	1762	275	1780	275	1799	275	1820	275
	0.1075	371	0.1065	371	0.1055	371	0.1044	371	0.1033	371	0.1021	371
210	73.5	0.611	73.7	0.611	73.9	0.611	74.2	0.611	74.4	0.611	74.7	0.611
	1729	275	1746	275	1763	275	1780	275	1799	275	1820	275
	0.1058	366	0.1048	366	0.1039	366	0.1028	366	0.1017	366	0.1006	366
200	72.8	0.599	73.0	0.599	73.2	0.599	73.5	0.599	73.7	0.599	74.0	0.599
	1729	275	1746	275	1762	275	1780	275	1799	275	1818	275
	0.1043	360	0.1033	360	0.1023	360	0.1013	360	0.1002	360	0.0992	360
190	72.1	0.588	72.3	0.588	72.5	0.588	72.8	0.588	73.0	0.588	73.3	0.588
	1732	275	1748	275	1764	275	1781	275	1800	275	1819	275
	0.1026	355	0.1016	355	0.1007	355	0.0997	355	0.0987	355	0.0976	355
180	71.4	0.577	71.6	0.577	71.8	0.577	72.0	0.577	72.3	0.577	72.6	0.577
	1733	275	1750	275	1766	275	1782	275	1800	275	1820	275
	0.1009	350	0.1000	350	0.0991	350	0.0982	350	0.0972	350	0.0962	350
170	70.6	0.566	70.9	0.566	71.1	0.566	71.3	0.566	71.6	0.566	71.8	0.566
	1735	275	1752	275	1768	275	1784	275	1802	275	1821	275
	0.0993	344	0.0984	344	0.0975	344	0.0966	344	0.0957	344	0.0947	344
160	69.9	0.555	70.2	0.555	70.4	0.555	70.6	0.555	70.9	0.555	71.1	0.555
	1738	275	1755	275	1771	275	1787	275	1804	275	1823	275
	0.0977	339	0.0968	339	0.0959	339	0.0950	339	0.0941	339	0.0932	339
150	69.2	0.545	69.4	0.545	69.7	0.545	69.9	0.545	70.1	0.545	70.4	0.545
	1740	275	1757	275	1773	275	1789	275	1806	275	1824	275
	0.0961	334	0.0953	334	0.0944	334	0.0935	334	0.0926	334	0.0917	334
140	68.5	0.535	68.7	0.535	69.0	0.535	69.2	0.535	69.4	0.535	69.7	0.535
	1743	275	1760	275	1776	275	1792	275	1809	275	1827	275
	0.0946	329	0.0937	329	0.0929	329	0.0920	329	0.0911	329	0.0902	329
130	67.8	0.525	68.0	0.525	68.2	0.525	68.5	0.525	68.7	0.525	68.9	0.525
	1746	275	1762	275	1778	275	1795	275	1812	275	1829	275
	0.0930	325	0.0922	325	0.0914	325	0.0905	325	0.0897	325	0.0888	325
120	67.1	0.515	67.3	0.515	67.5	0.515	67.8	0.515	68.0	0.515	68.2	0.515
	1750	275	1766	275	1782	275	1798	275	1815	275	1833	275
	0.0915	320	0.0907	320	0.0898	320	0.0890	320	0.0882	320	0.0874	320
110	66.4	0.506	66.6	0.506	66.8	0.506	67.1	0.506	67.3	0.506	67.5	0.506
	1755	275	1771	275	1787	275	1803	275	1819	275	1837	275
	0.0899	315	0.0891	315	0.0883	315	0.0875	315	0.0867	315	0.0859	315
100	65.7	0.497	65.9	0.497	66.2	0.497	66.4	0.497	66.6	0.497	66.8	0.497
	1760	275	1775	275	1791	275	1807	275	1824	275	1841	275
	0.0884	311	0.0876	311	0.0868	311	0.0860	311	0.0853	311	0.0845	311

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Cruise Control (275 KIAS), ISA-10 °C (Page 4 of 4)
Figure 04-08-7



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-30

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350	83.9 1754 0.1328	0.808 275 465	84.2 1776 0.1311	0.808 275 465	84.5 1799 0.1294	0.808 275 465	84.8 1823 0.1277	0.808 275 465	85.1 1848 0.1260	0.808 275 465	85.5 1875 0.1242	0.808 275 465
330	82.4 1722 0.1309	0.776 275 451	82.6 1741 0.1295	0.776 275 451	82.8 1759 0.1282	0.776 275 451	83.1 1777 0.1269	0.776 275 451	83.3 1795 0.1257	0.776 275 451	83.5 1813 0.1244	0.776 275 451
310	80.9 1703 0.1283	0.745 275 437	81.1 1721 0.1270	0.745 275 437	81.4 1739 0.1256	0.745 275 437	81.6 1757 0.1243	0.745 275 437	81.8 1774 0.1231	0.745 275 437	82.0 1791 0.1220	0.745 275 437
290	79.4 1690 0.1252	0.715 275 423	79.7 1707 0.1240	0.715 275 423	79.9 1725 0.1227	0.715 275 423	80.2 1743 0.1214	0.715 275 423	80.4 1761 0.1202	0.715 275 423	80.6 1778 0.1190	0.715 275 423
280	78.7 1686 0.1235	0.701 275 416	78.9 1704 0.1223	0.701 275 416	79.2 1721 0.1210	0.701 275 416	79.4 1739 0.1198	0.701 275 416	79.7 1757 0.1186	0.701 275 416	79.9 1774 0.1175	0.701 275 416
270	78.0 1684 0.1218	0.687 275 410	78.2 1700 0.1206	0.687 275 410	78.4 1718 0.1194	0.687 275 410	78.7 1735 0.1182	0.687 275 410	78.9 1752 0.1170	0.687 275 410	79.2 1770 0.1159	0.687 275 410
260	77.3 1683 0.1200	0.674 275 403	77.5 1699 0.1188	0.674 275 403	77.7 1716 0.1177	0.674 275 403	78.0 1733 0.1165	0.674 275 403	78.2 1750 0.1154	0.674 275 403	78.4 1768 0.1142	0.674 275 403
250	76.5 1682 0.1182	0.661 275 397	76.8 1698 0.1171	0.661 275 397	77.0 1714 0.1160	0.661 275 397	77.2 1731 0.1148	0.661 275 397	77.5 1748 0.1137	0.661 275 397	77.7 1765 0.1126	0.661 275 397
240	75.8 1682 0.1164	0.648 275 391	76.1 1698 0.1153	0.648 275 391	76.3 1714 0.1142	0.648 275 391	76.5 1731 0.1131	0.648 275 391	76.8 1748 0.1120	0.648 275 391	77.0 1764 0.1109	0.648 275 391
230	75.1 1682 0.1146	0.635 275 385	75.3 1697 0.1136	0.635 275 385	75.6 1714 0.1125	0.635 275 385	75.8 1730 0.1114	0.635 275 385	76.1 1747 0.1103	0.635 275 385	76.3 1764 0.1093	0.635 275 385

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Cruise Control (275 KIAS), ISA (Page 1 of 4)
Figure 04-08-8

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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-31

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350	85.9 1905 0.1223	0.808 275 465	86.4 1939 0.1201	0.808 275 465	86.9 1976 0.1179	0.808 275 465	87.6 2018 0.1154	0.808 275 465	88.2 2064 0.1128	0.808 275 465	89.0 2114 0.1102	0.808 275 465
330	83.7 1832 0.1231	0.776 275 451	84.0 1854 0.1216	0.776 275 451	84.3 1880 0.1200	0.776 275 451	84.6 1909 0.1181	0.776 275 451	85.0 1940 0.1163	0.776 275 451	85.3 1970 0.1145	0.776 275 451
310	82.3 1809 0.1207	0.745 275 437	82.5 1829 0.1195	0.745 275 437	82.8 1850 0.1181	0.745 275 437	83.0 1874 0.1166	0.745 275 437	83.3 1899 0.1151	0.745 275 437	83.6 1925 0.1135	0.745 275 437
290	80.9 1796 0.1179	0.715 275 423	81.1 1814 0.1167	0.715 275 423	81.3 1834 0.1154	0.715 275 423	81.6 1856 0.1140	0.715 275 423	81.9 1880 0.1126	0.715 275 423	82.2 1905 0.1111	0.715 275 423
280	80.1 1791 0.1163	0.701 275 416	80.4 1810 0.1151	0.701 275 416	80.6 1829 0.1139	0.701 275 416	80.9 1850 0.1126	0.701 275 416	81.2 1874 0.1112	0.701 275 416	81.5 1898 0.1098	0.701 275 416
270	79.4 1787 0.1148	0.687 275 410	79.6 1805 0.1136	0.687 275 410	79.9 1824 0.1124	0.687 275 410	80.2 1845 0.1112	0.687 275 410	80.4 1867 0.1098	0.687 275 410	80.7 1892 0.1084	0.687 275 410
260	78.7 1784 0.1132	0.674 275 403	78.9 1802 0.1121	0.674 275 403	79.2 1821 0.1109	0.674 275 403	79.4 1841 0.1097	0.674 275 403	79.7 1863 0.1084	0.674 275 403	80.0 1887 0.1070	0.674 275 403
250	77.9 1782 0.1116	0.661 275 397	78.2 1799 0.1105	0.661 275 397	78.4 1817 0.1094	0.661 275 397	78.7 1837 0.1082	0.661 275 397	79.0 1858 0.1070	0.661 275 397	79.3 1881 0.1057	0.661 275 397
240	77.2 1781 0.1099	0.648 275 391	77.5 1798 0.1088	0.648 275 391	77.7 1816 0.1078	0.648 275 391	78.0 1836 0.1066	0.648 275 391	78.2 1856 0.1055	0.648 275 391	78.5 1879 0.1042	0.648 275 391
230	76.5 1781 0.1082	0.635 275 385	76.7 1797 0.1072	0.635 275 385	77.0 1815 0.1062	0.635 275 385	77.2 1834 0.1051	0.635 275 385	77.5 1854 0.1039	0.635 275 385	77.8 1876 0.1027	0.635 275 385

CRJ900_IF_CR275I_HW_HFL_00.PS - 30/08/2002

Cruise Control (275 KIAS), ISA (Page 2 of 4)
Figure 04-08-8

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-32

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	74.4	0.623	74.6	0.623	74.9	0.623	75.1	0.623	75.3	0.623	75.6	0.623
	1682	275	1697	275	1713	275	1730	275	1747	275	1764	275
	0.1129	379	0.1118	379	0.1108	379	0.1097	379	0.1086	379	0.1076	379
210	73.7	0.611	73.9	0.611	74.1	0.611	74.4	0.611	74.6	0.611	74.9	0.611
	1682	275	1697	275	1713	275	1730	275	1747	275	1764	275
	0.1111	373	0.1101	373	0.1091	373	0.1080	373	0.1069	373	0.1059	373
200	72.9	0.599	73.2	0.599	73.4	0.599	73.6	0.599	73.9	0.599	74.1	0.599
	1683	275	1698	275	1713	275	1730	275	1747	275	1764	275
	0.1094	368	0.1084	368	0.1074	368	0.1064	368	0.1054	368	0.1043	368
190	72.2	0.588	72.4	0.588	72.7	0.588	72.9	0.588	73.2	0.588	73.4	0.588
	1685	275	1700	275	1715	275	1732	275	1749	275	1766	275
	0.1076	362	0.1066	362	0.1057	362	0.1047	362	0.1036	362	0.1027	362
180	71.5	0.577	71.7	0.577	71.9	0.577	72.2	0.577	72.4	0.577	72.6	0.577
	1687	275	1701	275	1717	275	1734	275	1750	275	1767	275
	0.1059	357	0.1049	357	0.1040	357	0.1030	357	0.1020	357	0.1010	357
170	70.7	0.566	71.0	0.566	71.2	0.566	71.4	0.566	71.7	0.566	71.9	0.566
	1688	275	1703	275	1719	275	1735	275	1752	275	1769	275
	0.1042	351	0.1033	351	0.1023	351	0.1014	351	0.1004	351	0.0994	351
160	70.0	0.555	70.2	0.555	70.5	0.555	70.7	0.555	70.9	0.555	71.2	0.555
	1691	275	1705	275	1721	275	1737	275	1754	275	1771	275
	0.1025	346	0.1016	346	0.1007	346	0.0997	346	0.0987	346	0.0978	346
150	69.3	0.545	69.5	0.545	69.7	0.545	69.9	0.545	70.2	0.545	70.4	0.545
	1693	275	1707	275	1723	275	1739	275	1756	275	1773	275
	0.1008	341	0.0999	341	0.0991	341	0.0981	341	0.0972	341	0.0963	341
140	68.5	0.535	68.8	0.535	69.0	0.535	69.2	0.535	69.5	0.535	69.7	0.535
	1696	275	1711	275	1726	275	1742	275	1759	275	1776	275
	0.0991	336	0.0983	336	0.0974	336	0.0965	336	0.0956	336	0.0947	336
130	67.8	0.525	68.0	0.525	68.2	0.525	68.5	0.525	68.7	0.525	69.0	0.525
	1700	275	1714	275	1729	275	1745	275	1762	275	1778	275
	0.0975	331	0.0966	331	0.0958	331	0.0949	331	0.0940	331	0.0931	331
120	67.1	0.515	67.3	0.515	67.5	0.515	67.8	0.515	68.0	0.515	68.2	0.515
	1704	275	1718	275	1733	275	1749	275	1765	275	1782	275
	0.0958	326	0.0950	326	0.0942	326	0.0933	326	0.0925	326	0.0916	326
110	66.4	0.506	66.6	0.506	66.8	0.506	67.0	0.506	67.3	0.506	67.5	0.506
	1710	275	1724	275	1738	275	1754	275	1770	275	1787	275
	0.0941	321	0.0933	321	0.0925	321	0.0917	321	0.0909	321	0.0900	321
100	65.6	0.497	65.8	0.497	66.1	0.497	66.3	0.497	66.5	0.497	66.8	0.497
	1715	275	1729	275	1743	275	1759	275	1775	275	1791	275
	0.0924	317	0.0917	317	0.0909	317	0.0901	317	0.0893	317	0.0885	317

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Cruise Control (275 KIAS), ISA (Page 3 of 4)
Figure 04-08-8



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-33

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	75.8	0.623	76.0	0.623	76.3	0.623	76.5	0.623	76.8	0.623	77.1	0.623
	1780	275	1797	275	1815	275	1833	275	1853	275	1875	275
	0.1066	379	0.1056	379	0.1046	379	0.1035	379	0.1024	379	0.1012	379
210	75.1	0.611	75.3	0.611	75.6	0.611	75.8	0.611	76.1	0.611	76.4	0.611
	1781	275	1798	275	1815	275	1833	275	1853	275	1874	275
	0.1049	373	0.1039	373	0.1030	373	0.1020	373	0.1009	373	0.0997	373
200	74.3	0.599	74.6	0.599	74.8	0.599	75.1	0.599	75.3	0.599	75.6	0.599
	1781	275	1798	275	1815	275	1833	275	1852	275	1872	275
	0.1034	368	0.1024	368	0.1014	368	0.1004	368	0.0994	368	0.0983	368
190	73.6	0.588	73.9	0.588	74.1	0.588	74.3	0.588	74.6	0.588	74.9	0.588
	1782	275	1799	275	1816	275	1833	275	1852	275	1872	275
	0.1017	362	0.1007	362	0.0998	362	0.0989	362	0.0979	362	0.0968	362
180	72.9	0.577	73.1	0.577	73.3	0.577	73.6	0.577	73.8	0.577	74.1	0.577
	1783	275	1800	275	1817	275	1834	275	1852	275	1872	275
	0.1001	357	0.0992	357	0.0983	357	0.0974	357	0.0964	357	0.0954	357
170	72.1	0.566	72.4	0.566	72.6	0.566	72.8	0.566	73.1	0.566	73.4	0.566
	1785	275	1802	275	1818	275	1835	275	1853	275	1873	275
	0.0985	351	0.0976	351	0.0967	351	0.0958	351	0.0949	351	0.0939	351
160	71.4	0.555	71.6	0.555	71.9	0.555	72.1	0.555	72.4	0.555	72.6	0.555
	1787	275	1804	275	1821	275	1838	275	1855	275	1874	275
	0.0969	346	0.0960	346	0.0951	346	0.0943	346	0.0934	346	0.0924	346
150	70.7	0.545	70.9	0.545	71.1	0.545	71.4	0.545	71.6	0.545	71.9	0.545
	1790	275	1806	275	1822	275	1840	275	1857	275	1876	275
	0.0954	341	0.0945	341	0.0936	341	0.0928	341	0.0919	341	0.0910	341
140	69.9	0.535	70.2	0.535	70.4	0.535	70.6	0.535	70.9	0.535	71.1	0.535
	1792	275	1809	275	1825	275	1842	275	1860	275	1878	275
	0.0938	336	0.0929	336	0.0921	336	0.0913	336	0.0904	336	0.0895	336
130	69.2	0.525	69.4	0.525	69.7	0.525	69.9	0.525	70.1	0.525	70.4	0.525
	1795	275	1811	275	1828	275	1845	275	1862	275	1880	275
	0.0923	331	0.0915	331	0.0906	331	0.0898	331	0.0890	331	0.0881	331
120	68.5	0.515	68.7	0.515	68.9	0.515	69.2	0.515	69.4	0.515	69.6	0.515
	1798	275	1815	275	1831	275	1848	275	1865	275	1883	275
	0.0908	326	0.0899	326	0.0891	326	0.0883	326	0.0875	326	0.0867	326
110	67.7	0.506	68.0	0.506	68.2	0.506	68.4	0.506	68.7	0.506	68.9	0.506
	1803	275	1819	275	1835	275	1852	275	1869	275	1887	275
	0.0892	321	0.0884	321	0.0876	321	0.0869	321	0.0861	321	0.0853	321
100	67.0	0.497	67.2	0.497	67.5	0.497	67.7	0.497	67.9	0.497	68.2	0.497
	1807	275	1823	275	1840	275	1856	275	1873	275	1890	275
	0.0877	317	0.0869	317	0.0862	317	0.0854	317	0.0846	317	0.0838	317

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Cruise Control (275 KIAS), ISA (Page 4 of 4)
Figure 04-08-8

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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-34

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350	84.9 1783 0.1321	0.808 275 471	85.2 1806 0.1304	0.808 275 471	85.4 1829 0.1288	0.808 275 471	85.8 1854 0.1270	0.808 275 471	86.1 1879 0.1253	0.808 275 471	86.5 1906 0.1235	0.808 275 471
330	83.3 1750 0.1303	0.776 275 456	83.6 1770 0.1289	0.776 275 456	83.8 1788 0.1275	0.776 275 456	84.0 1807 0.1262	0.776 275 456	84.2 1824 0.1250	0.776 275 456	84.4 1842 0.1238	0.776 275 456
310	81.8 1730 0.1276	0.745 275 441	82.1 1748 0.1263	0.745 275 441	82.3 1767 0.1250	0.745 275 441	82.5 1785 0.1237	0.745 275 441	82.8 1803 0.1225	0.745 275 441	83.0 1820 0.1213	0.745 275 441
290	80.3 1716 0.1246	0.715 275 428	80.6 1734 0.1234	0.715 275 428	80.8 1752 0.1221	0.715 275 428	81.1 1770 0.1208	0.715 275 428	81.3 1788 0.1196	0.715 275 428	81.5 1806 0.1185	0.715 275 428
280	79.6 1713 0.1229	0.701 275 421	79.8 1730 0.1217	0.701 275 421	80.1 1748 0.1205	0.701 275 421	80.3 1766 0.1192	0.701 275 421	80.6 1784 0.1180	0.701 275 421	80.8 1801 0.1169	0.701 275 421
270	78.8 1710 0.1212	0.687 275 414	79.1 1726 0.1201	0.687 275 414	79.3 1744 0.1188	0.687 275 414	79.6 1762 0.1176	0.687 275 414	79.8 1779 0.1165	0.687 275 414	80.0 1797 0.1153	0.687 275 414
260	78.1 1709 0.1194	0.674 275 408	78.4 1725 0.1183	0.674 275 408	78.6 1742 0.1171	0.674 275 408	78.8 1760 0.1160	0.674 275 408	79.1 1777 0.1148	0.674 275 408	79.3 1795 0.1137	0.674 275 408
250	77.4 1707 0.1177	0.661 275 401	77.6 1723 0.1166	0.661 275 401	77.9 1740 0.1154	0.661 275 401	78.1 1757 0.1143	0.661 275 401	78.3 1775 0.1132	0.661 275 401	78.6 1792 0.1121	0.661 275 401
240	76.7 1707 0.1158	0.648 275 395	76.9 1723 0.1148	0.648 275 395	77.1 1740 0.1137	0.648 275 395	77.4 1757 0.1126	0.648 275 395	77.6 1774 0.1115	0.648 275 395	77.8 1791 0.1104	0.648 275 395
230	75.9 1706 0.1141	0.635 275 389	76.2 1722 0.1131	0.635 275 389	76.4 1739 0.1120	0.635 275 389	76.6 1756 0.1109	0.635 275 389	76.9 1773 0.1098	0.635 275 389	77.1 1790 0.1088	0.635 275 389

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Cruise Control (275 KIAS), ISA+5 °C (Page 1 of 4)
Figure 04-08-9



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-35

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350	86.9 1936 0.1216	0.808 275 471	87.4 1970 0.1195	0.808 275 471	87.9 2007 0.1173	0.808 275 471	88.5 2051 0.1148	0.808 275 471	89.2 2098 0.1122	0.808 275 471	90.0 2149 0.1096	0.808 275 471
330	84.7 1862 0.1225	0.776 275 456	84.9 1885 0.1210	0.776 275 456	85.3 1911 0.1193	0.776 275 456	85.6 1940 0.1175	0.776 275 456	85.9 1971 0.1157	0.776 275 456	86.3 2002 0.1139	0.776 275 456
310	83.2 1838 0.1201	0.745 275 441	83.4 1858 0.1189	0.745 275 441	83.7 1880 0.1175	0.745 275 441	84.0 1904 0.1160	0.745 275 441	84.3 1929 0.1145	0.745 275 441	84.6 1956 0.1129	0.745 275 441
290	81.7 1824 0.1173	0.715 275 428	82.0 1842 0.1161	0.715 275 428	82.2 1863 0.1149	0.715 275 428	82.5 1885 0.1135	0.715 275 428	82.8 1909 0.1121	0.715 275 428	83.1 1934 0.1106	0.715 275 428
280	81.0 1819 0.1158	0.701 275 421	81.2 1837 0.1146	0.701 275 421	81.5 1857 0.1134	0.701 275 421	81.8 1879 0.1121	0.701 275 421	82.1 1903 0.1107	0.701 275 421	82.4 1928 0.1092	0.701 275 421
270	80.3 1815 0.1142	0.687 275 414	80.5 1833 0.1131	0.687 275 414	80.8 1852 0.1119	0.687 275 414	81.0 1873 0.1107	0.687 275 414	81.3 1896 0.1093	0.687 275 414	81.6 1921 0.1079	0.687 275 414
260	79.5 1812 0.1126	0.674 275 408	79.8 1830 0.1115	0.674 275 408	80.0 1848 0.1104	0.674 275 408	80.3 1869 0.1092	0.674 275 408	80.6 1891 0.1079	0.674 275 408	80.9 1915 0.1065	0.674 275 408
250	78.8 1809 0.1110	0.661 275 401	79.0 1827 0.1100	0.661 275 401	79.3 1845 0.1089	0.661 275 401	79.5 1865 0.1077	0.661 275 401	79.8 1886 0.1065	0.661 275 401	80.1 1910 0.1052	0.661 275 401
240	78.1 1808 0.1094	0.648 275 395	78.3 1826 0.1083	0.648 275 395	78.6 1844 0.1073	0.648 275 395	78.8 1863 0.1061	0.648 275 395	79.1 1884 0.1050	0.648 275 395	79.4 1907 0.1037	0.648 275 395
230	77.3 1807 0.1077	0.635 275 389	77.6 1824 0.1068	0.635 275 389	77.8 1842 0.1057	0.635 275 389	78.1 1861 0.1046	0.635 275 389	78.3 1881 0.1035	0.635 275 389	78.6 1904 0.1023	0.635 275 389

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Cruise Control (275 KIAS), ISA+5 °C (Page 2 of 4)
Figure 04-08-9



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-36

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	75.2	0.623	75.4	0.623	75.7	0.623	75.9	0.623	76.1	0.623	76.4	0.623
	1706	275	1722	275	1738	275	1755	275	1772	275	1789	275
	0.1124	383	0.1114	383	0.1103	383	0.1092	383	0.1082	383	0.1072	383
210	74.4	0.611	74.7	0.611	74.9	0.611	75.2	0.611	75.4	0.611	75.6	0.611
	1706	275	1722	275	1738	275	1755	275	1772	275	1789	275
	0.1106	377	0.1096	377	0.1086	377	0.1076	377	0.1065	377	0.1055	377
200	73.7	0.599	73.9	0.599	74.2	0.599	74.4	0.599	74.7	0.599	74.9	0.599
	1707	275	1722	275	1738	275	1754	275	1772	275	1789	275
	0.1089	371	0.1080	371	0.1070	371	0.1060	371	0.1049	371	0.1039	371
190	73.0	0.588	73.2	0.588	73.4	0.588	73.7	0.588	73.9	0.588	74.1	0.588
	1709	275	1724	275	1740	275	1756	275	1773	275	1790	275
	0.1071	366	0.1062	366	0.1052	366	0.1042	366	0.1032	366	0.1022	366
180	72.2	0.577	72.4	0.577	72.7	0.577	72.9	0.577	73.2	0.577	73.4	0.577
	1710	275	1725	275	1741	275	1758	275	1775	275	1792	275
	0.1054	360	0.1045	360	0.1035	360	0.1026	360	0.1016	360	0.1006	360
170	71.5	0.566	71.7	0.566	71.9	0.566	72.2	0.566	72.4	0.566	72.6	0.566
	1712	275	1727	275	1743	275	1759	275	1776	275	1793	275
	0.1037	355	0.1028	355	0.1019	355	0.1009	355	0.1000	355	0.0990	355
160	70.7	0.555	70.9	0.555	71.2	0.555	71.4	0.555	71.7	0.555	71.9	0.555
	1714	275	1729	275	1745	275	1761	275	1779	275	1795	275
	0.1020	349	0.1012	349	0.1002	349	0.0993	349	0.0983	349	0.0974	349
150	70.0	0.545	70.2	0.545	70.4	0.545	70.7	0.545	70.9	0.545	71.1	0.545
	1716	275	1731	275	1746	275	1763	275	1780	275	1797	275
	0.1004	344	0.0995	344	0.0987	344	0.0977	344	0.0968	344	0.0959	344
140	69.2	0.535	69.5	0.535	69.7	0.535	69.9	0.535	70.2	0.535	70.4	0.535
	1719	275	1734	275	1750	275	1766	275	1783	275	1800	275
	0.0987	339	0.0979	339	0.0970	339	0.0961	339	0.0952	339	0.0943	339
130	68.5	0.525	68.7	0.525	68.9	0.525	69.2	0.525	69.4	0.525	69.7	0.525
	1723	275	1737	275	1753	275	1769	275	1786	275	1802	275
	0.0971	334	0.0963	334	0.0954	334	0.0945	334	0.0937	334	0.0928	334
120	67.8	0.515	68.0	0.515	68.2	0.515	68.4	0.515	68.7	0.515	68.9	0.515
	1727	275	1741	275	1757	275	1772	275	1789	275	1806	275
	0.0954	329	0.0946	329	0.0938	329	0.0930	329	0.0921	329	0.0912	329
110	67.0	0.506	67.2	0.506	67.5	0.506	67.7	0.506	67.9	0.506	68.2	0.506
	1733	275	1747	275	1761	275	1777	275	1793	275	1810	275
	0.0937	324	0.0929	324	0.0922	324	0.0914	324	0.0905	324	0.0897	324
100	66.3	0.497	66.5	0.497	66.7	0.497	67.0	0.497	67.2	0.497	67.4	0.497
	1738	275	1752	275	1766	275	1782	275	1798	275	1814	275
	0.0921	320	0.0913	320	0.0906	320	0.0898	320	0.0890	320	0.0882	320

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Cruise Control (275 KIAS), ISA+5 °C (Page 3 of 4)
Figure 04-08-9



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-37

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	76.6	0.623	76.8	0.623	77.1	0.623	77.3	0.623	77.6	0.623	77.9	0.623
	1806	275	1823	275	1841	275	1860	275	1880	275	1901	275
	0.1061	383	0.1051	383	0.1041	383	0.1031	383	0.1020	383	0.1008	383
210	75.9	0.611	76.1	0.611	76.3	0.611	76.6	0.611	76.9	0.611	77.2	0.611
	1806	275	1824	275	1841	275	1859	275	1879	275	1900	275
	0.1045	377	0.1035	377	0.1025	377	0.1015	377	0.1005	377	0.0993	377
200	75.1	0.599	75.4	0.599	75.6	0.599	75.8	0.599	76.1	0.599	76.4	0.599
	1806	275	1823	275	1840	275	1858	275	1878	275	1898	275
	0.1029	371	0.1020	371	0.1010	371	0.1000	371	0.0990	371	0.0979	371
190	74.4	0.588	74.6	0.588	74.9	0.588	75.1	0.588	75.4	0.588	75.6	0.588
	1807	275	1824	275	1841	275	1859	275	1878	275	1898	275
	0.1013	366	0.1003	366	0.0994	366	0.0985	366	0.0975	366	0.0964	366
180	73.6	0.577	73.9	0.577	74.1	0.577	74.3	0.577	74.6	0.577	74.9	0.577
	1808	275	1825	275	1842	275	1859	275	1878	275	1898	275
	0.0997	360	0.0988	360	0.0979	360	0.0970	360	0.0960	360	0.0950	360
170	72.9	0.566	73.1	0.566	73.4	0.566	73.6	0.566	73.8	0.566	74.1	0.566
	1810	275	1827	275	1843	275	1861	275	1879	275	1898	275
	0.0981	355	0.0972	355	0.0963	355	0.0954	355	0.0945	355	0.0935	355
160	72.1	0.555	72.4	0.555	72.6	0.555	72.8	0.555	73.1	0.555	73.4	0.555
	1812	275	1829	275	1846	275	1863	275	1881	275	1900	275
	0.0965	349	0.0956	349	0.0948	349	0.0939	349	0.0930	349	0.0921	349
150	71.4	0.545	71.6	0.545	71.8	0.545	72.1	0.545	72.3	0.545	72.6	0.545
	1814	275	1831	275	1847	275	1865	275	1882	275	1901	275
	0.0950	344	0.0941	344	0.0933	344	0.0924	344	0.0915	344	0.0906	344
140	70.6	0.535	70.9	0.535	71.1	0.535	71.3	0.535	71.6	0.535	71.8	0.535
	1816	275	1833	275	1850	275	1867	275	1885	275	1903	275
	0.0934	339	0.0926	339	0.0917	339	0.0909	339	0.0901	339	0.0892	339
130	69.9	0.525	70.1	0.525	70.3	0.525	70.6	0.525	70.8	0.525	71.1	0.525
	1819	275	1836	275	1852	275	1869	275	1887	275	1905	275
	0.0919	334	0.0911	334	0.0903	334	0.0895	334	0.0886	334	0.0878	334
120	69.1	0.515	69.4	0.515	69.6	0.515	69.8	0.515	70.1	0.515	70.3	0.515
	1822	275	1839	275	1856	275	1873	275	1890	275	1908	275
	0.0904	329	0.0896	329	0.0888	329	0.0880	329	0.0872	329	0.0864	329
110	68.4	0.506	68.6	0.506	68.9	0.506	69.1	0.506	69.3	0.506	69.6	0.506
	1827	275	1843	275	1860	275	1876	275	1894	275	1912	275
	0.0889	324	0.0881	324	0.0873	324	0.0865	324	0.0857	324	0.0849	324
100	67.7	0.497	67.9	0.497	68.1	0.497	68.4	0.497	68.6	0.497	68.8	0.497
	1831	275	1847	275	1864	275	1881	275	1898	275	1915	275
	0.0874	320	0.0866	320	0.0858	320	0.0851	320	0.0843	320	0.0835	320

CRJ900_IF_CR275I_HW_LFL_05.PS - 30/08/2002

Cruise Control (275 KIAS), ISA+5 °C (Page 4 of 4)
Figure 04-08-9



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-38

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350	85.8	0.808	86.1	0.808	86.4	0.808	86.7	0.808	87.1	0.808	87.4	0.808
	1812	275	1835	275	1859	275	1884	275	1909	275	1937	275
	0.1314	476	0.1297	476	0.1281	476	0.1264	476	0.1247	476	0.1229	476
330	84.3	0.776	84.5	0.776	84.7	0.776	85.0	0.776	85.2	0.776	85.4	0.776
	1779	275	1798	275	1817	275	1836	275	1854	275	1872	275
	0.1296	461	0.1282	461	0.1269	461	0.1256	461	0.1244	461	0.1232	461
310	82.7	0.745	83.0	0.745	83.2	0.745	83.4	0.745	83.7	0.745	83.9	0.745
	1757	275	1776	275	1795	275	1814	275	1831	275	1849	275
	0.1270	446	0.1257	446	0.1244	446	0.1231	446	0.1219	446	0.1207	446
290	81.2	0.715	81.5	0.715	81.7	0.715	81.9	0.715	82.2	0.715	82.4	0.715
	1743	275	1761	275	1779	275	1797	275	1816	275	1833	275
	0.1240	432	0.1228	432	0.1215	432	0.1203	432	0.1191	432	0.1179	432
280	80.4	0.701	80.7	0.701	80.9	0.701	81.2	0.701	81.4	0.701	81.6	0.701
	1739	275	1756	275	1775	275	1793	275	1811	275	1828	275
	0.1224	425	0.1212	425	0.1199	425	0.1187	425	0.1175	425	0.1164	425
270	79.7	0.687	79.9	0.687	80.2	0.687	80.4	0.687	80.7	0.687	80.9	0.687
	1736	275	1752	275	1770	275	1788	275	1806	275	1824	275
	0.1207	419	0.1195	419	0.1183	419	0.1171	419	0.1160	419	0.1148	419
260	79.0	0.674	79.2	0.674	79.4	0.674	79.7	0.674	79.9	0.674	80.2	0.674
	1734	275	1751	275	1768	275	1786	275	1804	275	1821	275
	0.1189	412	0.1177	412	0.1166	412	0.1154	412	0.1143	412	0.1132	412
250	78.2	0.661	78.5	0.661	78.7	0.661	78.9	0.661	79.2	0.661	79.4	0.661
	1733	275	1749	275	1766	275	1783	275	1801	275	1818	275
	0.1171	405	0.1160	405	0.1149	405	0.1138	405	0.1127	405	0.1116	405
240	77.5	0.648	77.7	0.648	78.0	0.648	78.2	0.648	78.4	0.648	78.7	0.648
	1732	275	1749	275	1766	275	1783	275	1800	275	1817	275
	0.1153	399	0.1142	399	0.1131	399	0.1121	399	0.1110	399	0.1099	399
230	76.7	0.635	77.0	0.635	77.2	0.635	77.4	0.635	77.7	0.635	77.9	0.635
	1731	275	1747	275	1764	275	1781	275	1799	275	1816	275
	0.1136	393	0.1126	393	0.1115	393	0.1104	393	0.1093	393	0.1083	393

CRJ900_IF_CR275I_LW_HFL_10.PS - 30/08/2002

Cruise Control (275 KIAS), ISA+10 °C (Page 1 of 4)
Figure 04-08-10

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-39

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350	87.8 1968 0.1210	0.808 275 476	88.3 2002 0.1189	0.808 275 476	88.9 2040 0.1167	0.808 275 476	89.5 2084 0.1143	0.808 275 476	90.2 2131 0.1117	0.808 275 476	91.0 2182 0.1091	0.808 275 476
330	85.6 1891 0.1219	0.776 275 461	85.9 1915 0.1204	0.776 275 461	86.2 1942 0.1187	0.776 275 461	86.5 1972 0.1169	0.776 275 461	86.9 2003 0.1151	0.776 275 461	87.3 2034 0.1133	0.776 275 461
310	84.1 1867 0.1195	0.745 275 446	84.4 1888 0.1183	0.745 275 446	84.6 1909 0.1169	0.745 275 446	84.9 1933 0.1155	0.745 275 446	85.2 1959 0.1140	0.745 275 446	85.5 1987 0.1124	0.745 275 446
290	82.6 1852 0.1168	0.715 275 432	82.9 1870 0.1156	0.715 275 432	83.1 1891 0.1143	0.715 275 432	83.4 1914 0.1130	0.715 275 432	83.7 1938 0.1115	0.715 275 432	84.0 1964 0.1101	0.715 275 432
280	81.9 1847 0.1152	0.701 275 425	82.1 1865 0.1141	0.701 275 425	82.4 1885 0.1129	0.701 275 425	82.7 1907 0.1116	0.701 275 425	82.9 1931 0.1102	0.701 275 425	83.2 1957 0.1088	0.701 275 425
270	81.1 1842 0.1137	0.687 275 419	81.4 1860 0.1126	0.687 275 419	81.6 1879 0.1114	0.687 275 419	81.9 1901 0.1102	0.687 275 419	82.2 1924 0.1089	0.687 275 419	82.5 1949 0.1075	0.687 275 419
260	80.4 1839 0.1121	0.674 275 412	80.6 1857 0.1110	0.674 275 412	80.9 1876 0.1099	0.674 275 412	81.1 1897 0.1087	0.674 275 412	81.4 1919 0.1074	0.674 275 412	81.7 1944 0.1061	0.674 275 412
250	79.6 1835 0.1106	0.661 275 405	79.9 1853 0.1095	0.661 275 405	80.1 1872 0.1084	0.661 275 405	80.4 1892 0.1072	0.661 275 405	80.7 1914 0.1060	0.661 275 405	81.0 1938 0.1047	0.661 275 405
240	78.9 1834 0.1089	0.648 275 399	79.1 1852 0.1079	0.648 275 399	79.4 1870 0.1068	0.648 275 399	79.6 1890 0.1057	0.648 275 399	79.9 1911 0.1045	0.648 275 399	80.2 1934 0.1033	0.648 275 399
230	78.2 1833 0.1073	0.635 275 393	78.4 1850 0.1063	0.635 275 393	78.6 1869 0.1052	0.635 275 393	78.9 1888 0.1042	0.635 275 393	79.2 1909 0.1030	0.635 275 393	79.5 1931 0.1018	0.635 275 393

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Cruise Control (275 KIAS), ISA+10 °C (Page 2 of 4)
Figure 04-08-10



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-40

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	76.0	0.623	76.2	0.623	76.4	0.623	76.7	0.623	76.9	0.623	77.2	0.623
	1731	275	1746	275	1763	275	1780	275	1798	275	1815	275
	0.1119	387	0.1109	387	0.1098	387	0.1087	387	0.1077	387	0.1067	387
210	75.2	0.611	75.4	0.611	75.7	0.611	75.9	0.611	76.2	0.611	76.4	0.611
	1731	275	1746	275	1763	275	1780	275	1797	275	1815	275
	0.1102	381	0.1092	381	0.1082	381	0.1071	381	0.1061	381	0.1051	381
200	74.5	0.599	74.7	0.599	74.9	0.599	75.2	0.599	75.4	0.599	75.7	0.599
	1730	275	1746	275	1762	275	1779	275	1796	275	1814	275
	0.1085	375	0.1075	375	0.1065	375	0.1055	375	0.1045	375	0.1035	375
190	73.7	0.588	73.9	0.588	74.2	0.588	74.4	0.588	74.7	0.588	74.9	0.588
	1732	275	1747	275	1764	275	1781	275	1798	275	1815	275
	0.1067	369	0.1058	369	0.1048	369	0.1038	369	0.1028	369	0.1018	369
180	72.9	0.577	73.2	0.577	73.4	0.577	73.6	0.577	73.9	0.577	74.1	0.577
	1734	275	1749	275	1765	275	1782	275	1799	275	1816	275
	0.1050	364	0.1041	364	0.1031	364	0.1022	364	0.1012	364	0.1002	364
170	72.2	0.566	72.4	0.566	72.6	0.566	72.9	0.566	73.1	0.566	73.4	0.566
	1735	275	1750	275	1767	275	1783	275	1801	275	1818	275
	0.1033	358	0.1024	358	0.1015	358	0.1005	358	0.0996	358	0.0986	358
160	71.4	0.555	71.6	0.555	71.9	0.555	72.1	0.555	72.4	0.555	72.6	0.555
	1738	275	1753	275	1769	275	1785	275	1803	275	1820	275
	0.1016	353	0.1008	353	0.0998	353	0.0989	353	0.0980	353	0.0970	353
150	70.7	0.545	70.9	0.545	71.1	0.545	71.4	0.545	71.6	0.545	71.8	0.545
	1739	275	1754	275	1770	275	1787	275	1804	275	1821	275
	0.1000	347	0.0991	347	0.0983	347	0.0973	347	0.0964	347	0.0955	347
140	69.9	0.535	70.1	0.535	70.4	0.535	70.6	0.535	70.9	0.535	71.1	0.535
	1743	275	1758	275	1773	275	1790	275	1807	275	1824	275
	0.0983	342	0.0975	342	0.0966	342	0.0957	342	0.0948	342	0.0939	342
130	69.2	0.525	69.4	0.525	69.6	0.525	69.8	0.525	70.1	0.525	70.3	0.525
	1746	275	1760	275	1776	275	1792	275	1809	275	1826	275
	0.0967	337	0.0959	337	0.0950	337	0.0942	337	0.0933	337	0.0924	337
120	68.4	0.515	68.6	0.515	68.9	0.515	69.1	0.515	69.3	0.515	69.6	0.515
	1750	275	1764	275	1780	275	1796	275	1813	275	1830	275
	0.0950	332	0.0942	332	0.0934	332	0.0926	332	0.0917	332	0.0909	332
110	67.7	0.506	67.9	0.506	68.1	0.506	68.3	0.506	68.6	0.506	68.8	0.506
	1755	275	1770	275	1784	275	1800	275	1817	275	1834	275
	0.0933	327	0.0926	327	0.0918	327	0.0910	327	0.0902	327	0.0893	327
100	66.9	0.497	67.1	0.497	67.4	0.497	67.6	0.497	67.8	0.497	68.1	0.497
	1760	275	1774	275	1789	275	1805	275	1821	275	1838	275
	0.0917	323	0.0910	323	0.0902	323	0.0894	323	0.0886	323	0.0878	323

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Cruise Control (275 KIAS), ISA+10 °C (Page 3 of 4)
Figure 04-08-10



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-41

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	77.4	0.623	77.6	0.623	77.9	0.623	78.1	0.623	78.4	0.623	78.7	0.623
	1832	275	1849	275	1867	275	1887	275	1907	275	1929	275
	0.1057	387	0.1047	387	0.1037	387	0.1026	387	0.1015	387	0.1004	387
210	76.7	0.611	76.9	0.611	77.1	0.611	77.4	0.611	77.7	0.611	77.9	0.611
	1832	275	1849	275	1867	275	1885	275	1905	275	1927	275
	0.1041	381	0.1031	381	0.1021	381	0.1011	381	0.1000	381	0.0989	381
200	75.9	0.599	76.1	0.599	76.4	0.599	76.6	0.599	76.9	0.599	77.2	0.599
	1831	275	1848	275	1866	275	1884	275	1904	275	1924	275
	0.1025	375	0.1016	375	0.1006	375	0.0996	375	0.0986	375	0.0975	375
190	75.1	0.588	75.4	0.588	75.6	0.588	75.9	0.588	76.1	0.588	76.4	0.588
	1832	275	1850	275	1867	275	1885	275	1904	275	1925	275
	0.1009	369	0.0999	369	0.0990	369	0.0981	369	0.0971	369	0.0961	369
180	74.4	0.577	74.6	0.577	74.8	0.577	75.1	0.577	75.4	0.577	75.6	0.577
	1833	275	1850	275	1867	275	1885	275	1904	275	1924	275
	0.0993	364	0.0984	364	0.0975	364	0.0966	364	0.0956	364	0.0946	364
170	73.6	0.566	73.9	0.566	74.1	0.566	74.3	0.566	74.6	0.566	74.9	0.566
	1835	275	1852	275	1868	275	1886	275	1905	275	1924	275
	0.0977	358	0.0968	358	0.0960	358	0.0951	358	0.0941	358	0.0932	358
160	72.9	0.555	73.1	0.555	73.3	0.555	73.6	0.555	73.8	0.555	74.1	0.555
	1837	275	1854	275	1871	275	1888	275	1906	275	1926	275
	0.0961	353	0.0952	353	0.0944	353	0.0935	353	0.0926	353	0.0917	353
150	72.1	0.545	72.3	0.545	72.6	0.545	72.8	0.545	73.0	0.545	73.3	0.545
	1838	275	1855	275	1872	275	1890	275	1908	275	1927	275
	0.0946	347	0.0937	347	0.0929	347	0.0920	347	0.0912	347	0.0903	347
140	71.3	0.535	71.6	0.535	71.8	0.535	72.0	0.535	72.3	0.535	72.5	0.535
	1841	275	1858	275	1875	275	1892	275	1910	275	1929	275
	0.0931	342	0.0922	342	0.0914	342	0.0905	342	0.0897	342	0.0888	342
130	70.6	0.525	70.8	0.525	71.0	0.525	71.3	0.525	71.5	0.525	71.8	0.525
	1843	275	1860	275	1877	275	1894	275	1912	275	1931	275
	0.0916	337	0.0907	337	0.0899	337	0.0891	337	0.0883	337	0.0874	337
120	69.8	0.515	70.1	0.515	70.3	0.515	70.5	0.515	70.8	0.515	71.0	0.515
	1846	275	1863	275	1880	275	1897	275	1915	275	1933	275
	0.0901	332	0.0892	332	0.0884	332	0.0876	332	0.0868	332	0.0860	332
110	69.1	0.506	69.3	0.506	69.5	0.506	69.8	0.506	70.0	0.506	70.2	0.506
	1850	275	1867	275	1884	275	1901	275	1918	275	1936	275
	0.0885	327	0.0877	327	0.0870	327	0.0862	327	0.0854	327	0.0846	327
100	68.3	0.497	68.6	0.497	68.8	0.497	69.0	0.497	69.2	0.497	69.5	0.497
	1854	275	1871	275	1888	275	1905	275	1922	275	1940	275
	0.0871	323	0.0863	323	0.0855	323	0.0848	323	0.0840	323	0.0832	323

CRJ900_IF_CR275I_HW_LFL_10.PS - 30/08/2002

Cruise Control (275 KIAS), ISA+10 °C (Page 4 of 4)
Figure 04-08-10

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350	86.8 1842 0.1307	0.808 275 481	87.1 1865 0.1291	0.808 275 481	87.4 1889 0.1274	0.808 275 481	87.7 1914 0.1258	0.808 275 481	88.0 1940 0.1241	0.808 275 481	88.4 1968 0.1223	0.808 275 481
330	85.2 1807 0.1289	0.776 275 466	85.4 1827 0.1275	0.776 275 466	85.7 1846 0.1262	0.776 275 466	85.9 1864 0.1250	0.776 275 466	86.1 1882 0.1238	0.776 275 466	86.3 1900 0.1226	0.776 275 466
310	83.6 1785 0.1264	0.745 275 451	83.9 1803 0.1251	0.745 275 451	84.1 1823 0.1238	0.745 275 451	84.3 1841 0.1225	0.745 275 451	84.6 1859 0.1213	0.745 275 451	84.8 1877 0.1202	0.745 275 451
290	82.1 1770 0.1234	0.715 275 437	82.3 1788 0.1222	0.715 275 437	82.6 1806 0.1209	0.715 275 437	82.8 1825 0.1197	0.715 275 437	83.1 1843 0.1185	0.715 275 437	83.3 1861 0.1174	0.715 275 437
280	81.3 1765 0.1218	0.701 275 430	81.5 1783 0.1206	0.701 275 430	81.8 1801 0.1193	0.701 275 430	82.1 1820 0.1181	0.701 275 430	82.3 1838 0.1170	0.701 275 430	82.5 1856 0.1158	0.701 275 430
270	80.5 1761 0.1201	0.687 275 423	80.8 1778 0.1190	0.687 275 423	81.0 1796 0.1178	0.687 275 423	81.3 1815 0.1166	0.687 275 423	81.5 1833 0.1154	0.687 275 423	81.8 1851 0.1143	0.687 275 423
260	79.8 1759 0.1183	0.674 275 416	80.0 1776 0.1172	0.674 275 416	80.3 1794 0.1161	0.674 275 416	80.5 1812 0.1149	0.674 275 416	80.8 1830 0.1138	0.674 275 416	81.0 1848 0.1127	0.674 275 416
250	79.0 1758 0.1166	0.661 275 410	79.3 1774 0.1155	0.661 275 410	79.5 1791 0.1144	0.661 275 410	79.7 1809 0.1133	0.661 275 410	80.0 1827 0.1122	0.661 275 410	80.2 1845 0.1111	0.661 275 410
240	78.3 1757 0.1148	0.648 275 403	78.5 1774 0.1138	0.648 275 403	78.8 1791 0.1127	0.648 275 403	79.0 1808 0.1116	0.648 275 403	79.2 1826 0.1105	0.648 275 403	79.5 1843 0.1095	0.648 275 403
230	77.5 1756 0.1131	0.635 275 397	77.7 1772 0.1121	0.635 275 397	78.0 1789 0.1110	0.635 275 397	78.2 1807 0.1099	0.635 275 397	78.5 1824 0.1089	0.635 275 397	78.7 1841 0.1079	0.635 275 397

CRJ900_IF_CR275I_LW_HFL_15.PS - 30/08/2002

Cruise Control (275 KIAS), ISA+15 °C (Page 1 of 4)
Figure 04-08-11



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-43

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350	88.8 1998 0.1205	0.808 275 481	89.3 2033 0.1184	0.808 275 481	89.9 2072 0.1162	0.808 275 481	90.5 2116 0.1138	0.808 275 481				
330	86.5 1921 0.1213	0.776 275 466	86.8 1945 0.1198	0.776 275 466	87.1 1972 0.1181	0.776 275 466	87.5 2002 0.1164	0.776 275 466	87.8 2034 0.1146	0.776 275 466	88.2 2066 0.1128	0.776 275 466
310	85.0 1896 0.1190	0.745 275 451	85.3 1917 0.1177	0.745 275 451	85.5 1938 0.1164	0.745 275 451	85.8 1963 0.1149	0.745 275 451	86.1 1990 0.1134	0.745 275 451	86.4 2017 0.1118	0.745 275 451
290	83.5 1880 0.1162	0.715 275 437	83.7 1899 0.1151	0.715 275 437	84.0 1919 0.1138	0.715 275 437	84.3 1943 0.1124	0.715 275 437	84.6 1968 0.1110	0.715 275 437	84.9 1994 0.1096	0.715 275 437
280	82.8 1874 0.1147	0.701 275 430	83.0 1893 0.1135	0.701 275 430	83.3 1913 0.1123	0.701 275 430	83.5 1936 0.1111	0.701 275 430	83.8 1960 0.1097	0.701 275 430	84.1 1986 0.1083	0.701 275 430
270	82.0 1869 0.1132	0.687 275 423	82.2 1888 0.1121	0.687 275 423	82.5 1908 0.1109	0.687 275 423	82.8 1929 0.1097	0.687 275 423	83.1 1952 0.1084	0.687 275 423	83.4 1978 0.1070	0.687 275 423
260	81.2 1865 0.1116	0.674 275 416	81.5 1884 0.1105	0.674 275 416	81.7 1903 0.1094	0.674 275 416	82.0 1924 0.1082	0.674 275 416	82.3 1947 0.1070	0.674 275 416	82.6 1972 0.1056	0.674 275 416
250	80.5 1862 0.1101	0.661 275 410	80.7 1880 0.1090	0.661 275 410	80.9 1899 0.1079	0.661 275 410	81.2 1919 0.1068	0.661 275 410	81.5 1941 0.1056	0.661 275 410	81.8 1966 0.1043	0.661 275 410
240	79.7 1861 0.1084	0.648 275 403	80.0 1878 0.1074	0.648 275 403	80.2 1897 0.1063	0.648 275 403	80.5 1917 0.1052	0.648 275 403	80.7 1938 0.1041	0.648 275 403	81.0 1962 0.1028	0.648 275 403
230	79.0 1859 0.1068	0.635 275 397	79.2 1876 0.1058	0.635 275 397	79.4 1895 0.1048	0.635 275 397	79.7 1915 0.1037	0.635 275 397	80.0 1935 0.1026	0.635 275 397	80.3 1958 0.1014	0.635 275 397

CRJ900_IF_CR275I_HW_HFL_15.PS - 30/08/2002

Cruise Control (275 KIAS), ISA+15 °C (Page 2 of 4)
Figure 04-08-11



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-44

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	76.8	0.623	77.0	0.623	77.2	0.623	77.5	0.623	77.7	0.623	78.0	0.623
	1755	275	1771	275	1788	275	1806	275	1823	275	1841	275
	0.1114	391	0.1104	391	0.1093	391	0.1083	391	0.1072	391	0.1062	391
210	76.0	0.611	76.2	0.611	76.5	0.611	76.7	0.611	77.0	0.611	77.2	0.611
	1755	275	1771	275	1788	275	1805	275	1823	275	1840	275
	0.1097	385	0.1087	385	0.1077	385	0.1066	385	0.1056	385	0.1046	385
200	75.2	0.599	75.4	0.599	75.7	0.599	75.9	0.599	76.2	0.599	76.4	0.599
	1754	275	1770	275	1787	275	1804	275	1822	275	1839	275
	0.1080	379	0.1071	379	0.1061	379	0.1050	379	0.1040	379	0.1030	379
190	74.4	0.588	74.7	0.588	74.9	0.588	75.2	0.588	75.4	0.588	75.7	0.588
	1756	275	1771	275	1788	275	1806	275	1823	275	1840	275
	0.1063	373	0.1053	373	0.1044	373	0.1034	373	0.1024	373	0.1014	373
180	73.7	0.577	73.9	0.577	74.1	0.577	74.4	0.577	74.6	0.577	74.9	0.577
	1757	275	1773	275	1789	275	1806	275	1823	275	1841	275
	0.1046	367	0.1037	367	0.1027	367	0.1017	367	0.1008	367	0.0998	367
170	72.9	0.566	73.1	0.566	73.4	0.566	73.6	0.566	73.9	0.566	74.1	0.566
	1759	275	1774	275	1790	275	1807	275	1825	275	1842	275
	0.1029	362	0.1020	362	0.1011	362	0.1001	362	0.0992	362	0.0982	362
160	72.1	0.555	72.3	0.555	72.6	0.555	72.8	0.555	73.1	0.555	73.3	0.555
	1761	275	1776	275	1792	275	1809	275	1827	275	1844	275
	0.1012	356	0.1004	356	0.0994	356	0.0985	356	0.0976	356	0.0967	356
150	71.3	0.545	71.6	0.545	71.8	0.545	72.0	0.545	72.3	0.545	72.5	0.545
	1762	275	1778	275	1794	275	1811	275	1828	275	1845	275
	0.0996	351	0.0987	351	0.0979	351	0.0970	351	0.0960	351	0.0951	351
140	70.6	0.535	70.8	0.535	71.0	0.535	71.3	0.535	71.5	0.535	71.8	0.535
	1766	275	1781	275	1796	275	1813	275	1830	275	1848	275
	0.0979	345	0.0971	345	0.0962	345	0.0954	345	0.0945	345	0.0936	345
130	69.8	0.525	70.0	0.525	70.3	0.525	70.5	0.525	70.8	0.525	71.0	0.525
	1769	275	1783	275	1799	275	1815	275	1833	275	1850	275
	0.0963	340	0.0955	340	0.0947	340	0.0938	340	0.0929	340	0.0921	340
120	69.1	0.515	69.3	0.515	69.5	0.515	69.7	0.515	70.0	0.515	70.2	0.515
	1773	275	1787	275	1803	275	1819	275	1836	275	1853	275
	0.0947	335	0.0939	335	0.0931	335	0.0923	335	0.0914	335	0.0905	335
110	68.3	0.506	68.5	0.506	68.8	0.506	69.0	0.506	69.2	0.506	69.5	0.506
	1778	275	1792	275	1807	275	1823	275	1840	275	1858	275
	0.0930	330	0.0922	330	0.0915	330	0.0907	330	0.0898	330	0.0890	330
100	67.6	0.497	67.8	0.497	68.0	0.497	68.3	0.497	68.5	0.497	68.7	0.497
	1783	275	1797	275	1812	275	1828	275	1845	275	1862	275
	0.0914	325	0.0906	325	0.0899	325	0.0891	325	0.0883	325	0.0875	325

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Cruise Control (275 KIAS), ISA+15 °C (Page 3 of 4)
Figure 04-08-11



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-45

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	78.2	0.623	78.4	0.623	78.7	0.623	78.9	0.623	79.2	0.623	79.5	0.623
	1858	275	1875	275	1893	275	1913	275	1933	275	1956	275
	0.1052	391	0.1043	391	0.1033	391	0.1022	391	0.1011	391	0.1000	391
210	77.4	0.611	77.7	0.611	77.9	0.611	78.2	0.611	78.4	0.611	78.7	0.611
	1858	275	1875	275	1893	275	1912	275	1932	275	1954	275
	0.1036	385	0.1026	385	0.1017	385	0.1007	385	0.0996	385	0.0985	385
200	76.7	0.599	76.9	0.599	77.1	0.599	77.4	0.599	77.7	0.599	77.9	0.599
	1856	275	1874	275	1892	275	1911	275	1931	275	1952	275
	0.1021	379	0.1011	379	0.1002	379	0.0992	379	0.0982	379	0.0971	379
190	75.9	0.588	76.1	0.588	76.4	0.588	76.6	0.588	76.9	0.588	77.1	0.588
	1858	275	1875	275	1892	275	1911	275	1930	275	1951	275
	0.1005	373	0.0995	373	0.0986	373	0.0977	373	0.0967	373	0.0957	373
180	75.1	0.577	75.4	0.577	75.6	0.577	75.8	0.577	76.1	0.577	76.4	0.577
	1858	275	1875	275	1892	275	1910	275	1929	275	1949	275
	0.0989	367	0.0980	367	0.0971	367	0.0962	367	0.0953	367	0.0943	367
170	74.3	0.566	74.6	0.566	74.8	0.566	75.1	0.566	75.3	0.566	75.6	0.566
	1859	275	1877	275	1893	275	1911	275	1930	275	1949	275
	0.0973	362	0.0964	362	0.0956	362	0.0947	362	0.0938	362	0.0928	362
160	73.6	0.555	73.8	0.555	74.0	0.555	74.3	0.555	74.5	0.555	74.8	0.555
	1861	275	1879	275	1896	275	1913	275	1931	275	1951	275
	0.0958	356	0.0949	356	0.0940	356	0.0932	356	0.0923	356	0.0914	356
150	72.8	0.545	73.0	0.545	73.3	0.545	73.5	0.545	73.8	0.545	74.0	0.545
	1863	275	1880	275	1897	275	1915	275	1933	275	1952	275
	0.0942	351	0.0934	351	0.0925	351	0.0917	351	0.0908	351	0.0899	351
140	72.0	0.535	72.3	0.535	72.5	0.535	72.7	0.535	73.0	0.535	73.2	0.535
	1865	275	1882	275	1899	275	1917	275	1935	275	1954	275
	0.0927	345	0.0919	345	0.0910	345	0.0902	345	0.0894	345	0.0885	345
130	71.2	0.525	71.5	0.525	71.7	0.525	72.0	0.525	72.2	0.525	72.5	0.525
	1867	275	1885	275	1902	275	1919	275	1937	275	1956	275
	0.0912	340	0.0904	340	0.0896	340	0.0888	340	0.0879	340	0.0871	340
120	70.5	0.515	70.7	0.515	70.9	0.515	71.2	0.515	71.4	0.515	71.7	0.515
	1870	275	1888	275	1905	275	1922	275	1940	275	1958	275
	0.0897	335	0.0889	335	0.0881	335	0.0873	335	0.0865	335	0.0857	335
110	69.7	0.506	70.0	0.506	70.2	0.506	70.4	0.506	70.7	0.506	70.9	0.506
	1874	275	1892	275	1909	275	1926	275	1943	275	1961	275
	0.0882	330	0.0874	330	0.0866	330	0.0859	330	0.0851	330	0.0843	330
100	69.0	0.497	69.2	0.497	69.4	0.497	69.7	0.497	69.9	0.497	70.1	0.497
	1879	275	1895	275	1913	275	1929	275	1947	275	1965	275
	0.0867	325	0.0859	325	0.0852	325	0.0844	325	0.0837	325	0.0829	325

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Cruise Control (275 KIAS), ISA+15 °C (Page 4 of 4)
Figure 04-08-11



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-46

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350	87.7 1871 0.1300	0.808 275 486	88.0 1894 0.1284	0.808 275 486	88.3 1919 0.1268	0.808 275 486	88.6 1944 0.1251	0.808 275 486	88.9 1970 0.1235	0.808 275 486	89.3 1998 0.1217	0.808 275 486
330	86.1 1835 0.1283	0.776 275 471	86.3 1855 0.1269	0.776 275 471	86.6 1874 0.1256	0.776 275 471	86.8 1893 0.1244	0.776 275 471	87.0 1911 0.1232	0.776 275 471	87.2 1930 0.1220	0.776 275 471
310	84.5 1812 0.1258	0.745 275 455	84.7 1831 0.1245	0.745 275 455	85.0 1850 0.1232	0.745 275 455	85.2 1869 0.1219	0.745 275 455	85.5 1888 0.1207	0.745 275 455	85.7 1906 0.1196	0.745 275 455
290	83.0 1796 0.1229	0.715 275 441	83.2 1814 0.1216	0.715 275 441	83.4 1833 0.1204	0.715 275 441	83.7 1852 0.1191	0.715 275 441	83.9 1871 0.1179	0.715 275 441	84.2 1889 0.1168	0.715 275 441
280	82.2 1791 0.1212	0.701 275 434	82.4 1809 0.1200	0.701 275 434	82.7 1828 0.1188	0.701 275 434	82.9 1846 0.1176	0.701 275 434	83.1 1865 0.1164	0.701 275 434	83.4 1883 0.1153	0.701 275 434
270	81.4 1787 0.1196	0.687 275 427	81.6 1804 0.1184	0.687 275 427	81.9 1823 0.1172	0.687 275 427	82.1 1841 0.1160	0.687 275 427	82.4 1859 0.1149	0.687 275 427	82.6 1878 0.1138	0.687 275 427
260	80.6 1785 0.1178	0.674 275 420	80.8 1802 0.1167	0.674 275 420	81.1 1820 0.1156	0.674 275 420	81.3 1838 0.1144	0.674 275 420	81.6 1856 0.1133	0.674 275 420	81.8 1874 0.1122	0.674 275 420
250	79.8 1783 0.1161	0.661 275 414	80.1 1800 0.1150	0.661 275 414	80.3 1817 0.1139	0.661 275 414	80.6 1835 0.1128	0.661 275 414	80.8 1853 0.1117	0.661 275 414	81.0 1871 0.1106	0.661 275 414
240	79.1 1782 0.1143	0.648 275 407	79.3 1799 0.1133	0.648 275 407	79.6 1816 0.1122	0.648 275 407	79.8 1834 0.1111	0.648 275 407	80.0 1851 0.1100	0.648 275 407	80.3 1869 0.1090	0.648 275 407
230	78.3 1781 0.1126	0.635 275 401	78.5 1797 0.1116	0.635 275 401	78.8 1814 0.1105	0.635 275 401	79.0 1832 0.1094	0.635 275 401	79.3 1850 0.1084	0.635 275 401	79.5 1867 0.1074	0.635 275 401

CRJ900_IF_CR275I_LW_HFL_20.PS - 30/08/2002

Cruise Control (275 KIAS), ISA+20 °C (Page 1 of 4)
Figure 04-08-12



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-47

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350	89.7 2029 0.1199	0.808 275 486	90.3 2064 0.1179	0.808 275 486								
330	87.5 1950 0.1207	0.776 275 471	87.7 1975 0.1192	0.776 275 471	88.1 2002 0.1176	0.776 275 471	88.4 2033 0.1158	0.776 275 471	88.8 2065 0.1140	0.776 275 471	89.1 2097 0.1123	0.776 275 471
310	85.9 1925 0.1184	0.745 275 455	86.2 1945 0.1171	0.745 275 455	86.4 1968 0.1158	0.745 275 455	86.7 1993 0.1144	0.745 275 455	87.0 2019 0.1129	0.745 275 455	87.3 2047 0.1113	0.745 275 455
290	84.4 1908 0.1157	0.715 275 441	84.6 1927 0.1145	0.715 275 441	84.9 1948 0.1133	0.715 275 441	85.2 1971 0.1119	0.715 275 441	85.5 1997 0.1105	0.715 275 441	85.8 2023 0.1091	0.715 275 441
280	83.6 1902 0.1142	0.701 275 434	83.9 1921 0.1130	0.701 275 434	84.1 1941 0.1118	0.701 275 434	84.4 1964 0.1105	0.701 275 434	84.7 1989 0.1092	0.701 275 434	85.0 2015 0.1078	0.701 275 434
270	82.8 1896 0.1127	0.687 275 427	83.1 1915 0.1116	0.687 275 427	83.4 1935 0.1104	0.687 275 427	83.6 1957 0.1092	0.687 275 427	83.9 1981 0.1079	0.687 275 427	84.2 2006 0.1065	0.687 275 427
260	82.1 1892 0.1111	0.674 275 420	82.3 1911 0.1101	0.674 275 420	82.6 1930 0.1089	0.674 275 420	82.8 1952 0.1077	0.674 275 420	83.1 1975 0.1065	0.674 275 420	83.4 2000 0.1052	0.674 275 420
250	81.3 1888 0.1096	0.661 275 414	81.5 1907 0.1085	0.661 275 414	81.8 1926 0.1075	0.661 275 414	82.0 1946 0.1063	0.661 275 414	82.3 1969 0.1051	0.661 275 414	82.6 1993 0.1038	0.661 275 414
240	80.5 1887 0.1080	0.648 275 407	80.8 1905 0.1069	0.648 275 407	81.0 1924 0.1059	0.648 275 407	81.3 1944 0.1048	0.648 275 407	81.5 1965 0.1037	0.648 275 407	81.8 1989 0.1024	0.648 275 407
230	79.8 1885 0.1064	0.635 275 401	80.0 1903 0.1054	0.635 275 401	80.2 1921 0.1044	0.635 275 401	80.5 1941 0.1033	0.635 275 401	80.8 1962 0.1022	0.635 275 401	81.1 1986 0.1010	0.635 275 401

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Cruise Control (275 KIAS), ISA+20 °C (Page 2 of 4)
Figure 04-08-12



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-48

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	77.5	0.623	77.8	0.623	78.0	0.623	78.3	0.623	78.5	0.623	78.7	0.623
	1780	275	1796	275	1813	275	1831	275	1848	275	1866	275
	0.1109	394	0.1099	394	0.1089	394	0.1078	394	0.1068	394	0.1058	394
210	76.7	0.611	77.0	0.611	77.2	0.611	77.5	0.611	77.7	0.611	78.0	0.611
	1779	275	1795	275	1812	275	1830	275	1848	275	1865	275
	0.1092	388	0.1082	388	0.1072	388	0.1062	388	0.1052	388	0.1042	388
200	76.0	0.599	76.2	0.599	76.4	0.599	76.7	0.599	76.9	0.599	77.2	0.599
	1778	275	1794	275	1811	275	1828	275	1846	275	1864	275
	0.1076	382	0.1066	382	0.1057	382	0.1046	382	0.1036	382	0.1026	382
190	75.2	0.588	75.4	0.588	75.7	0.588	75.9	0.588	76.1	0.588	76.4	0.588
	1780	275	1795	275	1812	275	1830	275	1847	275	1865	275
	0.1058	376	0.1049	376	0.1039	376	0.1029	376	0.1020	376	0.1010	376
180	74.4	0.577	74.6	0.577	74.9	0.577	75.1	0.577	75.4	0.577	75.6	0.577
	1781	275	1797	275	1813	275	1830	275	1848	275	1865	275
	0.1041	371	0.1032	371	0.1023	371	0.1013	371	0.1004	371	0.0994	371
170	73.6	0.566	73.8	0.566	74.1	0.566	74.3	0.566	74.6	0.566	74.8	0.566
	1782	275	1798	275	1814	275	1831	275	1849	275	1866	275
	0.1025	365	0.1016	365	0.1007	365	0.0997	365	0.0988	365	0.0979	365
160	72.8	0.555	73.0	0.555	73.3	0.555	73.5	0.555	73.8	0.555	74.0	0.555
	1784	275	1799	275	1816	275	1833	275	1851	275	1868	275
	0.1008	359	0.1000	359	0.0991	359	0.0981	359	0.0972	359	0.0963	359
150	72.0	0.545	72.2	0.545	72.5	0.545	72.7	0.545	73.0	0.545	73.2	0.545
	1785	275	1801	275	1817	275	1834	275	1852	275	1869	275
	0.0992	354	0.0984	354	0.0975	354	0.0966	354	0.0956	354	0.0948	354
140	71.3	0.535	71.5	0.535	71.7	0.535	72.0	0.535	72.2	0.535	72.5	0.535
	1788	275	1803	275	1820	275	1837	275	1854	275	1872	275
	0.0976	349	0.0967	349	0.0959	349	0.0950	349	0.0941	349	0.0932	349
130	70.5	0.525	70.7	0.525	70.9	0.525	71.2	0.525	71.4	0.525	71.7	0.525
	1791	275	1806	275	1822	275	1839	275	1856	275	1874	275
	0.0960	343	0.0952	343	0.0943	343	0.0935	343	0.0926	343	0.0917	343
120	69.7	0.515	69.9	0.515	70.2	0.515	70.4	0.515	70.6	0.515	70.9	0.515
	1795	275	1810	275	1825	275	1842	275	1859	275	1877	275
	0.0943	338	0.0936	338	0.0927	338	0.0919	338	0.0911	338	0.0902	338
110	69.0	0.506	69.2	0.506	69.4	0.506	69.6	0.506	69.9	0.506	70.1	0.506
	1800	275	1815	275	1830	275	1847	275	1864	275	1881	275
	0.0927	333	0.0919	333	0.0911	333	0.0903	333	0.0895	333	0.0887	333
100	68.2	0.497	68.4	0.497	68.6	0.497	68.9	0.497	69.1	0.497	69.4	0.497
	1805	275	1820	275	1835	275	1851	275	1868	275	1885	275
	0.0910	328	0.0903	328	0.0895	328	0.0888	328	0.0880	328	0.0872	328

CRJ900_IF_CR275I_LW_LFL_20.PS - 30/08/2002

Cruise Control (275 KIAS), ISA+20 °C (Page 3 of 4)
Figure 04-08-12



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-49

Sep 09/02

CRUISE 275 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	79.0	0.623	79.2	0.623	79.5	0.623	79.7	0.623	80.0	0.623	80.3	0.623
	1884	275	1901	275	1920	275	1939	275	1960	275	1983	275
	0.1048	394	0.1038	394	0.1028	394	0.1018	394	0.1007	394	0.0996	394
210	78.2	0.611	78.4	0.611	78.7	0.611	78.9	0.611	79.2	0.611	79.5	0.611
	1883	275	1901	275	1919	275	1938	275	1958	275	1980	275
	0.1032	388	0.1022	388	0.1013	388	0.1003	388	0.0992	388	0.0981	388
200	77.4	0.599	77.7	0.599	77.9	0.599	78.2	0.599	78.4	0.599	78.7	0.599
	1882	275	1899	275	1917	275	1936	275	1956	275	1978	275
	0.1017	382	0.1007	382	0.0998	382	0.0988	382	0.0978	382	0.0967	382
190	76.6	0.588	76.9	0.588	77.1	0.588	77.4	0.588	77.6	0.588	77.9	0.588
	1883	275	1900	275	1918	275	1936	275	1956	275	1977	275
	0.1001	376	0.0991	376	0.0982	376	0.0973	376	0.0963	376	0.0953	376
180	75.8	0.577	76.1	0.577	76.3	0.577	76.6	0.577	76.8	0.577	77.1	0.577
	1883	275	1900	275	1918	275	1936	275	1955	275	1976	275
	0.0985	371	0.0976	371	0.0967	371	0.0958	371	0.0949	371	0.0939	371
170	75.1	0.566	75.3	0.566	75.5	0.566	75.8	0.566	76.0	0.566	76.3	0.566
	1884	275	1901	275	1918	275	1936	275	1955	275	1976	275
	0.0970	365	0.0961	365	0.0952	365	0.0943	365	0.0934	365	0.0925	365
160	74.3	0.555	74.5	0.555	74.8	0.555	75.0	0.555	75.3	0.555	75.5	0.555
	1885	275	1903	275	1920	275	1938	275	1957	275	1976	275
	0.0954	359	0.0945	359	0.0937	359	0.0928	359	0.0919	359	0.0910	359
150	73.5	0.545	73.7	0.545	74.0	0.545	74.2	0.545	74.5	0.545	74.7	0.545
	1887	275	1904	275	1921	275	1939	275	1958	275	1977	275
	0.0939	354	0.0930	354	0.0922	354	0.0913	354	0.0905	354	0.0896	354
140	72.7	0.535	72.9	0.535	73.2	0.535	73.4	0.535	73.7	0.535	73.9	0.535
	1889	275	1907	275	1924	275	1941	275	1960	275	1979	275
	0.0924	349	0.0915	349	0.0907	349	0.0899	349	0.0890	349	0.0882	349
130	71.9	0.525	72.2	0.525	72.4	0.525	72.6	0.525	72.9	0.525	73.1	0.525
	1891	275	1908	275	1925	275	1943	275	1961	275	1980	275
	0.0909	343	0.0901	343	0.0893	343	0.0884	343	0.0876	343	0.0868	343
120	71.1	0.515	71.4	0.515	71.6	0.515	71.9	0.515	72.1	0.515	72.3	0.515
	1894	275	1911	275	1929	275	1946	275	1964	275	1982	275
	0.0894	338	0.0886	338	0.0878	338	0.0870	338	0.0862	338	0.0854	338
110	70.4	0.506	70.6	0.506	70.9	0.506	71.1	0.506	71.3	0.506	71.6	0.506
	1898	275	1915	275	1932	275	1949	275	1967	275	1985	275
	0.0879	333	0.0871	333	0.0863	333	0.0856	333	0.0848	333	0.0840	333
100	69.6	0.497	69.8	0.497	70.1	0.497	70.3	0.497	70.6	0.497	70.8	0.497
	1902	275	1919	275	1936	275	1953	275	1970	275	1989	275
	0.0864	328	0.0856	328	0.0849	328	0.0841	328	0.0834	328	0.0826	328

CRJ900_IF_CR275I_HW_LFL_20.PS - 30/08/2002

Cruise Control (275 KIAS), ISA+20 °C (Page 4 of 4)
Figure 04-08-12

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350												
330	85.6	0.839	85.9	0.839	86.2	0.839	86.6	0.839	87.0	0.839		
	2151	300	2172	300	2199	300	2230	300	2264	300		
	0.1109	477	0.1098	477	0.1084	477	0.1069	477	0.1053	477		
310	81.7	0.806	81.8	0.806	82.0	0.806	82.2	0.806	82.4	0.806	82.6	0.806
	1914	300	1929	300	1945	300	1963	300	1982	300	2002	300
	0.1208	462	0.1199	462	0.1189	462	0.1178	462	0.1167	462	0.1155	462
290	80.4	0.775	80.5	0.775	80.7	0.775	80.9	0.775	81.0	0.775	81.2	0.775
	1898	300	1911	300	1925	300	1940	300	1956	300	1974	300
	0.1182	448	0.1174	448	0.1165	448	0.1156	448	0.1147	448	0.1137	448
280	79.7	0.760	79.8	0.760	80.0	0.760	80.2	0.760	80.4	0.760	80.5	0.760
	1890	300	1904	300	1918	300	1933	300	1948	300	1964	300
	0.1169	442	0.1161	442	0.1152	442	0.1143	442	0.1134	442	0.1125	442
270	79.0	0.745	79.2	0.745	79.3	0.745	79.5	0.745	79.7	0.745	79.9	0.745
	1883	300	1896	300	1910	300	1925	300	1940	300	1955	300
	0.1156	435	0.1148	435	0.1139	435	0.1131	435	0.1122	435	0.1113	435
260	78.3	0.731	78.5	0.731	78.6	0.731	78.8	0.731	79.0	0.731	79.2	0.731
	1879	300	1892	300	1905	300	1919	300	1934	300	1950	300
	0.1141	428	0.1133	428	0.1125	428	0.1117	428	0.1108	428	0.1099	428
250	77.6	0.717	77.8	0.717	78.0	0.717	78.1	0.717	78.3	0.717	78.5	0.717
	1876	300	1888	300	1901	300	1914	300	1928	300	1944	300
	0.1126	422	0.1118	422	0.1111	422	0.1103	422	0.1095	422	0.1086	422
240	77.0	0.703	77.1	0.703	77.3	0.703	77.4	0.703	77.6	0.703	77.8	0.703
	1874	300	1886	300	1899	300	1913	300	1926	300	1941	300
	0.1110	416	0.1103	416	0.1095	416	0.1088	416	0.1080	416	0.1072	416
230	76.3	0.690	76.4	0.690	76.6	0.690	76.8	0.690	76.9	0.690	77.1	0.690
	1873	300	1885	300	1897	300	1910	300	1924	300	1939	300
	0.1094	409	0.1087	409	0.1080	409	0.1073	409	0.1065	409	0.1057	409

CRJ900_IF_CR300I_LW_HFL_M10.PS - 30/08/2002

Cruise Control (300 KIAS), ISA-10 °C (Page 1 of 4)
Figure 04-08-13



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-51

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350												
330												
310	82.8	0.806	83.1	0.806	83.3	0.806	83.5	0.806	83.8	0.806	84.0	0.806
	2022	300	2044	300	2065	300	2088	300	2111	300	2134	300
	0.1144	462	0.1132	462	0.1120	462	0.1108	462	0.1096	462	0.1084	462
290	81.4	0.775	81.6	0.775	81.8	0.775	82.0	0.775	82.2	0.775	82.4	0.775
	1992	300	2011	300	2030	300	2048	300	2065	300	2082	300
	0.1126	448	0.1115	448	0.1105	448	0.1096	448	0.1086	448	0.1077	448
280	80.7	0.760	80.9	0.760	81.1	0.760	81.3	0.760	81.5	0.760	81.7	0.760
	1982	300	2000	300	2018	300	2036	300	2053	300	2070	300
	0.1115	442	0.1105	442	0.1095	442	0.1085	442	0.1076	442	0.1067	442
270	80.1	0.745	80.2	0.745	80.4	0.745	80.6	0.745	80.8	0.745	81.0	0.745
	1972	300	1990	300	2008	300	2026	300	2044	300	2061	300
	0.1103	435	0.1094	435	0.1084	435	0.1074	435	0.1065	435	0.1056	435
260	79.4	0.731	79.6	0.731	79.8	0.731	80.0	0.731	80.2	0.731	80.4	0.731
	1966	300	1983	300	2001	300	2018	300	2036	300	2053	300
	0.1090	428	0.1081	428	0.1071	428	0.1062	428	0.1053	428	0.1044	428
250	78.7	0.717	78.9	0.717	79.1	0.717	79.3	0.717	79.5	0.717	79.7	0.717
	1960	300	1977	300	1994	300	2012	300	2029	300	2047	300
	0.1077	422	0.1068	422	0.1059	422	0.1050	422	0.1040	422	0.1032	422
240	78.0	0.703	78.2	0.703	78.4	0.703	78.6	0.703	78.8	0.703	79.0	0.703
	1957	300	1973	300	1991	300	2008	300	2025	300	2043	300
	0.1063	416	0.1054	416	0.1045	416	0.1036	416	0.1027	416	0.1018	416
230	77.3	0.690	77.5	0.690	77.7	0.690	77.9	0.690	78.1	0.690	78.3	0.690
	1954	300	1970	300	1987	300	2005	300	2022	300	2039	300
	0.1049	409	0.1040	409	0.1031	409	0.1022	409	0.1013	409	0.1005	409

CRJ900_IF_CR300I_HW_HFL_M10.PS - 30/08/2002

Cruise Control (300 KIAS), ISA-10 °C (Page 2 of 4)
Figure 04-08-13



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-52

Sep 09/02

CRUISE 300 KIAS

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA - 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	75.6	0.677	75.8	0.677	75.9	0.677	76.1	0.677	76.3	0.677	76.4	0.677
	1873	300	1885	300	1897	300	1910	300	1924	300	1938	300
	0.1078	403	0.1071	403	0.1064	403	0.1057	403	0.1049	403	0.1041	403
210	75.0	0.664	75.1	0.664	75.3	0.664	75.4	0.664	75.6	0.664	75.8	0.664
	1874	300	1886	300	1898	300	1911	300	1924	300	1939	300
	0.1061	397	0.1054	397	0.1048	397	0.1041	397	0.1033	397	0.1026	397
200	74.3	0.651	74.4	0.651	74.6	0.651	74.8	0.651	74.9	0.651	75.1	0.651
	1874	300	1886	300	1898	300	1911	300	1924	300	1939	300
	0.1046	392	0.1039	392	0.1032	392	0.1025	392	0.1018	392	0.1011	392
190	73.6	0.639	73.8	0.639	73.9	0.639	74.1	0.639	74.3	0.639	74.4	0.639
	1876	300	1888	300	1900	300	1913	300	1926	300	1940	300
	0.1029	386	0.1022	386	0.1016	386	0.1009	386	0.1002	386	0.0995	386
180	72.9	0.627	73.1	0.627	73.2	0.627	73.4	0.627	73.6	0.627	73.7	0.627
	1878	300	1890	300	1902	300	1914	300	1927	300	1940	300
	0.1013	380	0.1007	380	0.1000	380	0.0994	380	0.0987	380	0.0981	380
170	72.3	0.615	72.4	0.615	72.6	0.615	72.7	0.615	72.9	0.615	73.1	0.615
	1880	300	1892	300	1904	300	1916	300	1929	300	1941	300
	0.0997	375	0.0991	375	0.0985	375	0.0978	375	0.0972	375	0.0966	375
160	71.6	0.604	71.7	0.604	71.9	0.604	72.0	0.604	72.2	0.604	72.4	0.604
	1883	300	1895	300	1907	300	1919	300	1931	300	1944	300
	0.0981	369	0.0975	369	0.0969	369	0.0963	369	0.0957	369	0.0950	369
150	70.9	0.593	71.0	0.593	71.2	0.593	71.4	0.593	71.5	0.593	71.7	0.593
	1886	300	1898	300	1910	300	1921	300	1933	300	1946	300
	0.0965	364	0.0959	364	0.0953	364	0.0948	364	0.0942	364	0.0936	364
140	70.2	0.582	70.4	0.582	70.5	0.582	70.7	0.582	70.8	0.582	71.0	0.582
	1889	300	1901	300	1913	300	1924	300	1936	300	1949	300
	0.0950	358	0.0944	358	0.0938	358	0.0932	358	0.0927	358	0.0921	358
130	69.5	0.571	69.7	0.571	69.8	0.571	70.0	0.571	70.1	0.571	70.3	0.571
	1892	300	1904	300	1916	300	1927	300	1939	300	1952	300
	0.0935	353	0.0929	353	0.0923	353	0.0918	353	0.0912	353	0.0906	353
120	68.8	0.561	69.0	0.561	69.1	0.561	69.3	0.561	69.4	0.561	69.6	0.561
	1895	300	1907	300	1919	300	1931	300	1943	300	1955	300
	0.0920	348	0.0914	348	0.0909	348	0.0903	348	0.0897	348	0.0892	348
110	68.1	0.551	68.3	0.551	68.4	0.551	68.6	0.551	68.7	0.551	68.9	0.551
	1898	300	1910	300	1922	300	1934	300	1946	300	1958	300
	0.0905	343	0.0900	343	0.0894	343	0.0888	343	0.0883	343	0.0878	343
100	67.4	0.541	67.5	0.541	67.7	0.541	67.9	0.541	68.0	0.541	68.2	0.541
	1901	300	1913	300	1925	300	1938	300	1949	300	1961	300
	0.0891	338	0.0885	338	0.0880	338	0.0874	338	0.0869	338	0.0864	338

CRJ900_IF_CR300I_LW_LFL_M10.PS - 30/08/2002

Cruise Control (300 KIAS), ISA-10 °C (Page 3 of 4)
Figure 04-08-13



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-53

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	76.6	0.677	76.8	0.677	77.0	0.677	77.2	0.677	77.4	0.677	77.6	0.677
	1953	300	1969	300	1986	300	2002	300	2020	300	2037	300
	0.1033	403	0.1025	403	0.1017	403	0.1008	403	0.1000	403	0.0991	403
210	76.0	0.664	76.2	0.664	76.3	0.664	76.5	0.664	76.7	0.664	76.9	0.664
	1954	300	1969	300	1985	300	2002	300	2019	300	2035	300
	0.1018	397	0.1010	397	0.1002	397	0.0993	397	0.0985	397	0.0977	397
200	75.3	0.651	75.5	0.651	75.7	0.651	75.9	0.651	76.1	0.651	76.3	0.651
	1953	300	1968	300	1984	300	2001	300	2018	300	2034	300
	0.1003	392	0.0995	392	0.0987	392	0.0979	392	0.0971	392	0.0963	392
190	74.6	0.639	74.8	0.639	75.0	0.639	75.2	0.639	75.4	0.639	75.6	0.639
	1954	300	1969	300	1985	300	2002	300	2019	300	2035	300
	0.0988	386	0.0980	386	0.0972	386	0.0964	386	0.0956	386	0.0949	386
180	73.9	0.627	74.1	0.627	74.3	0.627	74.5	0.627	74.7	0.627	74.9	0.627
	1954	300	1970	300	1985	300	2002	300	2018	300	2035	300
	0.0973	380	0.0966	380	0.0958	380	0.0950	380	0.0943	380	0.0935	380
170	73.2	0.615	73.4	0.615	73.6	0.615	73.8	0.615	74.0	0.615	74.2	0.615
	1956	300	1971	300	1986	300	2002	300	2019	300	2036	300
	0.0959	375	0.0951	375	0.0944	375	0.0936	375	0.0928	375	0.0921	375
160	72.6	0.604	72.7	0.604	72.9	0.604	73.1	0.604	73.3	0.604	73.5	0.604
	1958	300	1973	300	1988	300	2004	300	2021	300	2037	300
	0.0943	369	0.0936	369	0.0929	369	0.0922	369	0.0914	369	0.0907	369
150	71.9	0.593	72.0	0.593	72.2	0.593	72.4	0.593	72.6	0.593	72.8	0.593
	1959	300	1974	300	1989	300	2005	300	2022	300	2038	300
	0.0929	364	0.0922	364	0.0915	364	0.0908	364	0.0901	364	0.0893	364
140	71.2	0.582	71.3	0.582	71.5	0.582	71.7	0.582	71.9	0.582	72.1	0.582
	1963	300	1977	300	1992	300	2008	300	2025	300	2041	300
	0.0914	358	0.0908	358	0.0901	358	0.0893	358	0.0886	358	0.0879	358
130	70.4	0.571	70.6	0.571	70.8	0.571	71.0	0.571	71.2	0.571	71.4	0.571
	1965	300	1979	300	1995	300	2011	300	2027	300	2044	300
	0.0900	353	0.0894	353	0.0887	353	0.0880	353	0.0873	353	0.0865	353
120	69.7	0.561	69.9	0.561	70.1	0.561	70.3	0.561	70.5	0.561	70.7	0.561
	1968	300	1982	300	1997	300	2013	300	2029	300	2046	300
	0.0886	348	0.0879	348	0.0873	348	0.0866	348	0.0859	348	0.0852	348
110	69.0	0.551	69.2	0.551	69.4	0.551	69.6	0.551	69.8	0.551	70.0	0.551
	1971	300	1985	300	2000	300	2016	300	2032	300	2049	300
	0.0872	343	0.0866	343	0.0859	343	0.0852	343	0.0845	343	0.0839	343
100	68.3	0.541	68.5	0.541	68.7	0.541	68.9	0.541	69.1	0.541	69.3	0.541
	1974	300	1988	300	2003	300	2019	300	2035	300	2052	300
	0.0858	338	0.0852	338	0.0846	338	0.0839	338	0.0832	338	0.0826	338

CRJ900_IF_CR300I_HW_LFL_M10.PS - 30/08/2002

Cruise Control (300 KIAS), ISA-10 °C (Page 4 of 4)
Figure 04-08-13



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-54

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350												
330	87.6 2223 0.1098	0.839 300 488	87.9 2245 0.1087	0.839 300 488	88.2 2272 0.1074	0.839 300 488	88.6 2304 0.1059	0.839 300 488	89.0 2339 0.1043	0.839 300 488		
310	83.6 1978 0.1196	0.806 300 473	83.8 1994 0.1187	0.806 300 473	83.9 2010 0.1177	0.806 300 473	84.1 2029 0.1166	0.806 300 473	84.3 2048 0.1155	0.806 300 473	84.6 2068 0.1144	0.806 300 473
290	82.2 1960 0.1170	0.775 300 458	82.4 1974 0.1162	0.775 300 458	82.5 1988 0.1154	0.775 300 458	82.7 2004 0.1145	0.775 300 458	82.9 2020 0.1135	0.775 300 458	83.1 2038 0.1125	0.775 300 458
280	81.5 1952 0.1157	0.760 300 451	81.7 1965 0.1149	0.760 300 451	81.8 1980 0.1141	0.760 300 451	82.0 1995 0.1132	0.760 300 451	82.2 2011 0.1123	0.760 300 451	82.4 2028 0.1114	0.760 300 451
270	80.8 1944 0.1144	0.745 300 444	81.0 1957 0.1136	0.745 300 444	81.1 1972 0.1128	0.745 300 444	81.3 1987 0.1120	0.745 300 444	81.5 2002 0.1111	0.745 300 444	81.7 2018 0.1102	0.745 300 444
260	80.1 1939 0.1130	0.731 300 438	80.3 1952 0.1122	0.731 300 438	80.4 1966 0.1114	0.731 300 438	80.6 1980 0.1106	0.731 300 438	80.8 1995 0.1098	0.731 300 438	81.0 2011 0.1089	0.731 300 438
250	79.4 1934 0.1115	0.717 300 431	79.5 1947 0.1108	0.717 300 431	79.7 1960 0.1100	0.717 300 431	79.9 1974 0.1093	0.717 300 431	80.1 1989 0.1085	0.717 300 431	80.2 2005 0.1076	0.717 300 431
240	78.7 1932 0.1100	0.703 300 425	78.8 1945 0.1092	0.703 300 425	79.0 1958 0.1085	0.703 300 425	79.2 1972 0.1078	0.703 300 425	79.3 1986 0.1070	0.703 300 425	79.5 2001 0.1062	0.703 300 425
230	78.0 1931 0.1084	0.690 300 418	78.1 1943 0.1077	0.690 300 418	78.3 1956 0.1070	0.690 300 418	78.5 1969 0.1063	0.690 300 418	78.6 1983 0.1055	0.690 300 418	78.8 1998 0.1047	0.690 300 418

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Cruise Control (300 KIAS), ISA (Page 1 of 4)
Figure 04-08-14



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-55

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350												
330												
310	84.8	0.806	85.0	0.806	85.2	0.806	85.5	0.806	85.7	0.806	86.0	0.806
	2089	300	2112	300	2134	300	2157	300	2180	300	2204	300
	0.1132	473	0.1120	473	0.1108	473	0.1097	473	0.1085	473	0.1073	473
290	83.3	0.775	83.5	0.775	83.7	0.775	83.9	0.775	84.1	0.775	84.3	0.775
	2057	300	2077	300	2096	300	2114	300	2132	300	2150	300
	0.1115	458	0.1104	458	0.1094	458	0.1085	458	0.1076	458	0.1067	458
280	82.6	0.760	82.8	0.760	83.0	0.760	83.2	0.760	83.4	0.760	83.6	0.760
	2046	300	2064	300	2083	300	2101	300	2119	300	2137	300
	0.1104	451	0.1094	451	0.1084	451	0.1075	451	0.1066	451	0.1057	451
270	81.9	0.745	82.1	0.745	82.3	0.745	82.5	0.745	82.7	0.745	82.9	0.745
	2035	300	2053	300	2072	300	2091	300	2109	300	2126	300
	0.1093	444	0.1083	444	0.1074	444	0.1064	444	0.1055	444	0.1046	444
260	81.2	0.731	81.4	0.731	81.6	0.731	81.8	0.731	82.0	0.731	82.2	0.731
	2028	300	2046	300	2064	300	2082	300	2101	300	2118	300
	0.1080	438	0.1071	438	0.1061	438	0.1052	438	0.1043	438	0.1034	438
250	80.4	0.717	80.6	0.717	80.8	0.717	81.1	0.717	81.3	0.717	81.5	0.717
	2021	300	2039	300	2057	300	2075	300	2093	300	2111	300
	0.1067	431	0.1058	431	0.1049	431	0.1040	431	0.1031	431	0.1022	431
240	79.7	0.703	79.9	0.703	80.1	0.703	80.3	0.703	80.5	0.703	80.7	0.703
	2017	300	2034	300	2052	300	2070	300	2088	300	2106	300
	0.1053	425	0.1044	425	0.1035	425	0.1026	425	0.1018	425	0.1009	425
230	79.0	0.690	79.2	0.690	79.4	0.690	79.6	0.690	79.8	0.690	80.0	0.690
	2014	300	2031	300	2048	300	2066	300	2084	300	2101	300
	0.1039	418	0.1030	418	0.1022	418	0.1013	418	0.1004	418	0.0996	418

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Cruise Control (300 KIAS), ISA (Page 2 of 4)
Figure 04-08-14



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-56

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	77.3 1930 0.1068	0.677 300 412	77.4 1943 0.1061	0.677 300 412	77.6 1955 0.1054	0.677 300 412	77.8 1969 0.1047	0.677 300 412	78.0 1983 0.1040	0.677 300 412	78.1 1998 0.1032	0.677 300 412
210	76.6 1931 0.1052	0.664 300 406	76.8 1943 0.1045	0.664 300 406	76.9 1956 0.1038	0.664 300 406	77.1 1969 0.1031	0.664 300 406	77.3 1983 0.1024	0.664 300 406	77.4 1997 0.1016	0.664 300 406
200	75.9 1930 0.1036	0.651 300 400	76.0 1943 0.1030	0.651 300 400	76.2 1955 0.1023	0.651 300 400	76.4 1968 0.1016	0.651 300 400	76.6 1982 0.1009	0.651 300 400	76.7 1997 0.1002	0.651 300 400
190	75.2 1932 0.1020	0.639 300 394	75.4 1944 0.1013	0.639 300 394	75.5 1957 0.1007	0.639 300 394	75.7 1970 0.1000	0.639 300 394	75.9 1983 0.0994	0.639 300 394	76.0 1998 0.0986	0.639 300 394
180	74.5 1933 0.1004	0.627 300 388	74.6 1945 0.0998	0.627 300 388	74.8 1957 0.0992	0.627 300 388	75.0 1970 0.0985	0.627 300 388	75.1 1983 0.0979	0.627 300 388	75.3 1996 0.0972	0.627 300 388
170	73.8 1934 0.0989	0.615 300 382	73.9 1946 0.0983	0.615 300 382	74.1 1959 0.0976	0.615 300 382	74.3 1971 0.0970	0.615 300 382	74.4 1984 0.0964	0.615 300 382	74.6 1997 0.0957	0.615 300 382
160	73.1 1937 0.0973	0.604 300 377	73.2 1949 0.0967	0.604 300 377	73.4 1962 0.0961	0.604 300 377	73.6 1974 0.0955	0.604 300 377	73.7 1986 0.0949	0.604 300 377	73.9 1999 0.0942	0.604 300 377
150	72.4 1940 0.0957	0.593 300 371	72.5 1952 0.0951	0.593 300 371	72.7 1964 0.0946	0.593 300 371	72.8 1976 0.0940	0.593 300 371	73.0 1988 0.0934	0.593 300 371	73.2 2001 0.0928	0.593 300 371
140	71.7 1943 0.0942	0.582 300 366	71.8 1955 0.0936	0.582 300 366	72.0 1967 0.0930	0.582 300 366	72.1 1979 0.0925	0.582 300 366	72.3 1991 0.0919	0.582 300 366	72.5 2004 0.0913	0.582 300 366
130	70.9 1945 0.0927	0.571 300 360	71.1 1957 0.0921	0.571 300 360	71.3 1969 0.0916	0.571 300 360	71.4 1981 0.0910	0.571 300 360	71.6 1994 0.0904	0.571 300 360	71.7 2006 0.0899	0.571 300 360
120	70.2 1947 0.0913	0.561 300 355	70.4 1960 0.0907	0.561 300 355	70.5 1972 0.0901	0.561 300 355	70.7 1984 0.0896	0.561 300 355	70.8 1997 0.0890	0.561 300 355	71.0 2009 0.0885	0.561 300 355
110	69.5 1951 0.0898	0.551 300 350	69.7 1963 0.0892	0.551 300 350	69.8 1975 0.0887	0.551 300 350	70.0 1987 0.0881	0.551 300 350	70.1 2000 0.0876	0.551 300 350	70.3 2012 0.0871	0.551 300 350
100	68.8 1954 0.0884	0.541 300 345	68.9 1966 0.0878	0.541 300 345	69.1 1978 0.0873	0.541 300 345	69.2 1991 0.0867	0.541 300 345	69.4 2003 0.0862	0.541 300 345	69.6 2015 0.0857	0.541 300 345

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Cruise Control (300 KIAS), ISA (Page 3 of 4)
Figure 04-08-14



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-57

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	78.3	0.677	78.5	0.677	78.7	0.677	78.9	0.677	79.1	0.677	79.3	0.677
	2013	300	2029	300	2046	300	2063	300	2081	300	2098	300
	0.1024	412	0.1016	412	0.1007	412	0.0999	412	0.0991	412	0.0982	412
210	77.6	0.664	77.8	0.664	78.0	0.664	78.2	0.664	78.4	0.664	78.6	0.664
	2013	300	2029	300	2045	300	2062	300	2079	300	2097	300
	0.1009	406	0.1001	406	0.0993	406	0.0985	406	0.0976	406	0.0968	406
200	76.9	0.651	77.1	0.651	77.3	0.651	77.5	0.651	77.7	0.651	77.9	0.651
	2012	300	2027	300	2044	300	2061	300	2078	300	2095	300
	0.0994	400	0.0987	400	0.0979	400	0.0970	400	0.0963	400	0.0955	400
190	76.2	0.639	76.4	0.639	76.6	0.639	76.8	0.639	77.0	0.639	77.2	0.639
	2012	300	2028	300	2044	300	2061	300	2078	300	2095	300
	0.0979	394	0.0972	394	0.0964	394	0.0956	394	0.0948	394	0.0941	394
180	75.5	0.627	75.7	0.627	75.9	0.627	76.1	0.627	76.3	0.627	76.5	0.627
	2011	300	2027	300	2043	300	2060	300	2077	300	2094	300
	0.0965	388	0.0958	388	0.0950	388	0.0942	388	0.0935	388	0.0927	388
170	74.8	0.615	75.0	0.615	75.2	0.615	75.4	0.615	75.6	0.615	75.8	0.615
	2012	300	2028	300	2043	300	2060	300	2077	300	2095	300
	0.0950	382	0.0943	382	0.0936	382	0.0928	382	0.0921	382	0.0913	382
160	74.1	0.604	74.3	0.604	74.5	0.604	74.7	0.604	74.9	0.604	75.1	0.604
	2014	300	2029	300	2045	300	2061	300	2078	300	2095	300
	0.0936	377	0.0929	377	0.0922	377	0.0914	377	0.0907	377	0.0899	377
150	73.4	0.593	73.5	0.593	73.7	0.593	73.9	0.593	74.1	0.593	74.3	0.593
	2015	300	2030	300	2046	300	2062	300	2079	300	2096	300
	0.0921	371	0.0915	371	0.0908	371	0.0901	371	0.0893	371	0.0886	371
140	72.6	0.582	72.8	0.582	73.0	0.582	73.2	0.582	73.4	0.582	73.6	0.582
	2018	300	2033	300	2048	300	2065	300	2081	300	2098	300
	0.0907	366	0.0900	366	0.0893	366	0.0886	366	0.0879	366	0.0872	366
130	71.9	0.571	72.1	0.571	72.3	0.571	72.5	0.571	72.7	0.571	72.9	0.571
	2020	300	2035	300	2050	300	2067	300	2083	300	2101	300
	0.0893	360	0.0886	360	0.0879	360	0.0873	360	0.0866	360	0.0858	360
120	71.2	0.561	71.4	0.561	71.6	0.561	71.8	0.561	72.0	0.561	72.2	0.561
	2022	300	2037	300	2053	300	2069	300	2085	300	2103	300
	0.0879	355	0.0872	355	0.0866	355	0.0859	355	0.0852	355	0.0845	355
110	70.5	0.551	70.6	0.551	70.8	0.551	71.0	0.551	71.2	0.551	71.4	0.551
	2025	300	2040	300	2055	300	2072	300	2088	300	2105	300
	0.0865	350	0.0859	350	0.0852	350	0.0846	350	0.0839	350	0.0832	350
100	69.7	0.541	69.9	0.541	70.1	0.541	70.3	0.541	70.5	0.541	70.7	0.541
	2028	300	2043	300	2058	300	2074	300	2090	300	2107	300
	0.0851	345	0.0845	345	0.0839	345	0.0832	345	0.0826	345	0.0819	345

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Cruise Control (300 KIAS), ISA (Page 4 of 4)
Figure 04-08-14



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-58

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350												
330	88.5	0.839	88.8	0.839	89.2	0.839	89.6	0.839	90.0	0.839		
	2258	300	2281	300	2309	300	2341	300	2376	300		
	0.1092	493	0.1082	493	0.1068	493	0.1054	493	0.1038	493		
310	84.5	0.806	84.7	0.806	84.9	0.806	85.1	0.806	85.3	0.806	85.5	0.806
	2010	300	2026	300	2043	300	2062	300	2081	300	2102	300
	0.1190	478	0.1180	478	0.1170	478	0.1160	478	0.1149	478	0.1138	478
290	83.1	0.775	83.3	0.775	83.5	0.775	83.6	0.775	83.8	0.775	84.0	0.775
	1991	300	2005	300	2020	300	2035	300	2052	300	2070	300
	0.1164	463	0.1156	463	0.1148	463	0.1139	463	0.1130	463	0.1120	463
280	82.4	0.760	82.6	0.760	82.7	0.760	82.9	0.760	83.1	0.760	83.3	0.760
	1982	300	1996	300	2011	300	2026	300	2042	300	2059	300
	0.1152	456	0.1144	456	0.1135	456	0.1127	456	0.1118	456	0.1108	456
270	81.7	0.745	81.9	0.745	82.0	0.745	82.2	0.745	82.4	0.745	82.6	0.745
	1974	300	1988	300	2002	300	2017	300	2032	300	2049	300
	0.1139	449	0.1131	449	0.1123	449	0.1114	449	0.1106	449	0.1097	449
260	81.0	0.731	81.1	0.731	81.3	0.731	81.5	0.731	81.7	0.731	81.8	0.731
	1968	300	1982	300	1996	300	2010	300	2025	300	2042	300
	0.1124	442	0.1117	442	0.1109	442	0.1101	442	0.1093	442	0.1084	442
250	80.2	0.717	80.4	0.717	80.6	0.717	80.7	0.717	80.9	0.717	81.1	0.717
	1963	300	1976	300	1990	300	2004	300	2019	300	2035	300
	0.1110	436	0.1103	436	0.1095	436	0.1088	436	0.1080	436	0.1071	436
240	79.5	0.703	79.7	0.703	79.8	0.703	80.0	0.703	80.2	0.703	80.4	0.703
	1961	300	1974	300	1987	300	2001	300	2016	300	2031	300
	0.1094	429	0.1087	429	0.1080	429	0.1072	429	0.1065	429	0.1057	429
230	78.8	0.690	79.0	0.690	79.1	0.690	79.3	0.690	79.5	0.690	79.7	0.690
	1960	300	1972	300	1985	300	1998	300	2013	300	2028	300
	0.1079	422	0.1072	422	0.1065	422	0.1058	422	0.1050	422	0.1042	422

CRJ900_IF_CR300I_LW_HFL_05.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+5 °C (Page 1 of 4)
Figure 04-08-15



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-59

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350												
330												
310	85.7	0.806	86.0	0.806	86.2	0.806	86.4	0.806	86.7	0.806	86.9	0.806
	2124	300	2146	300	2169	300	2192	300	2216	300	2240	300
	0.1126	478	0.1114	478	0.1103	478	0.1091	478	0.1079	478	0.1068	478
290	84.2	0.775	84.4	0.775	84.6	0.775	84.8	0.775	85.0	0.775	85.2	0.775
	2090	300	2110	300	2129	300	2147	300	2166	300	2184	300
	0.1109	463	0.1099	463	0.1089	463	0.1080	463	0.1070	463	0.1062	463
280	83.5	0.760	83.7	0.760	83.9	0.760	84.1	0.760	84.3	0.760	84.5	0.760
	2077	300	2096	300	2115	300	2134	300	2152	300	2170	300
	0.1099	456	0.1089	456	0.1079	456	0.1070	456	0.1061	456	0.1052	456
270	82.8	0.745	83.0	0.745	83.2	0.745	83.4	0.745	83.6	0.745	83.8	0.745
	2067	300	2085	300	2103	300	2122	300	2141	300	2159	300
	0.1088	449	0.1078	449	0.1069	449	0.1059	449	0.1050	449	0.1041	449
260	82.0	0.731	82.2	0.731	82.4	0.731	82.6	0.731	82.9	0.731	83.1	0.731
	2059	300	2077	300	2095	300	2113	300	2132	300	2150	300
	0.1075	442	0.1066	442	0.1056	442	0.1047	442	0.1038	442	0.1029	442
250	81.3	0.717	81.5	0.717	81.7	0.717	81.9	0.717	82.1	0.717	82.3	0.717
	2051	300	2069	300	2088	300	2106	300	2124	300	2142	300
	0.1063	436	0.1053	436	0.1044	436	0.1035	436	0.1026	436	0.1017	436
240	80.6	0.703	80.8	0.703	81.0	0.703	81.2	0.703	81.4	0.703	81.6	0.703
	2048	300	2065	300	2083	300	2101	300	2119	300	2137	300
	0.1048	429	0.1040	429	0.1031	429	0.1022	429	0.1013	429	0.1004	429
230	79.8	0.690	80.0	0.690	80.3	0.690	80.5	0.690	80.7	0.690	80.9	0.690
	2044	300	2061	300	2079	300	2097	300	2115	300	2133	300
	0.1034	422	0.1026	422	0.1017	422	0.1008	422	0.1000	422	0.0991	422

CRJ900_IF_CR300I_HW_HFL_05.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+5 °C (Page 2 of 4)
Figure 04-08-15

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-60

Sep 09/02

CRUISE 300 KIAS

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 5 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	78.1 1959 0.1063	0.677 300 416	78.3 1971 0.1056	0.677 300 416	78.4 1984 0.1049	0.677 300 416	78.6 1998 0.1042	0.677 300 416	78.8 2012 0.1035	0.677 300 416	79.0 2027 0.1027	0.677 300 416
210	77.4 1959 0.1047	0.664 300 410	77.6 1971 0.1040	0.664 300 410	77.7 1984 0.1034	0.664 300 410	77.9 1997 0.1027	0.664 300 410	78.1 2011 0.1020	0.664 300 410	78.2 2026 0.1012	0.664 300 410
200	76.7 1958 0.1032	0.651 300 404	76.8 1971 0.1025	0.651 300 404	77.0 1983 0.1018	0.651 300 404	77.2 1997 0.1012	0.651 300 404	77.4 2010 0.1005	0.651 300 404	77.5 2025 0.0997	0.651 300 404
190	76.0 1959 0.1016	0.639 300 398	76.1 1972 0.1009	0.639 300 398	76.3 1985 0.1003	0.639 300 398	76.5 1998 0.0996	0.639 300 398	76.6 2011 0.0989	0.639 300 398	76.8 2026 0.0982	0.639 300 398
180	75.3 1960 0.1000	0.627 300 392	75.4 1973 0.0994	0.627 300 392	75.6 1985 0.0987	0.627 300 392	75.7 1998 0.0981	0.627 300 392	75.9 2011 0.0975	0.627 300 392	76.1 2025 0.0968	0.627 300 392
170	74.5 1962 0.0985	0.615 300 386	74.7 1974 0.0978	0.615 300 386	74.9 1987 0.0972	0.615 300 386	75.0 1999 0.0966	0.615 300 386	75.2 2012 0.0960	0.615 300 386	75.4 2026 0.0953	0.615 300 386
160	73.8 1964 0.0969	0.604 300 380	74.0 1976 0.0963	0.604 300 380	74.2 1989 0.0957	0.604 300 380	74.3 2001 0.0951	0.604 300 380	74.5 2014 0.0945	0.604 300 380	74.7 2027 0.0939	0.604 300 380
150	73.1 1966 0.0953	0.593 300 375	73.3 1979 0.0948	0.593 300 375	73.4 1991 0.0942	0.593 300 375	73.6 2003 0.0936	0.593 300 375	73.7 2015 0.0930	0.593 300 375	73.9 2028 0.0924	0.593 300 375
140	72.4 1969 0.0938	0.582 300 369	72.5 1981 0.0932	0.582 300 369	72.7 1993 0.0927	0.582 300 369	72.9 2006 0.0921	0.582 300 369	73.0 2018 0.0915	0.582 300 369	73.2 2031 0.0910	0.582 300 369
130	71.6 1971 0.0923	0.571 300 364	71.8 1984 0.0918	0.571 300 364	72.0 1996 0.0912	0.571 300 364	72.1 2008 0.0906	0.571 300 364	72.3 2021 0.0901	0.571 300 364	72.4 2033 0.0895	0.571 300 364
120	70.9 1974 0.0909	0.561 300 358	71.1 1986 0.0903	0.561 300 358	71.2 1999 0.0898	0.561 300 358	71.4 2011 0.0892	0.561 300 358	71.5 2023 0.0887	0.561 300 358	71.7 2036 0.0881	0.561 300 358
110	70.2 1977 0.0894	0.551 300 353	70.3 1989 0.0889	0.551 300 353	70.5 2002 0.0883	0.551 300 353	70.7 2014 0.0878	0.551 300 353	70.8 2026 0.0872	0.551 300 353	71.0 2039 0.0867	0.551 300 353
100	69.4 1980 0.0880	0.541 300 348	69.6 1992 0.0875	0.541 300 348	69.8 2005 0.0869	0.541 300 348	69.9 2017 0.0864	0.541 300 348	70.1 2029 0.0859	0.541 300 348	70.2 2042 0.0853	0.541 300 348

CRJ900_IF_CR300I_LW_LFL_05.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+5 °C (Page 3 of 4)
Figure 04-08-15



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-61

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	79.1	0.677	79.3	0.677	79.5	0.677	79.7	0.677	79.9	0.677	80.2	0.677
	2043	300	2059	300	2076	300	2094	300	2111	300	2129	300
	0.1019	416	0.1011	416	0.1003	416	0.0995	416	0.0986	416	0.0978	416
210	78.4	0.664	78.6	0.664	78.8	0.664	79.0	0.664	79.2	0.664	79.4	0.664
	2042	300	2058	300	2075	300	2092	300	2110	300	2127	300
	0.1004	410	0.0996	410	0.0988	410	0.0980	410	0.0972	410	0.0964	410
200	77.7	0.651	77.9	0.651	78.1	0.651	78.3	0.651	78.5	0.651	78.7	0.651
	2041	300	2056	300	2073	300	2091	300	2108	300	2125	300
	0.0990	404	0.0982	404	0.0974	404	0.0966	404	0.0958	404	0.0951	404
190	77.0	0.639	77.2	0.639	77.4	0.639	77.6	0.639	77.8	0.639	78.0	0.639
	2041	300	2056	300	2073	300	2090	300	2108	300	2125	300
	0.0975	398	0.0968	398	0.0960	398	0.0952	398	0.0944	398	0.0937	398
180	76.3	0.627	76.5	0.627	76.7	0.627	76.9	0.627	77.1	0.627	77.3	0.627
	2040	300	2056	300	2072	300	2089	300	2107	300	2124	300
	0.0961	392	0.0954	392	0.0946	392	0.0938	392	0.0931	392	0.0923	392
170	75.6	0.615	75.7	0.615	75.9	0.615	76.1	0.615	76.3	0.615	76.5	0.615
	2040	300	2056	300	2072	300	2089	300	2106	300	2124	300
	0.0946	386	0.0939	386	0.0932	386	0.0924	386	0.0917	386	0.0909	386
160	74.8	0.604	75.0	0.604	75.2	0.604	75.4	0.604	75.6	0.604	75.8	0.604
	2042	300	2057	300	2073	300	2090	300	2107	300	2124	300
	0.0932	380	0.0925	380	0.0918	380	0.0910	380	0.0903	380	0.0896	380
150	74.1	0.593	74.3	0.593	74.5	0.593	74.7	0.593	74.9	0.593	75.1	0.593
	2042	300	2058	300	2073	300	2090	300	2107	300	2124	300
	0.0918	375	0.0911	375	0.0904	375	0.0897	375	0.0890	375	0.0883	375
140	73.4	0.582	73.5	0.582	73.7	0.582	73.9	0.582	74.2	0.582	74.4	0.582
	2045	300	2060	300	2076	300	2092	300	2109	300	2126	300
	0.0903	369	0.0897	369	0.0890	369	0.0883	369	0.0876	369	0.0869	369
130	72.6	0.571	72.8	0.571	73.0	0.571	73.2	0.571	73.4	0.571	73.6	0.571
	2047	300	2062	300	2078	300	2094	300	2111	300	2129	300
	0.0889	364	0.0883	364	0.0876	364	0.0869	364	0.0862	364	0.0855	364
120	71.9	0.561	72.1	0.561	72.3	0.561	72.5	0.561	72.7	0.561	72.9	0.561
	2049	300	2065	300	2080	300	2096	300	2113	300	2131	300
	0.0875	358	0.0869	358	0.0862	358	0.0856	358	0.0849	358	0.0842	358
110	71.1	0.551	71.3	0.551	71.5	0.551	71.7	0.551	71.9	0.551	72.1	0.551
	2053	300	2067	300	2083	300	2099	300	2116	300	2133	300
	0.0861	353	0.0855	353	0.0849	353	0.0842	353	0.0836	353	0.0829	353
100	70.4	0.541	70.6	0.541	70.8	0.541	71.0	0.541	71.2	0.541	71.4	0.541
	2055	300	2070	300	2085	300	2101	300	2118	300	2135	300
	0.0848	348	0.0842	348	0.0836	348	0.0829	348	0.0823	348	0.0816	348

CRJ900_IF_CR300I_HW_LFL_05.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+5 °C (Page 4 of 4)
Figure 04-08-15



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-62

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350												
330	89.5 2294 0.1087	0.839 300 498	89.8 2318 0.1076	0.839 300 498	90.1 2345 0.1063	0.839 300 498	90.5 2377 0.1049	0.839 300 498	91.0 2413 0.1034	0.839 300 498		
310	85.5 2042 0.1184	0.806 300 483	85.6 2058 0.1174	0.806 300 483	85.8 2076 0.1165	0.806 300 483	86.0 2094 0.1154	0.806 300 483	86.2 2114 0.1144	0.806 300 483	86.4 2135 0.1132	0.806 300 483
290	84.0 2022 0.1158	0.775 300 468	84.2 2036 0.1150	0.775 300 468	84.4 2051 0.1142	0.775 300 468	84.5 2067 0.1133	0.775 300 468	84.7 2084 0.1124	0.775 300 468	84.9 2102 0.1114	0.775 300 468
280	83.3 2013 0.1146	0.760 300 461	83.5 2027 0.1138	0.760 300 461	83.6 2042 0.1130	0.760 300 461	83.8 2057 0.1121	0.760 300 461	84.0 2074 0.1112	0.760 300 461	84.2 2091 0.1103	0.760 300 461
270	82.6 2004 0.1133	0.745 300 454	82.7 2018 0.1125	0.745 300 454	82.9 2033 0.1117	0.745 300 454	83.1 2048 0.1109	0.745 300 454	83.3 2063 0.1101	0.745 300 454	83.4 2080 0.1092	0.745 300 454
260	81.8 1998 0.1119	0.731 300 447	82.0 2012 0.1112	0.731 300 447	82.2 2025 0.1104	0.731 300 447	82.3 2041 0.1096	0.731 300 447	82.5 2056 0.1088	0.731 300 447	82.7 2072 0.1079	0.731 300 447
250	81.1 1993 0.1105	0.717 300 440	81.3 2006 0.1098	0.717 300 440	81.4 2019 0.1090	0.717 300 440	81.6 2034 0.1083	0.717 300 440	81.8 2049 0.1075	0.717 300 440	82.0 2065 0.1066	0.717 300 440
240	80.4 1990 0.1089	0.703 300 433	80.5 2003 0.1082	0.703 300 433	80.7 2016 0.1075	0.703 300 433	80.9 2031 0.1068	0.703 300 433	81.0 2046 0.1060	0.703 300 433	81.2 2061 0.1052	0.703 300 433
230	79.6 1989 0.1074	0.690 300 427	79.8 2001 0.1067	0.690 300 427	80.0 2014 0.1060	0.690 300 427	80.1 2028 0.1053	0.690 300 427	80.3 2042 0.1045	0.690 300 427	80.5 2058 0.1038	0.690 300 427

CRJ900_IF_CR300I_LW_HFL_10.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+10 °C (Page 1 of 4)
Figure 04-08-16



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-63

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350												
330												
310	86.7	0.806	86.9	0.806	87.1	0.806	87.4	0.806	87.6	0.806	87.9	0.806
	2157	300	2180	300	2203	300	2226	300	2251	300	2275	300
	0.1120	483	0.1109	483	0.1097	483	0.1086	483	0.1074	483	0.1063	483
290	85.1	0.775	85.3	0.775	85.6	0.775	85.8	0.775	85.9	0.775	86.1	0.775
	2122	300	2142	300	2162	300	2181	300	2199	300	2217	300
	0.1104	468	0.1094	468	0.1084	468	0.1074	468	0.1065	468	0.1057	468
280	84.4	0.760	84.6	0.760	84.8	0.760	85.0	0.760	85.2	0.760	85.4	0.760
	2109	300	2128	300	2147	300	2166	300	2185	300	2203	300
	0.1093	461	0.1084	461	0.1074	461	0.1065	461	0.1056	461	0.1047	461
270	83.6	0.745	83.8	0.745	84.1	0.745	84.3	0.745	84.5	0.745	84.6	0.745
	2098	300	2116	300	2135	300	2154	300	2173	300	2191	300
	0.1082	454	0.1073	454	0.1064	454	0.1054	454	0.1045	454	0.1036	454
260	82.9	0.731	83.1	0.731	83.3	0.731	83.5	0.731	83.7	0.731	83.9	0.731
	2090	300	2108	300	2126	300	2145	300	2164	300	2182	300
	0.1070	447	0.1061	447	0.1052	447	0.1043	447	0.1033	447	0.1025	447
250	82.2	0.717	82.4	0.717	82.6	0.717	82.8	0.717	83.0	0.717	83.2	0.717
	2082	300	2100	300	2118	300	2137	300	2155	300	2174	300
	0.1058	440	0.1049	440	0.1039	440	0.1030	440	0.1022	440	0.1013	440
240	81.4	0.703	81.6	0.703	81.8	0.703	82.1	0.703	82.3	0.703	82.5	0.703
	2078	300	2095	300	2113	300	2132	300	2150	300	2169	300
	0.1044	433	0.1035	433	0.1026	433	0.1017	433	0.1008	433	0.1000	433
230	80.7	0.690	80.9	0.690	81.1	0.690	81.3	0.690	81.5	0.690	81.7	0.690
	2074	300	2091	300	2109	300	2127	300	2145	300	2163	300
	0.1030	427	0.1021	427	0.1013	427	0.1004	427	0.0995	427	0.0987	427

CRJ900_IF_CR300I_HW_HFL_10.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+10 °C (Page 2 of 4)
Figure 04-08-16

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-64

Sep 09/02

CRUISE 300 KIAS

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	78.9 1987 0.1058	0.677 300 420	79.1 2000 0.1051	0.677 300 420	79.2 2013 0.1045	0.677 300 420	79.4 2027 0.1038	0.677 300 420	79.6 2041 0.1030	0.677 300 420	79.8 2056 0.1023	0.677 300 420
210	78.2 1987 0.1042	0.664 300 414	78.4 2000 0.1036	0.664 300 414	78.5 2013 0.1029	0.664 300 414	78.7 2026 0.1022	0.664 300 414	78.9 2040 0.1015	0.664 300 414	79.1 2055 0.1008	0.664 300 414
200	77.5 1986 0.1027	0.651 300 408	77.6 1999 0.1021	0.651 300 408	77.8 2012 0.1014	0.651 300 408	78.0 2025 0.1007	0.651 300 408	78.1 2039 0.1001	0.651 300 408	78.3 2054 0.0993	0.651 300 408
190	76.8 1987 0.1011	0.639 300 401	76.9 2000 0.1005	0.639 300 401	77.1 2013 0.0998	0.639 300 401	77.2 2026 0.0992	0.639 300 401	77.4 2039 0.0985	0.639 300 401	77.6 2054 0.0978	0.639 300 401
180	76.0 1988 0.0996	0.627 300 395	76.2 2000 0.0989	0.627 300 395	76.3 2013 0.0983	0.627 300 395	76.5 2026 0.0977	0.627 300 395	76.7 2039 0.0971	0.627 300 395	76.9 2053 0.0964	0.627 300 395
170	75.3 1989 0.0980	0.615 300 390	75.5 2002 0.0974	0.615 300 390	75.6 2014 0.0968	0.615 300 390	75.8 2027 0.0962	0.615 300 390	75.9 2040 0.0956	0.615 300 390	76.1 2054 0.0949	0.615 300 390
160	74.6 1992 0.0964	0.604 300 384	74.7 2004 0.0958	0.604 300 384	74.9 2017 0.0952	0.604 300 384	75.1 2029 0.0947	0.604 300 384	75.2 2042 0.0941	0.604 300 384	75.4 2055 0.0935	0.604 300 384
150	73.8 1994 0.0949	0.593 300 378	74.0 2006 0.0943	0.593 300 378	74.2 2018 0.0938	0.593 300 378	74.3 2030 0.0932	0.593 300 378	74.5 2043 0.0926	0.593 300 378	74.7 2056 0.0920	0.593 300 378
140	73.1 1996 0.0934	0.582 300 373	73.3 2008 0.0928	0.582 300 373	73.4 2021 0.0923	0.582 300 373	73.6 2033 0.0917	0.582 300 373	73.7 2046 0.0912	0.582 300 373	73.9 2059 0.0906	0.582 300 373
130	72.3 1998 0.0920	0.571 300 367	72.5 2010 0.0914	0.571 300 367	72.7 2023 0.0908	0.571 300 367	72.8 2035 0.0903	0.571 300 367	73.0 2048 0.0897	0.571 300 367	73.1 2061 0.0892	0.571 300 367
120	71.6 2000 0.0905	0.561 300 362	71.8 2013 0.0900	0.561 300 362	71.9 2025 0.0894	0.561 300 362	72.1 2038 0.0889	0.561 300 362	72.2 2050 0.0883	0.561 300 362	72.4 2063 0.0878	0.561 300 362
110	70.9 2003 0.0891	0.551 300 356	71.0 2015 0.0885	0.551 300 356	71.2 2028 0.0880	0.551 300 356	71.3 2040 0.0874	0.551 300 356	71.5 2053 0.0869	0.551 300 356	71.7 2066 0.0864	0.551 300 356
100	70.1 2005 0.0877	0.541 300 351	70.3 2018 0.0871	0.541 300 351	70.4 2031 0.0866	0.541 300 351	70.6 2043 0.0861	0.541 300 351	70.7 2056 0.0855	0.541 300 351	70.9 2068 0.0850	0.541 300 351

CRJ900_IF_CR300I_LW_LFL_10.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+10 °C (Page 3 of 4)
Figure 04-08-16



**IN-FLIGHT PERFORMANCE
Cruise Control**

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CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	80.0	0.677	80.1	0.677	80.4	0.677	80.6	0.677	80.8	0.677	81.0	0.677
	2072	300	2089	300	2106	300	2124	300	2142	300	2160	300
	0.1015	420	0.1007	420	0.0999	420	0.0990	420	0.0982	420	0.0974	420
210	79.2	0.664	79.4	0.664	79.6	0.664	79.8	0.664	80.0	0.664	80.2	0.664
	2071	300	2087	300	2104	300	2122	300	2140	300	2157	300
	0.1000	414	0.0992	414	0.0984	414	0.0976	414	0.0968	414	0.0960	414
200	78.5	0.651	78.7	0.651	78.9	0.651	79.1	0.651	79.3	0.651	79.5	0.651
	2069	300	2085	300	2102	300	2120	300	2137	300	2155	300
	0.0986	408	0.0978	408	0.0970	408	0.0962	408	0.0955	408	0.0947	408
190	77.8	0.639	78.0	0.639	78.2	0.639	78.4	0.639	78.6	0.639	78.8	0.639
	2069	300	2085	300	2102	300	2119	300	2137	300	2154	300
	0.0971	401	0.0964	401	0.0956	401	0.0948	401	0.0940	401	0.0933	401
180	77.0	0.627	77.2	0.627	77.4	0.627	77.6	0.627	77.8	0.627	78.1	0.627
	2068	300	2084	300	2101	300	2118	300	2136	300	2153	300
	0.0957	395	0.0950	395	0.0942	395	0.0934	395	0.0927	395	0.0919	395
170	76.3	0.615	76.5	0.615	76.7	0.615	76.9	0.615	77.1	0.615	77.3	0.615
	2069	300	2085	300	2101	300	2118	300	2136	300	2153	300
	0.0942	390	0.0935	390	0.0928	390	0.0921	390	0.0913	390	0.0906	390
160	75.6	0.604	75.8	0.604	76.0	0.604	76.2	0.604	76.4	0.604	76.6	0.604
	2070	300	2086	300	2102	300	2119	300	2136	300	2153	300
	0.0928	384	0.0921	384	0.0914	384	0.0907	384	0.0899	384	0.0892	384
150	74.8	0.593	75.0	0.593	75.2	0.593	75.4	0.593	75.6	0.593	75.8	0.593
	2071	300	2086	300	2102	300	2118	300	2136	300	2153	300
	0.0914	378	0.0907	378	0.0900	378	0.0893	378	0.0886	378	0.0879	378
140	74.1	0.582	74.3	0.582	74.5	0.582	74.7	0.582	74.9	0.582	75.1	0.582
	2073	300	2088	300	2104	300	2121	300	2138	300	2155	300
	0.0899	373	0.0893	373	0.0886	373	0.0879	373	0.0872	373	0.0865	373
130	73.3	0.571	73.5	0.571	73.7	0.571	73.9	0.571	74.1	0.571	74.3	0.571
	2074	300	2089	300	2106	300	2122	300	2139	300	2157	300
	0.0886	367	0.0879	367	0.0873	367	0.0866	367	0.0859	367	0.0852	367
120	72.6	0.561	72.8	0.561	73.0	0.561	73.2	0.561	73.4	0.561	73.6	0.561
	2076	300	2092	300	2107	300	2124	300	2141	300	2158	300
	0.0872	362	0.0866	362	0.0859	362	0.0852	362	0.0846	362	0.0839	362
110	71.8	0.551	72.0	0.551	72.2	0.551	72.4	0.551	72.6	0.551	72.8	0.551
	2079	300	2094	300	2110	300	2126	300	2143	300	2161	300
	0.0858	356	0.0852	356	0.0846	356	0.0839	356	0.0832	356	0.0826	356
100	71.1	0.541	71.3	0.541	71.5	0.541	71.7	0.541	71.9	0.541	72.1	0.541
	2082	300	2097	300	2112	300	2129	300	2146	300	2163	300
	0.0845	351	0.0839	351	0.0832	351	0.0826	351	0.0820	351	0.0813	351

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Cruise Control (300 KIAS), ISA+10 °C (Page 4 of 4)
Figure 04-08-16

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350												
330												
310	86.4 2074 0.1178	0.806 300 488	86.5 2090 0.1169	0.806 300 488	86.7 2107 0.1159	0.806 300 488	86.9 2127 0.1149	0.806 300 488	87.1 2147 0.1138	0.806 300 488	87.4 2168 0.1127	0.806 300 488
290	84.9 2053 0.1153	0.775 300 473	85.1 2067 0.1145	0.775 300 473	85.3 2083 0.1137	0.775 300 473	85.4 2099 0.1128	0.775 300 473	85.6 2116 0.1119	0.775 300 473	85.8 2135 0.1109	0.775 300 473
280	84.2 2043 0.1140	0.760 300 466	84.4 2058 0.1132	0.760 300 466	84.5 2073 0.1124	0.760 300 466	84.7 2089 0.1116	0.760 300 466	84.9 2106 0.1107	0.760 300 466	85.1 2123 0.1098	0.760 300 466
270	83.4 2034 0.1128	0.745 300 458	83.6 2048 0.1120	0.745 300 458	83.8 2063 0.1112	0.745 300 458	84.0 2078 0.1104	0.745 300 458	84.1 2094 0.1095	0.745 300 458	84.3 2111 0.1087	0.745 300 458
260	82.7 2028 0.1114	0.731 300 451	82.9 2041 0.1106	0.731 300 451	83.0 2056 0.1099	0.731 300 451	83.2 2071 0.1091	0.731 300 451	83.4 2086 0.1083	0.731 300 451	83.6 2103 0.1074	0.731 300 451
250	81.9 2022 0.1100	0.717 300 444	82.1 2035 0.1093	0.717 300 444	82.3 2049 0.1085	0.717 300 444	82.4 2064 0.1078	0.717 300 444	82.6 2078 0.1070	0.717 300 444	82.8 2095 0.1062	0.717 300 444
240	81.2 2019 0.1085	0.703 300 438	81.4 2032 0.1078	0.703 300 438	81.5 2045 0.1071	0.703 300 438	81.7 2060 0.1063	0.703 300 438	81.9 2075 0.1055	0.703 300 438	82.1 2090 0.1048	0.703 300 438
230	80.5 2017 0.1069	0.690 300 431	80.6 2030 0.1062	0.690 300 431	80.8 2043 0.1056	0.690 300 431	80.9 2056 0.1049	0.690 300 431	81.1 2071 0.1041	0.690 300 431	81.3 2087 0.1033	0.690 300 431

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Cruise Control (300 KIAS), ISA+15 °C (Page 1 of 4)
Figure 04-08-17



**IN-FLIGHT PERFORMANCE
Cruise Control**

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CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350												
330												
310	87.6	0.806	87.8	0.806	88.1	0.806	88.3	0.806	88.5	0.806	88.8	0.806
	2191	300	2214	300	2237	300	2260	300	2285	300	2309	300
	0.1115	488	0.1103	488	0.1092	488	0.1081	488	0.1069	488	0.1058	488
290	86.0	0.775	86.3	0.775	86.5	0.775	86.7	0.775	86.9	0.775	87.0	0.775
	2155	300	2175	300	2194	300	2213	300	2232	300	2250	300
	0.1099	473	0.1088	473	0.1079	473	0.1069	473	0.1060	473	0.1052	473
280	85.3	0.760	85.5	0.760	85.7	0.760	85.9	0.760	86.1	0.760	86.3	0.760
	2142	300	2161	300	2180	300	2199	300	2218	300	2236	300
	0.1088	466	0.1078	466	0.1069	466	0.1060	466	0.1051	466	0.1042	466
270	84.5	0.745	84.7	0.745	84.9	0.745	85.1	0.745	85.3	0.745	85.5	0.745
	2130	300	2148	300	2167	300	2187	300	2206	300	2224	300
	0.1077	458	0.1068	458	0.1058	458	0.1049	458	0.1040	458	0.1031	458
260	83.8	0.731	84.0	0.731	84.2	0.731	84.4	0.731	84.6	0.731	84.8	0.731
	2121	300	2139	300	2158	300	2177	300	2196	300	2215	300
	0.1065	451	0.1056	451	0.1047	451	0.1038	451	0.1028	451	0.1020	451
250	83.0	0.717	83.2	0.717	83.4	0.717	83.6	0.717	83.9	0.717	84.1	0.717
	2112	300	2130	300	2149	300	2168	300	2186	300	2205	300
	0.1053	444	0.1044	444	0.1035	444	0.1026	444	0.1017	444	0.1008	444
240	82.3	0.703	82.5	0.703	82.7	0.703	82.9	0.703	83.1	0.703	83.3	0.703
	2107	300	2125	300	2143	300	2162	300	2181	300	2199	300
	0.1039	438	0.1031	438	0.1022	438	0.1013	438	0.1004	438	0.0996	438
230	81.5	0.690	81.7	0.690	81.9	0.690	82.1	0.690	82.3	0.690	82.5	0.690
	2103	300	2121	300	2139	300	2157	300	2176	300	2194	300
	0.1025	431	0.1017	431	0.1008	431	0.1000	431	0.0991	431	0.0983	431

CRJ900_IF_CR300I_HW_HFL_15.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+15 °C (Page 2 of 4)
Figure 04-08-17

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Cruise Control**

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CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	79.7 2015 0.1054	0.677 300 424	79.9 2028 0.1047	0.677 300 424	80.0 2041 0.1040	0.677 300 424	80.2 2055 0.1033	0.677 300 424	80.4 2070 0.1026	0.677 300 424	80.6 2085 0.1018	0.677 300 424
210	79.0 2015 0.1038	0.664 300 418	79.2 2028 0.1031	0.664 300 418	79.3 2041 0.1025	0.664 300 418	79.5 2054 0.1018	0.664 300 418	79.7 2069 0.1011	0.664 300 418	79.8 2084 0.1003	0.664 300 418
200	78.3 2014 0.1023	0.651 300 412	78.4 2027 0.1016	0.651 300 412	78.6 2040 0.1010	0.651 300 412	78.7 2053 0.1003	0.651 300 412	78.9 2067 0.0996	0.651 300 412	79.1 2083 0.0989	0.651 300 412
190	77.5 2015 0.1007	0.639 300 405	77.7 2028 0.1000	0.639 300 405	77.8 2040 0.0994	0.639 300 405	78.0 2054 0.0988	0.639 300 405	78.2 2068 0.0981	0.639 300 405	78.4 2083 0.0974	0.639 300 405
180	76.8 2015 0.0992	0.627 300 399	76.9 2027 0.0986	0.627 300 399	77.1 2040 0.0979	0.627 300 399	77.3 2053 0.0973	0.627 300 399	77.4 2067 0.0967	0.627 300 399	77.6 2081 0.0960	0.627 300 399
170	76.0 2016 0.0976	0.615 300 393	76.2 2028 0.0970	0.615 300 393	76.4 2041 0.0964	0.615 300 393	76.5 2053 0.0958	0.615 300 393	76.7 2067 0.0952	0.615 300 393	76.9 2081 0.0946	0.615 300 393
160	75.3 2018 0.0961	0.604 300 387	75.5 2031 0.0955	0.604 300 387	75.6 2043 0.0949	0.604 300 387	75.8 2056 0.0943	0.604 300 387	75.9 2069 0.0937	0.604 300 387	76.1 2082 0.0931	0.604 300 387
150	74.6 2020 0.0945	0.593 300 382	74.7 2033 0.0940	0.593 300 382	74.9 2045 0.0934	0.593 300 382	75.0 2057 0.0928	0.593 300 382	75.2 2070 0.0923	0.593 300 382	75.4 2083 0.0917	0.593 300 382
140	73.8 2022 0.0930	0.582 300 376	74.0 2035 0.0925	0.582 300 376	74.1 2047 0.0919	0.582 300 376	74.3 2060 0.0914	0.582 300 376	74.5 2072 0.0908	0.582 300 376	74.6 2086 0.0902	0.582 300 376
130	73.0 2024 0.0916	0.571 300 370	73.2 2037 0.0910	0.571 300 370	73.4 2049 0.0905	0.571 300 370	73.5 2062 0.0899	0.571 300 370	73.7 2074 0.0894	0.571 300 370	73.9 2087 0.0888	0.571 300 370
120	72.3 2026 0.0902	0.561 300 365	72.5 2039 0.0896	0.561 300 365	72.6 2051 0.0891	0.561 300 365	72.8 2064 0.0885	0.561 300 365	72.9 2077 0.0880	0.561 300 365	73.1 2090 0.0874	0.561 300 365
110	71.5 2029 0.0887	0.551 300 360	71.7 2041 0.0882	0.551 300 360	71.9 2054 0.0876	0.551 300 360	72.0 2067 0.0871	0.551 300 360	72.2 2079 0.0866	0.551 300 360	72.3 2092 0.0860	0.551 300 360
100	70.8 2031 0.0873	0.541 300 354	70.9 2044 0.0868	0.541 300 354	71.1 2057 0.0863	0.541 300 354	71.3 2069 0.0857	0.541 300 354	71.4 2082 0.0852	0.541 300 354	71.6 2095 0.0847	0.541 300 354

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Cruise Control (300 KIAS), ISA+15 °C (Page 3 of 4)
Figure 04-08-17



**IN-FLIGHT PERFORMANCE
Cruise Control**

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Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	80.8	0.677	81.0	0.677	81.2	0.677	81.4	0.677	81.6	0.677	81.8	0.677
	2101	300	2118	300	2136	300	2154	300	2172	300	2190	300
	0.1011	424	0.1003	424	0.0994	424	0.0986	424	0.0978	424	0.0970	424
210	80.0	0.664	80.2	0.664	80.4	0.664	80.6	0.664	80.8	0.664	81.0	0.664
	2100	300	2117	300	2134	300	2152	300	2170	300	2187	300
	0.0996	418	0.0988	418	0.0980	418	0.0972	418	0.0964	418	0.0956	418
200	79.3	0.651	79.5	0.651	79.7	0.651	79.9	0.651	80.1	0.651	80.3	0.651
	2098	300	2114	300	2132	300	2149	300	2167	300	2185	300
	0.0982	412	0.0974	412	0.0966	412	0.0958	412	0.0950	412	0.0943	412
190	78.6	0.639	78.7	0.639	79.0	0.639	79.2	0.639	79.4	0.639	79.6	0.639
	2098	300	2114	300	2131	300	2149	300	2166	300	2184	300
	0.0967	405	0.0960	405	0.0952	405	0.0944	405	0.0936	405	0.0929	405
180	77.8	0.627	78.0	0.627	78.2	0.627	78.4	0.627	78.6	0.627	78.8	0.627
	2096	300	2113	300	2130	300	2147	300	2165	300	2182	300
	0.0953	399	0.0946	399	0.0938	399	0.0931	399	0.0923	399	0.0916	399
170	77.0	0.615	77.2	0.615	77.4	0.615	77.7	0.615	77.9	0.615	78.1	0.615
	2096	300	2112	300	2129	300	2146	300	2164	300	2182	300
	0.0939	393	0.0932	393	0.0924	393	0.0917	393	0.0909	393	0.0902	393
160	76.3	0.604	76.5	0.604	76.7	0.604	76.9	0.604	77.1	0.604	77.3	0.604
	2097	300	2113	300	2129	300	2146	300	2164	300	2182	300
	0.0924	387	0.0918	387	0.0911	387	0.0903	387	0.0896	387	0.0889	387
150	75.5	0.593	75.7	0.593	75.9	0.593	76.2	0.593	76.4	0.593	76.6	0.593
	2098	300	2113	300	2129	300	2146	300	2164	300	2181	300
	0.0911	382	0.0904	382	0.0897	382	0.0890	382	0.0883	382	0.0876	382
140	74.8	0.582	75.0	0.582	75.2	0.582	75.4	0.582	75.6	0.582	75.8	0.582
	2100	300	2115	300	2131	300	2148	300	2166	300	2183	300
	0.0896	376	0.0890	376	0.0883	376	0.0876	376	0.0869	376	0.0862	376
130	74.0	0.571	74.2	0.571	74.4	0.571	74.6	0.571	74.8	0.571	75.0	0.571
	2101	300	2117	300	2133	300	2150	300	2167	300	2185	300
	0.0882	370	0.0876	370	0.0869	370	0.0862	370	0.0855	370	0.0848	370
120	73.3	0.561	73.5	0.561	73.7	0.561	73.9	0.561	74.1	0.561	74.3	0.561
	2103	300	2119	300	2135	300	2152	300	2169	300	2187	300
	0.0869	365	0.0862	365	0.0856	365	0.0849	365	0.0842	365	0.0835	365
110	72.5	0.551	72.7	0.551	72.9	0.551	73.1	0.551	73.3	0.551	73.5	0.551
	2106	300	2121	300	2137	300	2154	300	2171	300	2189	300
	0.0855	360	0.0849	360	0.0842	360	0.0836	360	0.0829	360	0.0822	360
100	71.8	0.541	71.9	0.541	72.1	0.541	72.3	0.541	72.6	0.541	72.8	0.541
	2108	300	2123	300	2139	300	2156	300	2173	300	2191	300
	0.0842	354	0.0836	354	0.0829	354	0.0823	354	0.0816	354	0.0810	354

CRJ900_IF_CR300I_HW_LFL_15.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+15 °C (Page 4 of 4)
Figure 04-08-17



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-70

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370												
350												
330												
310	87.3	0.806	87.5	0.806	87.6	0.806	87.9	0.806	88.1	0.806	88.3	0.806
	2106	300	2122	300	2140	300	2159	300	2180	300	2202	300
	0.1172	493	0.1163	493	0.1153	493	0.1143	493	0.1132	493	0.1121	493
290	85.8	0.775	86.0	0.775	86.1	0.775	86.3	0.775	86.5	0.775	86.7	0.775
	2084	300	2098	300	2113	300	2130	300	2147	300	2166	300
	0.1147	478	0.1140	478	0.1131	478	0.1123	478	0.1113	478	0.1104	478
280	85.1	0.760	85.2	0.760	85.4	0.760	85.6	0.760	85.8	0.760	86.0	0.760
	2074	300	2088	300	2103	300	2120	300	2137	300	2154	300
	0.1135	470	0.1127	470	0.1119	470	0.1110	470	0.1102	470	0.1093	470
270	84.3	0.745	84.5	0.745	84.7	0.745	84.8	0.745	85.0	0.745	85.2	0.745
	2064	300	2078	300	2093	300	2109	300	2125	300	2142	300
	0.1123	463	0.1115	463	0.1107	463	0.1099	463	0.1090	463	0.1082	463
260	83.5	0.731	83.7	0.731	83.9	0.731	84.1	0.731	84.2	0.731	84.4	0.731
	2057	300	2071	300	2086	300	2101	300	2117	300	2134	300
	0.1109	456	0.1101	456	0.1094	456	0.1086	456	0.1078	456	0.1069	456
250	82.8	0.717	82.9	0.717	83.1	0.717	83.3	0.717	83.5	0.717	83.7	0.717
	2051	300	2065	300	2079	300	2093	300	2109	300	2125	300
	0.1095	449	0.1088	449	0.1080	449	0.1073	449	0.1065	449	0.1057	449
240	82.0	0.703	82.2	0.703	82.3	0.703	82.5	0.703	82.7	0.703	82.9	0.703
	2048	300	2061	300	2075	300	2090	300	2104	300	2120	300
	0.1080	442	0.1073	442	0.1066	442	0.1058	442	0.1051	442	0.1043	442
230	81.3	0.690	81.4	0.690	81.6	0.690	81.8	0.690	81.9	0.690	82.1	0.690
	2045	300	2058	300	2072	300	2085	300	2100	300	2116	300
	0.1064	435	0.1058	435	0.1051	435	0.1044	435	0.1037	435	0.1029	435

CRJ900_IF_CR300I_LW_HFL_20.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+20 °C (Page 1 of 4)
Figure 04-08-18



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-71

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350												
330												
310	88.5	0.806	88.8	0.806	89.0	0.806	89.2	0.806				
	2224	300	2248	300	2271	300	2295	300				
	0.1109	493	0.1098	493	0.1087	493	0.1075	493				
290	86.9	0.775	87.1	0.775	87.4	0.775	87.6	0.775	87.7	0.775	87.9	0.775
	2187	300	2207	300	2227	300	2247	300	2265	300	2284	300
	0.1093	478	0.1083	478	0.1074	478	0.1064	478	0.1055	478	0.1047	478
280	86.2	0.760	86.4	0.760	86.6	0.760	86.8	0.760	87.0	0.760	87.2	0.760
	2173	300	2192	300	2212	300	2232	300	2250	300	2269	300
	0.1083	470	0.1074	470	0.1064	470	0.1055	470	0.1046	470	0.1037	470
270	85.4	0.745	85.6	0.745	85.8	0.745	86.0	0.745	86.2	0.745	86.4	0.745
	2161	300	2180	300	2199	300	2219	300	2238	300	2256	300
	0.1072	463	0.1063	463	0.1054	463	0.1044	463	0.1035	463	0.1027	463
260	84.6	0.731	84.8	0.731	85.0	0.731	85.2	0.731	85.5	0.731	85.7	0.731
	2151	300	2170	300	2189	300	2208	300	2228	300	2247	300
	0.1060	456	0.1051	456	0.1042	456	0.1033	456	0.1024	456	0.1015	456
250	83.9	0.717	84.1	0.717	84.3	0.717	84.5	0.717	84.7	0.717	84.9	0.717
	2142	300	2161	300	2180	300	2199	300	2218	300	2237	300
	0.1048	449	0.1039	449	0.1030	449	0.1021	449	0.1012	449	0.1004	449
240	83.1	0.703	83.3	0.703	83.5	0.703	83.7	0.703	83.9	0.703	84.1	0.703
	2137	300	2155	300	2174	300	2193	300	2212	300	2231	300
	0.1034	442	0.1026	442	0.1017	442	0.1008	442	0.1000	442	0.0991	442
230	82.3	0.690	82.5	0.690	82.7	0.690	82.9	0.690	83.1	0.690	83.4	0.690
	2133	300	2150	300	2169	300	2187	300	2206	300	2225	300
	0.1021	435	0.1012	435	0.1004	435	0.0995	435	0.0987	435	0.0979	435

CRJ900_IF_CR300I_HW_HFL_20.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+20 °C (Page 2 of 4)
Figure 04-08-18



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-72

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	80.5	0.677	80.7	0.677	80.8	0.677	81.0	0.677	81.2	0.677	81.4	0.677
	2043	300	2056	300	2070	300	2084	300	2098	300	2114	300
	0.1049	428	0.1043	428	0.1036	428	0.1029	428	0.1022	428	0.1014	428
210	79.8	0.664	80.0	0.664	80.1	0.664	80.3	0.664	80.4	0.664	80.6	0.664
	2043	300	2056	300	2069	300	2083	300	2097	300	2113	300
	0.1034	422	0.1027	422	0.1020	422	0.1014	422	0.1007	422	0.0999	422
200	79.0	0.651	79.2	0.651	79.4	0.651	79.5	0.651	79.7	0.651	79.9	0.651
	2041	300	2054	300	2068	300	2081	300	2095	300	2111	300
	0.1018	415	0.1012	415	0.1005	415	0.0999	415	0.0992	415	0.0985	415
190	78.3	0.639	78.5	0.639	78.6	0.639	78.8	0.639	79.0	0.639	79.1	0.639
	2042	300	2055	300	2068	300	2082	300	2096	300	2111	300
	0.1003	409	0.0996	409	0.0990	409	0.0984	409	0.0977	409	0.0970	409
180	77.5	0.627	77.7	0.627	77.9	0.627	78.0	0.627	78.2	0.627	78.4	0.627
	2042	300	2055	300	2068	300	2081	300	2095	300	2109	300
	0.0987	403	0.0981	403	0.0975	403	0.0969	403	0.0963	403	0.0956	403
170	76.8	0.615	76.9	0.615	77.1	0.615	77.3	0.615	77.4	0.615	77.6	0.615
	2043	300	2056	300	2069	300	2082	300	2095	300	2109	300
	0.0972	397	0.0966	397	0.0960	397	0.0954	397	0.0948	397	0.0942	397
160	76.0	0.604	76.2	0.604	76.4	0.604	76.5	0.604	76.7	0.604	76.9	0.604
	2045	300	2058	300	2071	300	2083	300	2096	300	2110	300
	0.0957	391	0.0951	391	0.0945	391	0.0939	391	0.0933	391	0.0927	391
150	75.3	0.593	75.4	0.593	75.6	0.593	75.8	0.593	75.9	0.593	76.1	0.593
	2047	300	2059	300	2072	300	2084	300	2097	300	2111	300
	0.0942	385	0.0936	385	0.0930	385	0.0925	385	0.0919	385	0.0913	385
140	74.5	0.582	74.7	0.582	74.8	0.582	75.0	0.582	75.2	0.582	75.3	0.582
	2049	300	2061	300	2074	300	2086	300	2099	300	2113	300
	0.0927	379	0.0921	379	0.0915	379	0.0910	379	0.0904	379	0.0899	379
130	73.7	0.571	73.9	0.571	74.1	0.571	74.2	0.571	74.4	0.571	74.5	0.571
	2050	300	2063	300	2076	300	2088	300	2101	300	2114	300
	0.0912	374	0.0907	374	0.0901	374	0.0896	374	0.0890	374	0.0885	374
120	73.0	0.561	73.1	0.561	73.3	0.561	73.5	0.561	73.6	0.561	73.8	0.561
	2052	300	2065	300	2078	300	2091	300	2103	300	2116	300
	0.0898	368	0.0893	368	0.0887	368	0.0882	368	0.0876	368	0.0871	368
110	72.2	0.551	72.4	0.551	72.5	0.551	72.7	0.551	72.9	0.551	73.0	0.551
	2055	300	2067	300	2080	300	2093	300	2106	300	2119	300
	0.0884	363	0.0878	363	0.0873	363	0.0868	363	0.0862	363	0.0857	363
100	71.4	0.541	71.6	0.541	71.8	0.541	71.9	0.541	72.1	0.541	72.2	0.541
	2057	300	2070	300	2083	300	2096	300	2108	300	2121	300
	0.0870	358	0.0865	358	0.0859	358	0.0854	358	0.0849	358	0.0844	358

CRJ900_IF_CR300I_LW_LFL_20.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+20 °C (Page 3 of 4)
Figure 04-08-18

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-73

Sep 09/02

CRUISE 300 KIAS

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	81.6	0.677	81.8	0.677	82.0	0.677	82.2	0.677	82.4	0.677	82.6	0.677
	2130	300	2147	300	2165	300	2183	300	2202	300	2220	300
	0.1006	428	0.0998	428	0.0990	428	0.0982	428	0.0974	428	0.0966	428
210	80.8	0.664	81.0	0.664	81.2	0.664	81.4	0.664	81.6	0.664	81.8	0.664
	2129	300	2146	300	2163	300	2181	300	2199	300	2217	300
	0.0992	422	0.0984	422	0.0976	422	0.0968	422	0.0960	422	0.0952	422
200	80.1	0.651	80.3	0.651	80.5	0.651	80.7	0.651	80.9	0.651	81.1	0.651
	2127	300	2143	300	2161	300	2179	300	2196	300	2214	300
	0.0978	415	0.0970	415	0.0962	415	0.0954	415	0.0947	415	0.0939	415
190	79.3	0.639	79.5	0.639	79.7	0.639	79.9	0.639	80.1	0.639	80.3	0.639
	2126	300	2143	300	2160	300	2178	300	2196	300	2214	300
	0.0963	409	0.0956	409	0.0948	409	0.0940	409	0.0932	409	0.0925	409
180	78.6	0.627	78.7	0.627	79.0	0.627	79.2	0.627	79.4	0.627	79.6	0.627
	2125	300	2141	300	2158	300	2176	300	2194	300	2212	300
	0.0949	403	0.0942	403	0.0934	403	0.0927	403	0.0919	403	0.0912	403
170	77.8	0.615	78.0	0.615	78.2	0.615	78.4	0.615	78.6	0.615	78.8	0.615
	2125	300	2141	300	2158	300	2175	300	2193	300	2211	300
	0.0935	397	0.0928	397	0.0921	397	0.0913	397	0.0906	397	0.0898	397
160	77.0	0.604	77.2	0.604	77.4	0.604	77.6	0.604	77.9	0.604	78.1	0.604
	2125	300	2141	300	2158	300	2175	300	2193	300	2210	300
	0.0921	391	0.0914	391	0.0907	391	0.0900	391	0.0892	391	0.0885	391
150	76.3	0.593	76.5	0.593	76.7	0.593	76.9	0.593	77.1	0.593	77.3	0.593
	2125	300	2141	300	2157	300	2174	300	2192	300	2209	300
	0.0907	385	0.0900	385	0.0894	385	0.0887	385	0.0879	385	0.0872	385
140	75.5	0.582	75.7	0.582	75.9	0.582	76.1	0.582	76.3	0.582	76.5	0.582
	2127	300	2143	300	2159	300	2176	300	2194	300	2211	300
	0.0893	379	0.0886	379	0.0880	379	0.0873	379	0.0866	379	0.0859	379
130	74.7	0.571	74.9	0.571	75.1	0.571	75.3	0.571	75.5	0.571	75.8	0.571
	2128	300	2144	300	2160	300	2177	300	2195	300	2213	300
	0.0879	374	0.0873	374	0.0866	374	0.0859	374	0.0852	374	0.0845	374
120	74.0	0.561	74.2	0.561	74.3	0.561	74.6	0.561	74.8	0.561	75.0	0.561
	2130	300	2146	300	2162	300	2179	300	2196	300	2214	300
	0.0865	368	0.0859	368	0.0853	368	0.0846	368	0.0839	368	0.0832	368
110	73.2	0.551	73.4	0.551	73.6	0.551	73.8	0.551	74.0	0.551	74.2	0.551
	2133	300	2148	300	2164	300	2181	300	2199	300	2217	300
	0.0851	363	0.0845	363	0.0839	363	0.0833	363	0.0826	363	0.0819	363
100	72.4	0.541	72.6	0.541	72.8	0.541	73.0	0.541	73.2	0.541	73.4	0.541
	2135	300	2150	300	2166	300	2183	300	2200	300	2218	300
	0.0838	358	0.0832	358	0.0826	358	0.0820	358	0.0813	358	0.0807	358

CRJ900_IF_CR300I_HW_LFL_20.PS - 30/08/2002

Cruise Control (300 KIAS), ISA+20 °C (Page 4 of 4)
Figure 04-08-18



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-74

Sep 09/02

CRUISE 0.70 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA - 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	84.6	0.700										
	1353	204										
	0.1448	392										
390	81.2	0.700	82.1	0.700	83.0	0.700	84.1	0.700				
	1312	214	1355	214	1404	214	1457	214				
	0.1494	392	0.1446	392	0.1396	392	0.1345	392				
370	79.2	0.700	79.7	0.700	80.3	0.700	80.9	0.700	81.7	0.700	82.5	0.700
	1310	224	1343	224	1378	224	1416	224	1459	224	1505	224
	0.1496	392	0.1459	392	0.1422	392	0.1384	392	0.1343	392	0.1303	392
350	78.0	0.700	78.5	0.700	78.9	0.700	79.3	0.700	79.8	0.700	80.3	0.700
	1347	234	1373	234	1400	234	1429	234	1460	234	1494	234
	0.1462	394	0.1435	394	0.1407	394	0.1379	394	0.1350	394	0.1319	394
330	77.5	0.700	77.8	0.700	78.2	0.700	78.5	0.700	78.9	0.700	79.3	0.700
	1409	245	1430	245	1452	245	1477	245	1502	245	1529	245
	0.1412	397	0.1391	397	0.1369	397	0.1347	397	0.1324	397	0.1301	397
310	77.2	0.700	77.5	0.700	77.7	0.700	78.0	0.700	78.3	0.700	78.6	0.700
	1490	257	1507	257	1524	257	1543	257	1564	257	1587	257
	0.1347	401	0.1332	401	0.1317	401	0.1301	401	0.1283	401	0.1265	401
290	77.0	0.700	77.2	0.700	77.5	0.700	77.7	0.700	77.9	0.700	78.2	0.700
	1580	268	1597	268	1614	268	1631	268	1648	268	1666	268
	0.1282	405	0.1268	405	0.1255	405	0.1242	405	0.1229	405	0.1216	405
280	76.9	0.700	77.1	0.700	77.3	0.700	77.6	0.700	77.8	0.700	78.0	0.700
	1629	274	1646	274	1663	274	1680	274	1697	274	1714	274
	0.1249	407	0.1236	407	0.1224	407	0.1211	407	0.1199	407	0.1187	407
270	76.8	0.700	77.0	0.700	77.2	0.700	77.5	0.700	77.7	0.700	77.9	0.700
	1680	280	1696	280	1712	280	1729	280	1747	280	1764	280
	0.1216	408	0.1205	408	0.1194	408	0.1182	408	0.1170	408	0.1159	408
260	76.8	0.700	77.0	0.700	77.2	0.700	77.4	0.700	77.6	0.700	77.8	0.700
	1737	286	1751	286	1766	286	1781	286	1798	286	1816	286
	0.1182	410	0.1172	410	0.1163	410	0.1152	410	0.1141	410	0.1130	410
250	76.8	0.700	76.9	0.700	77.1	0.700	77.3	0.700	77.5	0.700	77.7	0.700
	1795	292	1808	292	1822	292	1837	292	1852	292	1869	292
	0.1149	412	0.1140	412	0.1131	412	0.1122	412	0.1113	412	0.1103	412
240	76.8	0.700	76.9	0.700	77.1	0.700	77.3	0.700	77.5	0.700	77.6	0.700
	1859	298	1871	298	1884	298	1897	298	1911	298	1926	298
	0.1114	414	0.1107	414	0.1099	414	0.1091	414	0.1083	414	0.1075	414
230	76.8	0.700	77.0	0.700	77.1	0.700	77.3	0.700	77.4	0.700	77.6	0.700
	1924	304	1936	304	1948	304	1960	304	1974	304	1987	304
	0.1081	416	0.1074	416	0.1068	416	0.1061	416	0.1054	416	0.1046	416

CRJ900_IF_CR701_LW_HFL_M10.PS - 30/08/2002

Cruise Control (0.70 M), ISA-10 °C (Page 1 of 2)
Figure 04-08-19



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-75

Sep 09/02

CRUISE 0.70 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA – 10 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH KIAS KTAS

FLIGHT LEVEL	GROSS WEIGHT – 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	83.4	0.700	84.4	0.700								
	1555	224	1611	224								
	0.1261	392	0.1217	392								
350	80.9	0.700	81.4	0.700	82.1	0.700	82.9	0.700	83.8	0.700	84.6	0.700
	1531	234	1572	234	1615	234	1661	234	1713	234	1768	234
	0.1287	394	0.1254	394	0.1220	394	0.1186	394	0.1150	394	0.1114	394
330	79.7	0.700	80.1	0.700	80.6	0.700	81.1	0.700	81.6	0.700	82.1	0.700
	1557	245	1588	245	1621	245	1656	245	1694	245	1736	245
	0.1277	397	0.1252	397	0.1227	397	0.1201	397	0.1174	397	0.1146	397
310	79.0	0.700	79.3	0.700	79.7	0.700	80.0	0.700	80.4	0.700	80.8	0.700
	1611	257	1636	257	1663	257	1691	257	1720	257	1751	257
	0.1246	401	0.1227	401	0.1207	401	0.1187	401	0.1167	401	0.1146	401
290	78.4	0.700	78.7	0.700	79.0	0.700	79.3	0.700	79.6	0.700	79.9	0.700
	1684	268	1705	268	1728	268	1751	268	1776	268	1802	268
	0.1203	405	0.1188	405	0.1173	405	0.1157	405	0.1141	405	0.1124	405
280	78.3	0.700	78.5	0.700	78.8	0.700	79.0	0.700	79.3	0.700	79.6	0.700
	1731	274	1749	274	1768	274	1789	274	1812	274	1836	274
	0.1175	407	0.1163	407	0.1151	407	0.1137	407	0.1123	407	0.1108	407
270	78.2	0.700	78.4	0.700	78.6	0.700	78.8	0.700	79.1	0.700	79.3	0.700
	1781	280	1797	280	1815	280	1833	280	1853	280	1874	280
	0.1148	408	0.1137	408	0.1126	408	0.1115	408	0.1103	408	0.1090	408
260	78.0	0.700	78.3	0.700	78.5	0.700	78.7	0.700	78.9	0.700	79.1	0.700
	1833	286	1850	286	1867	286	1884	286	1902	286	1921	286
	0.1120	410	0.1109	410	0.1099	410	0.1089	410	0.1079	410	0.1069	410
250	77.9	0.700	78.1	0.700	78.4	0.700	78.6	0.700	78.8	0.700	79.0	0.700
	1886	292	1903	292	1921	292	1938	292	1955	292	1972	292
	0.1093	412	0.1083	412	0.1074	412	0.1064	412	0.1055	412	0.1045	412
240	77.8	0.700	78.0	0.700	78.2	0.700	78.5	0.700	78.7	0.700	78.9	0.700
	1942	298	1959	298	1977	298	1994	298	2011	298	2029	298
	0.1066	414	0.1057	414	0.1047	414	0.1038	414	0.1029	414	0.1021	414
230	77.8	0.700	77.9	0.700	78.1	0.700	78.3	0.700	78.5	0.700	78.7	0.700
	2002	304	2017	304	2033	304	2051	304	2068	304	2086	304
	0.1039	416	0.1031	416	0.1023	416	0.1014	416	0.1005	416	0.0997	416

CRJ900_IF_CR701_HW_HFL_M10.PS - 30/08/2002

Cruise Control (0.70 M), ISA-10 °C (Page 2 of 2)
Figure 04-08-19



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-76

Sep 09/02

CRUISE 0.70 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	86.5	0.700										
	1408	204										
	0.1425	401										
390	83.2	0.700	84.0	0.700	85.0	0.700	86.1	0.700				
	1357	214	1401	214	1451	214	1507	214				
	0.1478	401	0.1432	401	0.1383	401	0.1332	401				
370	81.1	0.700	81.7	0.700	82.2	0.700	82.9	0.700	83.6	0.700	84.4	0.700
	1356	224	1390	224	1425	224	1465	224	1509	224	1556	224
	0.1480	401	0.1444	401	0.1408	401	0.1369	401	0.1330	401	0.1290	401
350	79.9	0.700	80.4	0.700	80.8	0.700	81.2	0.700	81.7	0.700	82.2	0.700
	1393	234	1419	234	1447	234	1477	234	1508	234	1544	234
	0.1448	403	0.1421	403	0.1394	403	0.1366	403	0.1337	403	0.1306	403
330	79.3	0.700	79.7	0.700	80.0	0.700	80.4	0.700	80.8	0.700	81.2	0.700
	1456	245	1477	245	1501	245	1526	245	1552	245	1580	245
	0.1398	407	0.1378	407	0.1356	407	0.1334	407	0.1311	407	0.1288	407
310	79.0	0.700	79.3	0.700	79.6	0.700	79.8	0.700	80.1	0.700	80.5	0.700
	1540	257	1557	257	1575	257	1595	257	1616	257	1640	257
	0.1333	410	0.1319	410	0.1304	410	0.1288	410	0.1270	410	0.1252	410
290	78.8	0.700	79.0	0.700	79.3	0.700	79.5	0.700	79.8	0.700	80.0	0.700
	1632	268	1650	268	1667	268	1685	268	1702	268	1720	268
	0.1269	414	0.1255	414	0.1242	414	0.1229	414	0.1217	414	0.1204	414
280	78.6	0.700	78.9	0.700	79.1	0.700	79.4	0.700	79.6	0.700	79.8	0.700
	1682	274	1699	274	1717	274	1734	274	1752	274	1769	274
	0.1237	416	0.1224	416	0.1212	416	0.1199	416	0.1187	416	0.1176	416
270	78.6	0.700	78.8	0.700	79.0	0.700	79.2	0.700	79.5	0.700	79.7	0.700
	1734	280	1750	280	1767	280	1784	280	1802	280	1819	280
	0.1204	417	0.1194	417	0.1182	417	0.1171	417	0.1159	417	0.1148	417
260	78.5	0.700	78.7	0.700	78.9	0.700	79.1	0.700	79.4	0.700	79.6	0.700
	1792	286	1806	286	1821	286	1837	286	1855	286	1873	286
	0.1171	419	0.1162	419	0.1152	419	0.1142	419	0.1131	419	0.1120	419
250	78.5	0.700	78.7	0.700	78.9	0.700	79.0	0.700	79.2	0.700	79.5	0.700
	1851	292	1865	292	1879	292	1894	292	1910	292	1927	292
	0.1138	421	0.1129	421	0.1121	421	0.1112	421	0.1103	421	0.1093	421
240	78.5	0.700	78.7	0.700	78.8	0.700	79.0	0.700	79.2	0.700	79.4	0.700
	1917	298	1929	298	1942	298	1956	298	1970	298	1986	298
	0.1104	423	0.1096	423	0.1089	423	0.1081	423	0.1073	423	0.1065	423
230	78.5	0.700	78.7	0.700	78.8	0.700	79.0	0.700	79.1	0.700	79.3	0.700
	1983	304	1996	304	2008	304	2021	304	2035	304	2049	304
	0.1071	424	0.1064	424	0.1058	424	0.1051	424	0.1044	424	0.1037	424

CRJ900_IF_CR701_LW_HFL_00.PS - 30/08/2002

Cruise Control (0.70 M), ISA (Page 1 of 2)
Figure 04-08-20



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-77

Sep 09/02

CRUISE 0.70 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA		%N1
	25% C.G.		LB/HR/ENG
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	85.3 1607 0.1249	0.700 224 401	86.3 1665 0.1206	0.700 224 401								
350	82.8 1583 0.1274	0.700 234 403	83.4 1624 0.1242	0.700 234 403	84.1 1669 0.1208	0.700 234 403	84.9 1717 0.1175	0.700 234 403	85.7 1770 0.1139	0.700 234 403	86.6 1827 0.1104	0.700 234 403
330	81.6 1609 0.1265	0.700 245 407	82.0 1641 0.1240	0.700 245 407	82.5 1675 0.1215	0.700 245 407	83.0 1710 0.1190	0.700 245 407	83.5 1750 0.1163	0.700 245 407	84.0 1793 0.1135	0.700 245 407
310	80.8 1664 0.1234	0.700 257 410	81.2 1690 0.1215	0.700 257 410	81.5 1718 0.1195	0.700 257 410	81.9 1747 0.1176	0.700 257 410	82.3 1776 0.1156	0.700 257 410	82.7 1809 0.1135	0.700 257 410
290	80.3 1739 0.1191	0.700 268 414	80.5 1760 0.1177	0.700 268 414	80.8 1783 0.1161	0.700 268 414	81.1 1808 0.1146	0.700 268 414	81.5 1833 0.1130	0.700 268 414	81.8 1860 0.1114	0.700 268 414
280	80.1 1787 0.1164	0.700 274 416	80.3 1805 0.1152	0.700 274 416	80.6 1825 0.1140	0.700 274 416	80.9 1846 0.1126	0.700 274 416	81.1 1870 0.1112	0.700 274 416	81.4 1894 0.1098	0.700 274 416
270	80.0 1837 0.1137	0.700 280 417	80.2 1854 0.1127	0.700 280 417	80.4 1872 0.1116	0.700 280 417	80.6 1891 0.1105	0.700 280 417	80.9 1911 0.1093	0.700 280 417	81.1 1933 0.1080	0.700 280 417
260	79.8 1890 0.1110	0.700 286 419	80.0 1908 0.1099	0.700 286 419	80.2 1925 0.1089	0.700 286 419	80.5 1943 0.1080	0.700 286 419	80.7 1961 0.1070	0.700 286 419	80.9 1980 0.1059	0.700 286 419
250	79.7 1944 0.1083	0.700 292 421	79.9 1962 0.1073	0.700 292 421	80.1 1980 0.1064	0.700 292 421	80.3 1998 0.1054	0.700 292 421	80.5 2016 0.1045	0.700 292 421	80.7 2033 0.1036	0.700 292 421
240	79.6 2002 0.1056	0.700 298 423	79.8 2020 0.1047	0.700 298 423	80.0 2038 0.1038	0.700 298 423	80.2 2056 0.1029	0.700 298 423	80.4 2073 0.1020	0.700 298 423	80.6 2091 0.1011	0.700 298 423
230	79.5 2064 0.1029	0.700 304 424	79.7 2079 0.1021	0.700 304 424	79.9 2096 0.1013	0.700 304 424	80.1 2114 0.1005	0.700 304 424	80.3 2132 0.0996	0.700 304 424	80.5 2150 0.0988	0.700 304 424

CRJ900_IF_CR701_HW_HFL_00.PS - 30/08/2002

Cruise Control (0.70 M), ISA (Page 2 of 2)
Figure 04-08-20



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-78

Sep 09/02

CRUISE 0.70 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 5 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB													
	63		65		67		69		71		73			
410	87.5	0.700												
	1430	204												
	0.1420	406												
390	84.2	0.700	85.0	0.700	86.0	0.700	87.0	0.700						
	1380	214	1424	214	1475	214	1531	214						
	0.1471	406	0.1425	406	0.1376	406	0.1325	406						
370	82.1	0.700	82.6	0.700	83.2	0.700	83.9	0.700	84.6	0.700	85.4	0.700		
	1379	224	1413	224	1449	224	1490	224	1533	224	1582	224		
	0.1472	406	0.1436	406	0.1401	406	0.1362	406	0.1324	406	0.1284	406		
350	80.9	0.700	81.3	0.700	81.7	0.700	82.2	0.700	82.7	0.700	83.2	0.700		
	1415	234	1442	234	1470	234	1500	234	1533	234	1569	234		
	0.1441	408	0.1414	408	0.1387	408	0.1360	408	0.1331	408	0.1300	408		
330	80.3	0.700	80.6	0.700	81.0	0.700	81.3	0.700	81.7	0.700	82.2	0.700		
	1479	245	1501	245	1525	245	1551	245	1578	245	1606	245		
	0.1391	411	0.1371	411	0.1349	411	0.1327	411	0.1304	411	0.1282	411		
310	79.9	0.700	80.2	0.700	80.5	0.700	80.7	0.700	81.0	0.700	81.4	0.700		
	1564	257	1582	257	1600	257	1620	257	1642	257	1665	257		
	0.1327	415	0.1312	415	0.1297	415	0.1282	415	0.1264	415	0.1246	415		
290	79.6	0.700	79.9	0.700	80.1	0.700	80.4	0.700	80.6	0.700	80.9	0.700		
	1657	268	1675	268	1693	268	1711	268	1728	268	1747	268		
	0.1263	418	0.1249	418	0.1236	418	0.1224	418	0.1211	418	0.1198	418		
280	79.5	0.700	79.8	0.700	80.0	0.700	80.3	0.700	80.5	0.700	80.7	0.700		
	1708	274	1725	274	1743	274	1761	274	1779	274	1796	274		
	0.1231	420	0.1218	420	0.1206	420	0.1194	420	0.1182	420	0.1170	420		
270	79.4	0.700	79.7	0.700	79.9	0.700	80.1	0.700	80.4	0.700	80.6	0.700		
	1761	280	1777	280	1794	280	1812	280	1830	280	1848	280		
	0.1199	422	0.1188	422	0.1177	422	0.1165	422	0.1153	422	0.1143	422		
260	79.4	0.700	79.6	0.700	79.8	0.700	80.0	0.700	80.2	0.700	80.4	0.700		
	1819	286	1833	286	1849	286	1865	286	1883	286	1901	286		
	0.1165	424	0.1156	424	0.1146	424	0.1136	424	0.1126	424	0.1115	424		
250	79.3	0.700	79.5	0.700	79.7	0.700	79.9	0.700	80.1	0.700	80.3	0.700		
	1879	292	1893	292	1908	292	1923	292	1939	292	1956	292		
	0.1132	425	0.1124	425	0.1116	425	0.1107	425	0.1098	425	0.1088	425		
240	79.4	0.700	79.5	0.700	79.7	0.700	79.9	0.700	80.0	0.700	80.2	0.700		
	1946	298	1958	298	1971	298	1986	298	2000	298	2016	298		
	0.1098	427	0.1091	427	0.1084	427	0.1076	427	0.1068	427	0.1060	427		
230	79.4	0.700	79.5	0.700	79.7	0.700	79.8	0.700	80.0	0.700	80.2	0.700		
	2013	304	2025	304	2038	304	2051	304	2065	304	2079	304		
	0.1066	429	0.1059	429	0.1053	429	0.1046	429	0.1039	429	0.1032	429		

CRJ900_IF_CR701_LW_HFL_05.PS - 30/08/2002

Cruise Control (0.70 M), ISA+5 °C (Page 1 of 2)
Figure 04-08-21



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-79

Sep 09/02

CRUISE 0.70 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	86.3 1634 0.1243	0.700 224 406	87.3 1691 0.1200	0.700 224 406								
350	83.7 1608 0.1268	0.700 234 408	84.3 1650 0.1236	0.700 234 408	85.0 1696 0.1203	0.700 234 408	85.8 1744 0.1169	0.700 234 408	86.6 1798 0.1135	0.700 234 408	87.6 1855 0.1099	0.700 234 408
330	82.6 1635 0.1258	0.700 245 411	83.0 1667 0.1234	0.700 245 411	83.5 1701 0.1209	0.700 245 411	83.9 1738 0.1184	0.700 245 411	84.4 1778 0.1157	0.700 245 411	85.0 1821 0.1130	0.700 245 411
310	81.7 1690 0.1228	0.700 257 415	82.1 1717 0.1209	0.700 257 415	82.4 1745 0.1190	0.700 257 415	82.8 1774 0.1170	0.700 257 415	83.2 1804 0.1151	0.700 257 415	83.6 1837 0.1130	0.700 257 415
290	81.2 1766 0.1185	0.700 268 418	81.4 1787 0.1171	0.700 268 418	81.7 1811 0.1156	0.700 268 418	82.0 1836 0.1140	0.700 268 418	82.4 1861 0.1125	0.700 268 418	82.7 1888 0.1109	0.700 268 418
280	81.0 1815 0.1158	0.700 274 420	81.2 1833 0.1147	0.700 274 420	81.5 1853 0.1135	0.700 274 420	81.7 1875 0.1121	0.700 274 420	82.0 1899 0.1107	0.700 274 420	82.3 1924 0.1093	0.700 274 420
270	80.8 1865 0.1132	0.700 280 422	81.0 1883 0.1121	0.700 280 422	81.3 1901 0.1110	0.700 280 422	81.5 1920 0.1099	0.700 280 422	81.7 1941 0.1088	0.700 280 422	82.0 1963 0.1075	0.700 280 422
260	80.7 1919 0.1104	0.700 286 424	80.9 1937 0.1094	0.700 286 424	81.1 1955 0.1084	0.700 286 424	81.3 1973 0.1074	0.700 286 424	81.6 1991 0.1065	0.700 286 424	81.8 2010 0.1054	0.700 286 424
250	80.5 1974 0.1078	0.700 292 425	80.8 1992 0.1068	0.700 292 425	81.0 2010 0.1059	0.700 292 425	81.2 2028 0.1049	0.700 292 425	81.4 2046 0.1040	0.700 292 425	81.6 2064 0.1031	0.700 292 425
240	80.4 2032 0.1051	0.700 298 427	80.6 2050 0.1042	0.700 298 427	80.8 2068 0.1033	0.700 298 427	81.1 2087 0.1024	0.700 298 427	81.3 2104 0.1015	0.700 298 427	81.5 2123 0.1007	0.700 298 427
230	80.3 2095 0.1024	0.700 304 429	80.5 2111 0.1017	0.700 304 429	80.7 2127 0.1009	0.700 304 429	80.9 2145 0.1000	0.700 304 429	81.1 2164 0.0992	0.700 304 429	81.3 2182 0.0983	0.700 304 429

CRJ900_IF_CR701_HW_HFL_05.PS - 30/08/2002

Cruise Control (0.70 M), ISA+5 °C (Page 2 of 2)
Figure 04-08-21



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-80

Sep 09/02

CRUISE 0.70 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB													
	63		65		67		69		71		73			
410	88.4	0.700												
	1451	204												
	0.1414	410												
390	85.1	0.700	85.9	0.700	86.9	0.700	88.0	0.700						
	1402	214	1447	214	1498	214	1556	214						
	0.1464	410	0.1418	410	0.1371	410	0.1320	410						
370	83.0	0.700	83.6	0.700	84.2	0.700	84.8	0.700	85.5	0.700	86.3	0.700		
	1402	224	1436	224	1472	224	1514	224	1558	224	1606	224		
	0.1464	410	0.1430	410	0.1394	410	0.1356	410	0.1318	410	0.1278	410		
350	81.8	0.700	82.2	0.700	82.7	0.700	83.1	0.700	83.6	0.700	84.1	0.700		
	1439	234	1466	234	1494	234	1525	234	1558	234	1595	234		
	0.1434	412	0.1407	412	0.1380	412	0.1353	412	0.1324	412	0.1293	412		
330	81.2	0.700	81.5	0.700	81.9	0.700	82.3	0.700	82.7	0.700	83.1	0.700		
	1503	245	1525	245	1550	245	1575	245	1602	245	1631	245		
	0.1384	416	0.1364	416	0.1342	416	0.1321	416	0.1298	416	0.1276	416		
310	80.8	0.700	81.1	0.700	81.3	0.700	81.6	0.700	81.9	0.700	82.3	0.700		
	1589	257	1606	257	1625	257	1645	257	1667	257	1691	257		
	0.1321	419	0.1306	419	0.1291	419	0.1275	419	0.1258	419	0.1241	419		
290	80.5	0.700	80.8	0.700	81.0	0.700	81.3	0.700	81.5	0.700	81.8	0.700		
	1683	268	1701	268	1719	268	1737	268	1755	268	1773	268		
	0.1257	423	0.1243	423	0.1230	423	0.1218	423	0.1205	423	0.1193	423		
280	80.4	0.700	80.6	0.700	80.9	0.700	81.1	0.700	81.4	0.700	81.6	0.700		
	1734	274	1752	274	1770	274	1788	274	1806	274	1823	274		
	0.1225	424	0.1213	424	0.1200	424	0.1188	424	0.1176	424	0.1165	424		
270	80.3	0.700	80.5	0.700	80.7	0.700	81.0	0.700	81.2	0.700	81.5	0.700		
	1788	280	1804	280	1821	280	1839	280	1858	280	1875	280		
	0.1193	426	0.1182	426	0.1171	426	0.1160	426	0.1148	426	0.1137	426		
260	80.2	0.700	80.4	0.700	80.6	0.700	80.9	0.700	81.1	0.700	81.3	0.700		
	1847	286	1861	286	1877	286	1894	286	1911	286	1930	286		
	0.1160	428	0.1151	428	0.1141	428	0.1131	428	0.1120	428	0.1110	428		
250	80.2	0.700	80.4	0.700	80.5	0.700	80.7	0.700	80.9	0.700	81.2	0.700		
	1907	292	1921	292	1936	292	1951	292	1967	292	1984	292		
	0.1127	430	0.1119	430	0.1111	430	0.1102	430	0.1093	430	0.1083	430		
240	80.2	0.700	80.4	0.700	80.5	0.700	80.7	0.700	80.9	0.700	81.1	0.700		
	1974	298	1987	298	2000	298	2015	298	2029	298	2045	298		
	0.1093	431	0.1086	431	0.1079	431	0.1071	431	0.1064	431	0.1055	431		
230	80.2	0.700	80.4	0.700	80.5	0.700	80.7	0.700	80.8	0.700	81.0	0.700		
	2043	304	2055	304	2068	304	2081	304	2095	304	2110	304		
	0.1061	433	0.1054	433	0.1048	433	0.1041	433	0.1034	433	0.1027	433		

CRJ900_IF_CR701_LW_HFL_10.PS - 30/08/2002

Cruise Control (0.70 M), ISA+10 °C (Page 1 of 2)
Figure 04-08-22

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-81

Sep 09/02

CRUISE 0.70 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH KIAS KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	87.3 1659 0.1237	0.700 224 410	88.3 1718 0.1195	0.700 224 410								
350	84.7 1635 0.1262	0.700 234 412	85.3 1677 0.1230	0.700 234 412	86.0 1723 0.1197	0.700 234 412	86.7 1772 0.1164	0.700 234 412	87.6 1826 0.1130	0.700 234 412	88.5 1884 0.1094	0.700 234 412
330	83.5 1661 0.1253	0.700 245 416	83.9 1693 0.1229	0.700 245 416	84.4 1728 0.1204	0.700 245 416	84.9 1765 0.1179	0.700 245 416	85.4 1806 0.1152	0.700 245 416	85.9 1850 0.1124	0.700 245 416
310	82.6 1716 0.1222	0.700 257 419	83.0 1743 0.1203	0.700 257 419	83.4 1772 0.1184	0.700 257 419	83.7 1801 0.1165	0.700 257 419	84.1 1832 0.1145	0.700 257 419	84.5 1865 0.1125	0.700 257 419
290	82.0 1793 0.1180	0.700 268 423	82.3 1815 0.1166	0.700 268 423	82.6 1839 0.1150	0.700 268 423	82.9 1864 0.1135	0.700 268 423	83.3 1890 0.1119	0.700 268 423	83.6 1917 0.1103	0.700 268 423
280	81.8 1842 0.1153	0.700 274 424	82.1 1861 0.1142	0.700 274 424	82.3 1881 0.1129	0.700 274 424	82.6 1903 0.1116	0.700 274 424	82.9 1927 0.1102	0.700 274 424	83.2 1953 0.1088	0.700 274 424
270	81.7 1893 0.1126	0.700 280 426	81.9 1911 0.1116	0.700 280 426	82.1 1930 0.1105	0.700 280 426	82.4 1949 0.1094	0.700 280 426	82.6 1969 0.1083	0.700 280 426	82.9 1992 0.1071	0.700 280 426
260	81.5 1948 0.1099	0.700 286 428	81.8 1966 0.1089	0.700 286 428	82.0 1984 0.1079	0.700 286 428	82.2 2002 0.1070	0.700 286 428	82.4 2021 0.1060	0.700 286 428	82.6 2040 0.1050	0.700 286 428
250	81.4 2002 0.1074	0.700 292 430	81.6 2021 0.1064	0.700 292 430	81.8 2039 0.1054	0.700 292 430	82.0 2058 0.1045	0.700 292 430	82.3 2076 0.1036	0.700 292 430	82.5 2094 0.1027	0.700 292 430
240	81.3 2062 0.1047	0.700 298 431	81.5 2080 0.1038	0.700 298 431	81.7 2099 0.1029	0.700 298 431	81.9 2117 0.1020	0.700 298 431	82.1 2135 0.1011	0.700 298 431	82.3 2154 0.1002	0.700 298 431
230	81.2 2125 0.1020	0.700 304 433	81.4 2141 0.1012	0.700 304 433	81.6 2158 0.1004	0.700 304 433	81.8 2176 0.0996	0.700 304 433	82.0 2195 0.0987	0.700 304 433	82.2 2214 0.0979	0.700 304 433

CRJ900_IF_CR701_HW_HFL_10.PS - 30/08/2002

Cruise Control (0.70 M), ISA+10 °C (Page 2 of 2)
Figure 04-08-22



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-82

Sep 09/02

CRUISE 0.70 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 15 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB																																			
	63		65		67		69		71		73																									
410	89.4	0.700	1469	204	0.1412	415																														
390	86.0	0.700	1424	214	0.1457	415	86.9	0.700	1470	214	0.1412	415	87.9	0.700	1522	214	0.1363	415	88.9	0.700	1580	214	0.1313	415												
370	84.0	0.700	1424	224	0.1457	415	84.5	0.700	1459	224	0.1422	415	85.1	0.700	1496	224	0.1387	415	85.7	0.700	1538	224	0.1349	415	86.4	0.700	1582	224	0.1311	415	87.3	0.700	1631	224	0.1272	415
350	82.7	0.700	1462	234	0.1426	417	83.1	0.700	1489	234	0.1400	417	83.6	0.700	1518	234	0.1373	417	84.1	0.700	1549	234	0.1346	417	84.6	0.700	1582	234	0.1318	417	85.1	0.700	1619	234	0.1287	417
330	82.1	0.700	1526	245	0.1377	420	82.4	0.700	1549	245	0.1357	420	82.8	0.700	1574	245	0.1336	420	83.2	0.700	1600	245	0.1314	420	83.6	0.700	1627	245	0.1292	420	84.0	0.700	1656	245	0.1270	420
310	81.7	0.700	1613	257	0.1314	424	82.0	0.700	1631	257	0.1300	424	82.2	0.700	1650	257	0.1285	424	82.5	0.700	1670	257	0.1269	424	82.8	0.700	1693	257	0.1252	424	83.2	0.700	1717	257	0.1235	424
290	81.4	0.700	1709	268	0.1251	427	81.6	0.700	1727	268	0.1237	427	81.9	0.700	1745	268	0.1224	427	82.1	0.700	1764	268	0.1212	427	82.4	0.700	1782	268	0.1200	427	82.6	0.700	1800	268	0.1187	427
280	81.2	0.700	1760	274	0.1219	429	81.5	0.700	1778	274	0.1207	429	81.7	0.700	1796	274	0.1195	429	82.0	0.700	1815	274	0.1183	429	82.2	0.700	1833	274	0.1171	429	82.5	0.700	1851	274	0.1159	429
270	81.1	0.700	1814	280	0.1188	431	81.4	0.700	1830	280	0.1177	431	81.6	0.700	1848	280	0.1166	431	81.8	0.700	1866	280	0.1154	431	82.1	0.700	1885	280	0.1143	431	82.3	0.700	1903	280	0.1132	431
260	81.1	0.700	1874	286	0.1154	432	81.3	0.700	1889	286	0.1145	432	81.5	0.700	1905	286	0.1136	432	81.7	0.700	1921	286	0.1126	432	81.9	0.700	1940	286	0.1115	432	82.2	0.700	1958	286	0.1105	432
250	81.0	0.700	1935	292	0.1122	434	81.2	0.700	1950	292	0.1114	434	81.4	0.700	1964	292	0.1105	434	81.6	0.700	1980	292	0.1097	434	81.8	0.700	1996	292	0.1088	434	82.0	0.700	2014	292	0.1078	434
240	81.0	0.700	2003	298	0.1089	436	81.2	0.700	2016	298	0.1082	436	81.3	0.700	2029	298	0.1074	436	81.5	0.700	2044	298	0.1067	436	81.7	0.700	2059	298	0.1059	436	81.9	0.700	2075	298	0.1051	436
230	81.0	0.700	2072	304	0.1056	437	81.2	0.700	2084	304	0.1050	437	81.3	0.700	2097	304	0.1044	437	81.5	0.700	2111	304	0.1037	437	81.6	0.700	2125	304	0.1030	437	81.8	0.700	2140	304	0.1023	437

CRJ900_IF_CR701_LW_HFL_15.PS - 30/08/2002

Cruise Control (0.70 M), ISA+15 °C (Page 1 of 2)
Figure 04-08-23



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-83

Sep 09/02

CRUISE 0.70 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	88.2 1686 0.1231	0.700 224 415	89.2 1745 0.1190	0.700 224 415								
350	85.6 1660 0.1256	0.700 234 417	86.2 1703 0.1224	0.700 234 417	86.9 1749 0.1192	0.700 234 417	87.7 1800 0.1159	0.700 234 417	88.5 1854 0.1124	0.700 234 417	89.5 1914 0.1090	0.700 234 417
330	84.4 1686 0.1247	0.700 245 420	84.8 1719 0.1223	0.700 245 420	85.3 1754 0.1199	0.700 245 420	85.8 1793 0.1173	0.700 245 420	86.3 1834 0.1147	0.700 245 420	86.8 1878 0.1120	0.700 245 420
310	83.5 1743 0.1216	0.700 257 424	83.9 1770 0.1198	0.700 257 424	84.3 1799 0.1179	0.700 257 424	84.6 1828 0.1160	0.700 257 424	85.0 1859 0.1140	0.700 257 424	85.4 1893 0.1120	0.700 257 424
290	82.9 1820 0.1174	0.700 268 427	83.2 1842 0.1160	0.700 268 427	83.5 1866 0.1145	0.700 268 427	83.8 1892 0.1130	0.700 268 427	84.1 1918 0.1114	0.700 268 427	84.5 1946 0.1099	0.700 268 427
280	82.7 1869 0.1148	0.700 274 429	83.0 1888 0.1136	0.700 274 429	83.2 1909 0.1124	0.700 274 429	83.5 1931 0.1111	0.700 274 429	83.8 1956 0.1097	0.700 274 429	84.1 1982 0.1083	0.700 274 429
270	82.6 1922 0.1121	0.700 280 431	82.8 1939 0.1111	0.700 280 431	83.0 1958 0.1100	0.700 280 431	83.2 1978 0.1089	0.700 280 431	83.5 1998 0.1078	0.700 280 431	83.8 2021 0.1066	0.700 280 431
260	82.4 1977 0.1094	0.700 286 432	82.6 1995 0.1084	0.700 286 432	82.8 2013 0.1074	0.700 286 432	83.1 2031 0.1065	0.700 286 432	83.3 2050 0.1055	0.700 286 432	83.5 2070 0.1045	0.700 286 432
250	82.2 2032 0.1068	0.700 292 434	82.5 2051 0.1059	0.700 292 434	82.7 2069 0.1049	0.700 292 434	82.9 2088 0.1040	0.700 292 434	83.1 2106 0.1031	0.700 292 434	83.3 2124 0.1022	0.700 292 434
240	82.1 2092 0.1042	0.700 298 436	82.3 2110 0.1033	0.700 298 436	82.5 2128 0.1024	0.700 298 436	82.8 2147 0.1015	0.700 298 436	83.0 2165 0.1007	0.700 298 436	83.2 2184 0.0998	0.700 298 436
230	82.0 2155 0.1015	0.700 304 437	82.2 2172 0.1008	0.700 304 437	82.4 2189 0.1000	0.700 304 437	82.6 2207 0.0991	0.700 304 437	82.8 2226 0.0983	0.700 304 437	83.0 2245 0.0975	0.700 304 437

CRJ900_IF_CR701_HW_HFL_15.PS - 30/08/2002

Cruise Control (0.70 M), ISA+15 °C (Page 2 of 2)
Figure 04-08-23



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-84

Sep 09/02

CRUISE 0.70 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	87.0	0.700	87.8	0.700	88.8	0.700	89.9	0.700				
	1446	214	1493	214	1545	214	1604	214				
	0.1450	419	0.1405	419	0.1358	419	0.1308	419				
370	84.9	0.700	85.5	0.700	86.0	0.700	86.6	0.700	87.4	0.700	88.2	0.700
	1446	224	1481	224	1520	224	1562	224	1607	224	1656	224
	0.1450	419	0.1416	419	0.1380	419	0.1343	419	0.1305	419	0.1266	419
350	83.6	0.700	84.1	0.700	84.5	0.700	85.0	0.700	85.5	0.700	86.0	0.700
	1484	234	1512	234	1542	234	1573	234	1608	234	1645	234
	0.1419	421	0.1393	421	0.1366	421	0.1339	421	0.1311	421	0.1281	421
330	82.9	0.700	83.3	0.700	83.7	0.700	84.1	0.700	84.5	0.700	84.9	0.700
	1550	245	1572	245	1597	245	1624	245	1651	245	1681	245
	0.1371	425	0.1351	425	0.1330	425	0.1308	425	0.1286	425	0.1264	425
310	82.6	0.700	82.8	0.700	83.1	0.700	83.4	0.700	83.7	0.700	84.1	0.700
	1637	257	1655	257	1674	257	1695	257	1718	257	1743	257
	0.1308	428	0.1294	428	0.1279	428	0.1264	428	0.1247	428	0.1229	428
290	82.2	0.700	82.5	0.700	82.8	0.700	83.0	0.700	83.3	0.700	83.5	0.700
	1734	268	1753	268	1771	268	1790	268	1808	268	1827	268
	0.1245	431	0.1232	431	0.1219	431	0.1206	431	0.1194	431	0.1182	431
280	82.1	0.700	82.3	0.700	82.6	0.700	82.8	0.700	83.1	0.700	83.3	0.700
	1786	274	1804	274	1823	274	1841	274	1860	274	1878	274
	0.1214	433	0.1201	433	0.1189	433	0.1177	433	0.1165	433	0.1154	433
270	82.0	0.700	82.2	0.700	82.4	0.700	82.7	0.700	82.9	0.700	83.2	0.700
	1841	280	1857	280	1875	280	1894	280	1912	280	1931	280
	0.1182	435	0.1172	435	0.1161	435	0.1149	435	0.1138	435	0.1127	435
260	81.9	0.700	82.1	0.700	82.3	0.700	82.5	0.700	82.8	0.700	83.0	0.700
	1901	286	1916	286	1932	286	1949	286	1967	286	1986	286
	0.1149	437	0.1140	437	0.1131	437	0.1121	437	0.1110	437	0.1100	437
250	81.8	0.700	82.0	0.700	82.2	0.700	82.4	0.700	82.6	0.700	82.8	0.700
	1963	292	1978	292	1992	292	2008	292	2025	292	2043	292
	0.1117	438	0.1109	438	0.1101	438	0.1092	438	0.1083	438	0.1074	438
240	81.8	0.700	82.0	0.700	82.2	0.700	82.4	0.700	82.5	0.700	82.7	0.700
	2031	298	2044	298	2058	298	2073	298	2088	298	2104	298
	0.1084	440	0.1077	440	0.1069	440	0.1062	440	0.1054	440	0.1046	440
230	81.8	0.700	82.0	0.700	82.1	0.700	82.3	0.700	82.5	0.700	82.6	0.700
	2101	304	2114	304	2127	304	2140	304	2155	304	2170	304
	0.1052	442	0.1045	442	0.1039	442	0.1032	442	0.1025	442	0.1018	442

CRJ900_IF_CR701_LW_HFL_20.PS - 30/08/2002

Cruise Control (0.70 M), ISA+20 °C (Page 1 of 2)
Figure 04-08-24



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-85

Sep 09/02

CRUISE 0.70 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH KIAS KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	89.1	0.700	90.1	0.700								
	1711	224	1771	224								
	0.1226	419	0.1184	419								
350	86.5	0.700	87.1	0.700	87.8	0.700	88.6	0.700	89.4	0.700	90.4	0.700
	1685	234	1729	234	1776	234	1827	234	1882	234	1942	234
	0.1250	421	0.1219	421	0.1186	421	0.1154	421	0.1120	421	0.1085	421
330	85.3	0.700	85.7	0.700	86.2	0.700	86.7	0.700	87.2	0.700	87.8	0.700
	1712	245	1745	245	1781	245	1819	245	1861	245	1906	245
	0.1241	425	0.1218	425	0.1193	425	0.1168	425	0.1141	425	0.1115	425
310	84.4	0.700	84.8	0.700	85.1	0.700	85.5	0.700	85.9	0.700	86.3	0.700
	1769	257	1797	257	1825	257	1856	257	1888	257	1921	257
	0.1211	428	0.1192	428	0.1173	428	0.1154	428	0.1135	428	0.1115	428
290	83.8	0.700	84.1	0.700	84.4	0.700	84.7	0.700	85.0	0.700	85.3	0.700
	1847	268	1869	268	1894	268	1919	268	1946	268	1974	268
	0.1169	431	0.1155	431	0.1140	431	0.1125	431	0.1109	431	0.1093	431
280	83.6	0.700	83.8	0.700	84.1	0.700	84.4	0.700	84.7	0.700	85.0	0.700
	1897	274	1916	274	1937	274	1960	274	1985	274	2011	274
	0.1143	433	0.1131	433	0.1119	433	0.1106	433	0.1092	433	0.1078	433
270	83.4	0.700	83.6	0.700	83.9	0.700	84.1	0.700	84.3	0.700	84.6	0.700
	1949	280	1967	280	1987	280	2006	280	2027	280	2051	280
	0.1116	435	0.1106	435	0.1095	435	0.1085	435	0.1073	435	0.1061	435
260	83.2	0.700	83.5	0.700	83.7	0.700	83.9	0.700	84.1	0.700	84.3	0.700
	2005	286	2024	286	2042	286	2060	286	2079	286	2100	286
	0.1090	437	0.1080	437	0.1070	437	0.1060	437	0.1050	437	0.1040	437
250	83.1	0.700	83.3	0.700	83.5	0.700	83.7	0.700	84.0	0.700	84.2	0.700
	2061	292	2080	292	2099	292	2118	292	2136	292	2155	292
	0.1064	438	0.1054	438	0.1045	438	0.1036	438	0.1027	438	0.1018	438
240	82.9	0.700	83.1	0.700	83.4	0.700	83.6	0.700	83.8	0.700	84.0	0.700
	2121	298	2140	298	2159	298	2178	298	2196	298	2215	298
	0.1038	440	0.1029	440	0.1020	440	0.1011	440	0.1002	440	0.0994	440
230	82.8	0.700	83.0	0.700	83.2	0.700	83.4	0.700	83.6	0.700	83.8	0.700
	2185	304	2202	304	2219	304	2238	304	2257	304	2276	304
	0.1011	442	0.1003	442	0.0996	442	0.0987	442	0.0979	442	0.0971	442

CRJ900_IF_CR701_HW_HFL_20.PS - 30/08/2002

Cruise Control (0.70 M), ISA+20 °C (Page 2 of 2)
Figure 04-08-24



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-86

Sep 09/02

CRUISE 0.74 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA - 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	84.2	0.740	85.4	0.740	86.7	0.740						
	1371	217	1424	217	1483	217						
	0.1512	414	0.1455	414	0.1398	414						
390	81.7	0.740	82.3	0.740	83.0	0.740	83.8	0.740	84.8	0.740	85.9	0.740
	1363	227	1397	227	1434	227	1478	227	1528	227	1585	227
	0.1520	414	0.1484	414	0.1445	414	0.1402	414	0.1356	414	0.1307	414
370	80.1	0.740	80.5	0.740	80.9	0.740	81.4	0.740	81.9	0.740	82.5	0.740
	1389	238	1415	238	1444	238	1474	238	1506	238	1542	238
	0.1491	414	0.1464	414	0.1435	414	0.1406	414	0.1375	414	0.1344	414
350	79.2	0.740	79.5	0.740	79.9	0.740	80.2	0.740	80.6	0.740	81.0	0.740
	1446	249	1466	249	1489	249	1513	249	1540	249	1568	249
	0.1441	416	0.1421	416	0.1399	416	0.1376	416	0.1352	416	0.1328	416
330	79.0	0.740	79.2	0.740	79.5	0.740	79.7	0.740	80.0	0.740	80.3	0.740
	1534	261	1551	261	1568	261	1586	261	1606	261	1629	261
	0.1370	420	0.1356	420	0.1341	420	0.1326	420	0.1309	420	0.1291	420
310	78.8	0.740	79.1	0.740	79.3	0.740	79.5	0.740	79.8	0.740	80.0	0.740
	1630	273	1647	273	1665	273	1682	273	1699	273	1716	273
	0.1302	424	0.1288	424	0.1275	424	0.1261	424	0.1249	424	0.1237	424
290	78.7	0.740	78.9	0.740	79.1	0.740	79.4	0.740	79.6	0.740	79.8	0.740
	1736	285	1751	285	1767	285	1785	285	1802	285	1820	285
	0.1234	428	0.1223	428	0.1212	428	0.1200	428	0.1188	428	0.1177	428
280	78.7	0.740	78.9	0.740	79.1	0.740	79.3	0.740	79.5	0.740	79.7	0.740
	1796	291	1809	291	1824	291	1840	291	1857	291	1874	291
	0.1198	430	0.1189	430	0.1179	430	0.1169	430	0.1158	430	0.1148	430
270	78.8	0.740	78.9	0.740	79.1	0.740	79.3	0.740	79.4	0.740	79.6	0.740
	1857	297	1871	297	1885	297	1899	297	1914	297	1931	297
	0.1163	432	0.1155	432	0.1146	432	0.1138	432	0.1129	432	0.1119	432
260	78.8	0.740	78.9	0.740	79.1	0.740	79.3	0.740	79.4	0.740	79.6	0.740
	1923	304	1937	304	1950	304	1964	304	1978	304	1992	304
	0.1128	434	0.1121	434	0.1113	434	0.1105	434	0.1097	434	0.1089	434
250	78.8	0.740	79.0	0.740	79.1	0.740	79.3	0.740	79.4	0.740	79.6	0.740
	1991	310	2004	310	2017	310	2030	310	2044	310	2057	310
	0.1095	436	0.1088	436	0.1081	436	0.1074	436	0.1067	436	0.1059	436
240	78.9	0.740	79.0	0.740	79.1	0.740	79.3	0.740	79.4	0.740	79.6	0.740
	2063	316	2075	316	2088	316	2101	316	2114	316	2128	316
	0.1061	437	0.1055	437	0.1048	437	0.1042	437	0.1035	437	0.1029	437
230	78.9	0.740	79.1	0.740	79.2	0.740	79.3	0.740	79.5	0.740	79.6	0.740
	2138	323	2150	323	2162	323	2174	323	2187	323	2200	323
	0.1028	439	0.1023	439	0.1017	439	0.1011	439	0.1005	439	0.0999	439

CRJ900_IF_CR74I_LW_HFL_M10.PS - 30/08/2002

Cruise Control (0.74 M), ISA-10 °C (Page 1 of 2)
Figure 04-08-25



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-87

Sep 09/02

CRUISE 0.74 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	87.2	0.740 1647 0.1258										
370	83.2	0.740 1582 238 0.1310 414	84.0	0.740 1628 238 0.1273 414	84.9	0.740 1681 238 0.1233 414	86.0	0.740 1739 238 0.1191 414	87.2	0.740 1802 238 0.1150 414		
350	81.4	0.740 1597 249 0.1304 416	81.8	0.740 1628 249 0.1279 416	82.3	0.740 1662 249 0.1253 416	82.9	0.740 1699 249 0.1226 416	83.5	0.740 1740 249 0.1197 416	84.2	0.740 1786 249 0.1166 416
330	80.6	0.740 1653 261 0.1272 420	81.0	0.740 1678 261 0.1253 420	81.3	0.740 1705 261 0.1233 420	81.7	0.740 1734 261 0.1213 420	82.0	0.740 1764 261 0.1192 420	82.4	0.740 1795 261 0.1171 420
310	80.2	0.740 1733 273 0.1224 424	80.5	0.740 1753 273 0.1211 424	80.7	0.740 1775 273 0.1196 424	81.0	0.740 1798 273 0.1180 424	81.3	0.740 1823 273 0.1164 424	81.6	0.740 1848 273 0.1148 424
290	80.0	0.740 1838 285 0.1165 428	80.2	0.740 1854 285 0.1155 428	80.4	0.740 1871 285 0.1145 428	80.6	0.740 1888 285 0.1134 428	80.8	0.740 1907 285 0.1123 428	81.1	0.740 1927 285 0.1111 428
280	79.9	0.740 1892 291 0.1137 430	80.1	0.740 1910 291 0.1126 430	80.3	0.740 1928 291 0.1116 430	80.5	0.740 1944 291 0.1106 430	80.7	0.740 1961 291 0.1097 430	80.9	0.740 1979 291 0.1087 430
270	79.8	0.740 1948 297 0.1109 432	80.0	0.740 1966 297 0.1099 432	80.2	0.740 1983 297 0.1089 432	80.4	0.740 2002 297 0.1079 432	80.6	0.740 2019 297 0.1070 432	80.8	0.740 2036 297 0.1061 432
260	79.8	0.740 2008 304 0.1081 434	79.9	0.740 2025 304 0.1072 434	80.1	0.740 2042 304 0.1062 434	80.3	0.740 2060 304 0.1053 434	80.5	0.740 2078 304 0.1044 434	80.7	0.740 2096 304 0.1035 434
250	79.7	0.740 2071 310 0.1052 436	79.9	0.740 2087 310 0.1044 436	80.1	0.740 2103 310 0.1036 436	80.3	0.740 2120 310 0.1028 436	80.4	0.740 2138 310 0.1020 436	80.6	0.740 2156 310 0.1011 436
240	79.7	0.740 2141 316 0.1022 437	79.9	0.740 2155 316 0.1016 437	80.0	0.740 2170 316 0.1009 437	80.2	0.740 2185 316 0.1002 437	80.4	0.740 2202 316 0.0994 437	80.5	0.740 2219 316 0.0986 437
230	79.7	0.740 2213 323 0.0993 439	79.9	0.740 2227 323 0.0987 439	80.0	0.740 2241 323 0.0981 439	80.2	0.740 2255 323 0.0975 439	80.3	0.740 2270 323 0.0968 439	80.5	0.740 2286 323 0.0962 439

CRJ900_IF_CR74I_HW_HFL_M10.PS - 30/08/2002

Cruise Control (0.74 M), ISA-10 °C (Page 2 of 2)
Figure 04-08-25

CRUISE 0.74 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	86.2	0.740	87.4	0.740	88.7	0.740						
	1418	217	1473	217	1534	217						
	0.1496	424	0.1440	424	0.1383	424						
390	83.6	0.740	84.2	0.740	85.0	0.740	85.8	0.740	86.8	0.740	87.9	0.740
	1411	227	1445	227	1483	227	1529	227	1581	227	1639	227
	0.1504	424	0.1468	424	0.1430	424	0.1388	424	0.1342	424	0.1294	424
370	82.0	0.740	82.5	0.740	82.9	0.740	83.3	0.740	83.8	0.740	84.5	0.740
	1437	238	1464	238	1494	238	1525	238	1558	238	1595	238
	0.1476	424	0.1449	424	0.1420	424	0.1391	424	0.1362	424	0.1330	424
350	81.1	0.740	81.4	0.740	81.8	0.740	82.2	0.740	82.5	0.740	82.9	0.740
	1496	249	1516	249	1540	249	1566	249	1593	249	1622	249
	0.1426	426	0.1406	426	0.1385	426	0.1362	426	0.1338	426	0.1314	426
330	80.9	0.740	81.1	0.740	81.4	0.740	81.6	0.740	81.9	0.740	82.2	0.740
	1587	261	1603	261	1621	261	1639	261	1660	261	1684	261
	0.1356	430	0.1342	430	0.1327	430	0.1312	430	0.1296	430	0.1278	430
310	80.7	0.740	80.9	0.740	81.2	0.740	81.4	0.740	81.6	0.740	81.8	0.740
	1684	273	1702	273	1720	273	1738	273	1755	273	1772	273
	0.1289	434	0.1275	434	0.1262	434	0.1249	434	0.1237	434	0.1225	434
290	80.6	0.740	80.8	0.740	81.0	0.740	81.2	0.740	81.4	0.740	81.6	0.740
	1792	285	1808	285	1825	285	1843	285	1861	285	1879	285
	0.1221	438	0.1211	438	0.1200	438	0.1188	438	0.1176	438	0.1165	438
280	80.5	0.740	80.7	0.740	80.9	0.740	81.1	0.740	81.3	0.740	81.5	0.740
	1854	291	1868	291	1883	291	1899	291	1917	291	1935	291
	0.1186	439	0.1177	439	0.1168	439	0.1158	439	0.1147	439	0.1136	439
270	80.5	0.740	80.7	0.740	80.9	0.740	81.1	0.740	81.2	0.740	81.4	0.740
	1917	297	1931	297	1945	297	1960	297	1976	297	1992	297
	0.1152	441	0.1143	441	0.1135	441	0.1127	441	0.1118	441	0.1108	441
260	80.6	0.740	80.7	0.740	80.9	0.740	81.0	0.740	81.2	0.740	81.4	0.740
	1985	304	1998	304	2012	304	2026	304	2040	304	2056	304
	0.1117	443	0.1110	443	0.1102	443	0.1094	443	0.1087	443	0.1079	443
250	80.6	0.740	80.7	0.740	80.9	0.740	81.0	0.740	81.2	0.740	81.4	0.740
	2054	310	2067	310	2080	310	2094	310	2108	310	2122	310
	0.1084	445	0.1077	445	0.1070	445	0.1063	445	0.1056	445	0.1049	445
240	80.6	0.740	80.8	0.740	80.9	0.740	81.1	0.740	81.2	0.740	81.3	0.740
	2128	316	2141	316	2153	316	2167	316	2180	316	2194	316
	0.1051	447	0.1045	447	0.1038	447	0.1032	447	0.1025	447	0.1019	447
230	80.7	0.740	80.8	0.740	80.9	0.740	81.1	0.740	81.2	0.740	81.4	0.740
	2204	323	2216	323	2229	323	2242	323	2255	323	2268	323
	0.1019	449	0.1013	449	0.1007	449	0.1002	449	0.0996	449	0.0990	449

CRJ900_IF_CR74I_LW_HFL_00.PS - 30/08/2002

Cruise Control (0.74 M), ISA (Page 1 of 2)
Figure 04-08-26



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-89

Sep 09/02

CRUISE 0.74 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA		%N1
	25% C.G.		LB/HR/ENG
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB													
	75		77		79		81		83		85			
410														
390	89.2	0.740												
	1703	227												
	0.1246	424												
370	85.2	0.740	86.0	0.740	86.9	0.740	88.0	0.740	89.2	0.740				
	1635	238	1684	238	1738	238	1797	238	1862	238				
	0.1298	424	0.1260	424	0.1221	424	0.1180	424	0.1140	424				
350	83.3	0.740	83.8	0.740	84.3	0.740	84.8	0.740	85.5	0.740	86.2	0.740		
	1652	249	1684	249	1719	249	1756	249	1798	249	1846	249		
	0.1291	426	0.1266	426	0.1241	426	0.1214	426	0.1186	426	0.1155	426		
330	82.6	0.740	82.9	0.740	83.2	0.740	83.6	0.740	84.0	0.740	84.4	0.740		
	1708	261	1735	261	1763	261	1792	261	1823	261	1856	261		
	0.1259	430	0.1240	430	0.1221	430	0.1200	430	0.1180	430	0.1159	430		
310	82.1	0.740	82.3	0.740	82.6	0.740	82.9	0.740	83.2	0.740	83.5	0.740		
	1790	273	1810	273	1833	273	1857	273	1883	273	1909	273		
	0.1212	434	0.1199	434	0.1184	434	0.1169	434	0.1153	434	0.1137	434		
290	81.9	0.740	82.1	0.740	82.3	0.740	82.5	0.740	82.7	0.740	82.9	0.740		
	1898	285	1915	285	1932	285	1950	285	1969	285	1990	285		
	0.1154	438	0.1143	438	0.1133	438	0.1123	438	0.1112	438	0.1100	438		
280	81.7	0.740	82.0	0.740	82.2	0.740	82.4	0.740	82.6	0.740	82.8	0.740		
	1953	291	1971	291	1989	291	2006	291	2024	291	2042	291		
	0.1126	439	0.1115	439	0.1105	439	0.1096	439	0.1086	439	0.1077	439		
270	81.6	0.740	81.8	0.740	82.0	0.740	82.3	0.740	82.5	0.740	82.6	0.740		
	2010	297	2028	297	2047	297	2065	297	2083	297	2101	297		
	0.1099	441	0.1089	441	0.1079	441	0.1069	441	0.1060	441	0.1051	441		
260	81.6	0.740	81.7	0.740	82.0	0.740	82.2	0.740	82.3	0.740	82.5	0.740		
	2072	304	2089	304	2107	304	2125	304	2143	304	2162	304		
	0.1070	443	0.1062	443	0.1052	443	0.1043	443	0.1035	443	0.1025	443		
250	81.5	0.740	81.7	0.740	81.9	0.740	82.0	0.740	82.2	0.740	82.4	0.740		
	2137	310	2152	310	2169	310	2187	310	2205	310	2223	310		
	0.1042	445	0.1035	445	0.1027	445	0.1018	445	0.1010	445	0.1002	445		
240	81.5	0.740	81.6	0.740	81.8	0.740	82.0	0.740	82.1	0.740	82.3	0.740		
	2208	316	2223	316	2238	316	2254	316	2271	316	2289	316		
	0.1012	447	0.1006	447	0.0999	447	0.0992	447	0.0985	447	0.0977	447		
230	81.5	0.740	81.6	0.740	81.8	0.740	81.9	0.740	82.1	0.740	82.2	0.740		
	2282	323	2296	323	2310	323	2325	323	2340	323	2356	323		
	0.0984	449	0.0978	449	0.0972	449	0.0966	449	0.0960	449	0.0953	449		

CRJ900_IF_CR74I_HW_HFL_00.PS - 30/08/2002

Cruise Control (0.74 M), ISA (Page 2 of 2)
Figure 04-08-26



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-90

Sep 09/02

CRUISE 0.74 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 5 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	87.2	0.740	88.4	0.740	89.7	0.740						
	1442	217	1497	217	1559	217						
	0.1489	429	0.1433	429	0.1377	429						
390	84.6	0.740	85.2	0.740	86.0	0.740	86.8	0.740	87.8	0.740	88.9	0.740
	1435	227	1470	227	1508	227	1553	227	1606	227	1666	227
	0.1496	429	0.1460	429	0.1423	429	0.1381	429	0.1336	429	0.1288	429
370	83.0	0.740	83.4	0.740	83.8	0.740	84.3	0.740	84.8	0.740	85.4	0.740
	1461	238	1489	238	1519	238	1550	238	1584	238	1621	238
	0.1469	429	0.1441	429	0.1413	429	0.1384	429	0.1355	429	0.1324	429
350	82.1	0.740	82.4	0.740	82.8	0.740	83.1	0.740	83.5	0.740	83.9	0.740
	1520	249	1541	249	1565	249	1592	249	1620	249	1649	249
	0.1418	431	0.1399	431	0.1377	431	0.1355	431	0.1331	431	0.1308	431
330	81.8	0.740	82.1	0.740	82.3	0.740	82.6	0.740	82.9	0.740	83.2	0.740
	1613	261	1630	261	1647	261	1666	261	1687	261	1711	261
	0.1349	435	0.1335	435	0.1321	435	0.1306	435	0.1289	435	0.1271	435
310	81.6	0.740	81.9	0.740	82.1	0.740	82.3	0.740	82.6	0.740	82.8	0.740
	1711	273	1729	273	1748	273	1766	273	1783	273	1801	273
	0.1282	439	0.1269	439	0.1255	439	0.1242	439	0.1230	439	0.1219	439
290	81.5	0.740	81.7	0.740	81.9	0.740	82.1	0.740	82.3	0.740	82.5	0.740
	1821	285	1837	285	1854	285	1872	285	1890	285	1908	285
	0.1215	442	0.1205	442	0.1194	442	0.1182	442	0.1171	442	0.1160	442
280	81.4	0.740	81.6	0.740	81.8	0.740	82.0	0.740	82.2	0.740	82.4	0.740
	1883	291	1897	291	1913	291	1929	291	1947	291	1965	291
	0.1180	444	0.1171	444	0.1162	444	0.1152	444	0.1142	444	0.1131	444
270	81.4	0.740	81.6	0.740	81.8	0.740	81.9	0.740	82.1	0.740	82.3	0.740
	1947	297	1961	297	1975	297	1990	297	2006	297	2023	297
	0.1146	446	0.1138	446	0.1130	446	0.1121	446	0.1113	446	0.1103	446
260	81.4	0.740	81.6	0.740	81.8	0.740	81.9	0.740	82.1	0.740	82.3	0.740
	2015	304	2029	304	2042	304	2057	304	2071	304	2087	304
	0.1112	448	0.1105	448	0.1097	448	0.1089	448	0.1082	448	0.1074	448
250	81.5	0.740	81.6	0.740	81.8	0.740	81.9	0.740	82.1	0.740	82.2	0.740
	2085	310	2098	310	2112	310	2126	310	2140	310	2154	310
	0.1079	450	0.1072	450	0.1065	450	0.1058	450	0.1051	450	0.1044	450
240	81.5	0.740	81.6	0.740	81.8	0.740	81.9	0.740	82.1	0.740	82.2	0.740
	2160	316	2173	316	2186	316	2200	316	2213	316	2227	316
	0.1046	451	0.1040	451	0.1033	451	0.1027	451	0.1021	451	0.1014	451
230	81.5	0.740	81.7	0.740	81.8	0.740	81.9	0.740	82.1	0.740	82.2	0.740
	2237	323	2249	323	2262	323	2275	323	2288	323	2302	323
	0.1014	453	0.1008	453	0.1003	453	0.0997	453	0.0991	453	0.0985	453

CRJ900_IF_CR74I_LW_HFL_05.PS - 30/08/2002

Cruise Control (0.74 M), ISA+5 °C (Page 1 of 2)
Figure 04-08-27



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-91

Sep 09/02

CRUISE 0.74 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB													
	75		77		79		81		83		85			
410														
390	90.2	0.740												
	1730	227												
	0.1240	429												
370	86.2	0.740	87.0	0.740	87.9	0.740	89.0	0.740	90.2	0.740				
	1662	238	1711	238	1766	238	1827	238	1892	238				
	0.1291	429	0.1254	429	0.1215	429	0.1175	429	0.1134	429				
350	84.3	0.740	84.7	0.740	85.2	0.740	85.8	0.740	86.5	0.740	87.2	0.740		
	1678	249	1711	249	1747	249	1785	249	1827	249	1876	249		
	0.1285	431	0.1260	431	0.1234	431	0.1208	431	0.1180	431	0.1150	431		
330	83.5	0.740	83.8	0.740	84.2	0.740	84.6	0.740	85.0	0.740	85.4	0.740		
	1736	261	1763	261	1791	261	1822	261	1853	261	1886	261		
	0.1253	435	0.1234	435	0.1214	435	0.1194	435	0.1174	435	0.1153	435		
310	83.0	0.740	83.3	0.740	83.5	0.740	83.8	0.740	84.1	0.740	84.5	0.740		
	1819	273	1840	273	1862	273	1887	273	1913	273	1940	273		
	0.1206	439	0.1193	439	0.1178	439	0.1163	439	0.1147	439	0.1131	439		
290	82.8	0.740	83.0	0.740	83.2	0.740	83.4	0.740	83.6	0.740	83.8	0.740		
	1927	285	1945	285	1962	285	1980	285	2000	285	2021	285		
	0.1148	442	0.1138	442	0.1128	442	0.1118	442	0.1107	442	0.1095	442		
280	82.6	0.740	82.9	0.740	83.1	0.740	83.3	0.740	83.5	0.740	83.7	0.740		
	1983	291	2002	291	2020	291	2038	291	2055	291	2073	291		
	0.1121	444	0.1110	444	0.1100	444	0.1091	444	0.1081	444	0.1072	444		
270	82.5	0.740	82.7	0.740	82.9	0.740	83.1	0.740	83.3	0.740	83.5	0.740		
	2041	297	2059	297	2078	297	2097	297	2115	297	2132	297		
	0.1094	446	0.1084	446	0.1074	446	0.1064	446	0.1055	446	0.1047	446		
260	82.4	0.740	82.6	0.740	82.8	0.740	83.0	0.740	83.2	0.740	83.4	0.740		
	2103	304	2121	304	2139	304	2157	304	2176	304	2195	304		
	0.1065	448	0.1057	448	0.1048	448	0.1039	448	0.1030	448	0.1021	448		
250	82.4	0.740	82.6	0.740	82.7	0.740	82.9	0.740	83.1	0.740	83.3	0.740		
	2169	310	2185	310	2202	310	2220	310	2238	310	2257	310		
	0.1037	450	0.1030	450	0.1022	450	0.1014	450	0.1005	450	0.0997	450		
240	82.4	0.740	82.5	0.740	82.7	0.740	82.8	0.740	83.0	0.740	83.2	0.740		
	2242	316	2256	316	2271	316	2287	316	2305	316	2323	316		
	0.1008	451	0.1001	451	0.0995	451	0.0988	451	0.0980	451	0.0973	451		
230	82.4	0.740	82.5	0.740	82.6	0.740	82.8	0.740	82.9	0.740	83.1	0.740		
	2316	323	2330	323	2344	323	2359	323	2375	323	2391	323		
	0.0980	453	0.0974	453	0.0967	453	0.0961	453	0.0955	453	0.0949	453		

CRJ900_IF_CR74I_HW_HFL_05.PS - 30/08/2002

Cruise Control (0.74 M), ISA+5 °C (Page 2 of 2)
Figure 04-08-27



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-92

Sep 09/02

CRUISE 0.74 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB																																			
	63		65		67		69		71		73																									
410	88.2	0.740	1465	217	0.1482	434	89.3	0.740	1521	217	0.1427	434	90.7	0.740	1583	217	0.1371	434																		
390	85.6	0.740	1458	227	0.1488	434	86.2	0.740	1494	227	0.1453	434	86.9	0.740	1532	227	0.1416	434	87.8	0.740	1579	227	0.1374	434	88.7	0.740	1632	227	0.1329	434	89.9	0.740	1693	227	0.1282	434
370	84.0	0.740	1485	238	0.1461	434	84.4	0.740	1514	238	0.1433	434	84.8	0.740	1544	238	0.1405	434	85.3	0.740	1576	238	0.1377	434	85.8	0.740	1610	238	0.1348	434	86.4	0.740	1647	238	0.1317	434
350	83.0	0.740	1545	249	0.1411	436	83.4	0.740	1567	249	0.1392	436	83.7	0.740	1592	249	0.1370	436	84.1	0.740	1618	249	0.1347	436	84.5	0.740	1646	249	0.1325	436	84.8	0.740	1675	249	0.1302	436
330	82.8	0.740	1639	261	0.1342	439	83.0	0.740	1656	261	0.1328	439	83.2	0.740	1674	261	0.1314	439	83.5	0.740	1693	261	0.1299	439	83.8	0.740	1714	261	0.1283	439	84.1	0.740	1738	261	0.1265	439
310	82.5	0.740	1738	273	0.1276	443	82.8	0.740	1756	273	0.1263	443	83.0	0.740	1775	273	0.1249	443	83.2	0.740	1794	273	0.1236	443	83.5	0.740	1811	273	0.1224	443	83.7	0.740	1829	273	0.1213	443
290	82.4	0.740	1849	285	0.1210	447	82.6	0.740	1865	285	0.1199	447	82.8	0.740	1882	285	0.1188	447	83.0	0.740	1901	285	0.1177	447	83.2	0.740	1919	285	0.1165	447	83.4	0.740	1938	285	0.1154	447
280	82.3	0.740	1912	291	0.1175	449	82.5	0.740	1926	291	0.1166	449	82.7	0.740	1942	291	0.1156	449	82.9	0.740	1959	291	0.1146	449	83.1	0.740	1977	291	0.1136	449	83.3	0.740	1995	291	0.1125	449
270	82.3	0.740	1976	297	0.1141	451	82.5	0.740	1991	297	0.1133	451	82.6	0.740	2005	297	0.1124	451	82.8	0.740	2020	297	0.1116	451	83.0	0.740	2037	297	0.1107	451	83.2	0.740	2054	297	0.1098	451
260	82.3	0.740	2045	304	0.1107	452	82.5	0.740	2059	304	0.1099	452	82.6	0.740	2073	304	0.1092	452	82.8	0.740	2088	304	0.1084	452	83.0	0.740	2103	304	0.1077	452	83.1	0.740	2118	304	0.1069	452
250	82.3	0.740	2117	310	0.1074	454	82.5	0.740	2130	310	0.1067	454	82.6	0.740	2144	310	0.1060	454	82.8	0.740	2157	310	0.1054	454	83.0	0.740	2172	310	0.1047	454	83.1	0.740	2186	310	0.1040	454
240	82.4	0.740	2192	316	0.1041	456	82.5	0.740	2205	316	0.1035	456	82.6	0.740	2218	316	0.1029	456	82.8	0.740	2232	316	0.1022	456	82.9	0.740	2246	316	0.1016	456	83.1	0.740	2260	316	0.1010	456
230	82.4	0.740	2270	323	0.1009	458	82.5	0.740	2283	323	0.1004	458	82.6	0.740	2296	323	0.0998	458	82.8	0.740	2309	323	0.0992	458	82.9	0.740	2322	323	0.0987	458	83.1	0.740	2336	323	0.0981	458

CRJ900_IF_CR74I_LW_HFL_10.PS - 30/08/2002

Cruise Control (0.74 M), ISA+10 °C (Page 1 of 2)
Figure 04-08-28



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-93

Sep 09/02

CRUISE 0.74 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB														
	75		77		79		81		83		85				
410															
390	91.2	0.740													
	1758	227													
	0.1234	434													
370	87.1	0.740	87.9	0.740	88.9	0.740	89.9	0.740	91.2	0.740					
	1689	238	1739	238	1795	238	1856	238	1922	238					
	0.1285	434	0.1248	434	0.1209	434	0.1169	434	0.1129	434					
350	85.3	0.740	85.7	0.740	86.2	0.740	86.7	0.740	87.4	0.740	88.2	0.740			
	1705	249	1739	249	1775	249	1813	249	1855	249	1905	249			
	0.1278	436	0.1254	436	0.1229	436	0.1202	436	0.1175	436	0.1144	436			
330	84.4	0.740	84.8	0.740	85.1	0.740	85.5	0.740	85.9	0.740	86.3	0.740			
	1763	261	1791	261	1820	261	1850	261	1882	261	1915	261			
	0.1247	439	0.1228	439	0.1209	439	0.1189	439	0.1169	439	0.1148	439			
310	83.9	0.740	84.2	0.740	84.5	0.740	84.8	0.740	85.1	0.740	85.4	0.740			
	1848	273	1869	273	1892	273	1917	273	1943	273	1970	273			
	0.1200	443	0.1187	443	0.1172	443	0.1157	443	0.1142	443	0.1126	443			
290	83.7	0.740	83.9	0.740	84.1	0.740	84.3	0.740	84.5	0.740	84.8	0.740			
	1957	285	1975	285	1992	285	2010	285	2030	285	2052	285			
	0.1143	447	0.1133	447	0.1123	447	0.1112	447	0.1102	447	0.1090	447			
280	83.5	0.740	83.8	0.740	84.0	0.740	84.2	0.740	84.4	0.740	84.6	0.740			
	2014	291	2033	291	2051	291	2069	291	2087	291	2105	291			
	0.1115	449	0.1105	449	0.1095	449	0.1085	449	0.1076	449	0.1067	449			
270	83.4	0.740	83.6	0.740	83.8	0.740	84.0	0.740	84.2	0.740	84.4	0.740			
	2072	297	2091	297	2109	297	2129	297	2147	297	2165	297			
	0.1088	451	0.1078	451	0.1069	451	0.1059	451	0.1050	451	0.1042	451			
260	83.3	0.740	83.5	0.740	83.7	0.740	83.9	0.740	84.1	0.740	84.3	0.740			
	2135	304	2152	304	2171	304	2190	304	2208	304	2228	304			
	0.1060	452	0.1052	452	0.1043	452	0.1034	452	0.1025	452	0.1016	452			
250	83.3	0.740	83.4	0.740	83.6	0.740	83.8	0.740	84.0	0.740	84.2	0.740			
	2202	310	2218	310	2235	310	2253	310	2272	310	2290	310			
	0.1032	454	0.1025	454	0.1017	454	0.1009	454	0.1001	454	0.0992	454			
240	83.2	0.740	83.4	0.740	83.5	0.740	83.7	0.740	83.9	0.740	84.1	0.740			
	2275	316	2290	316	2305	316	2322	316	2339	316	2357	316			
	0.1003	456	0.0997	456	0.0990	456	0.0983	456	0.0976	456	0.0968	456			
230	83.2	0.740	83.4	0.740	83.5	0.740	83.7	0.740	83.8	0.740	84.0	0.740			
	2350	323	2365	323	2379	323	2394	323	2410	323	2427	323			
	0.0975	458	0.0969	458	0.0963	458	0.0957	458	0.0951	458	0.0944	458			

CRJ900_IF_CR74I_HW_HFL_10.PS - 30/08/2002

Cruise Control (0.74 M), ISA+10 °C (Page 2 of 2)
Figure 04-08-28



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-94

Sep 09/02

CRUISE 0.74 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 15 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	89.2	0.740	90.3	0.740								
	1489	217	1545	217								
	0.1474	438	0.1420	438								
390	86.6	0.740	87.1	0.740	87.9	0.740	88.7	0.740	89.7	0.740	90.9	0.740
	1482	227	1518	227	1557	227	1604	227	1658	227	1720	227
	0.1481	438	0.1446	438	0.1409	438	0.1368	438	0.1323	438	0.1276	438
370	84.9	0.740	85.3	0.740	85.8	0.740	86.2	0.740	86.8	0.740	87.3	0.740
	1509	238	1538	238	1569	238	1601	238	1636	238	1673	238
	0.1454	438	0.1426	438	0.1398	438	0.1370	438	0.1341	438	0.1311	438
350	84.0	0.740	84.3	0.740	84.6	0.740	85.0	0.740	85.4	0.740	85.8	0.740
	1570	249	1591	249	1616	249	1643	249	1671	249	1701	249
	0.1404	440	0.1385	440	0.1364	440	0.1341	440	0.1319	440	0.1296	440
330	83.7	0.740	83.9	0.740	84.2	0.740	84.4	0.740	84.7	0.740	85.0	0.740
	1665	261	1682	261	1700	261	1720	261	1741	261	1765	261
	0.1335	444	0.1321	444	0.1307	444	0.1293	444	0.1277	444	0.1259	444
310	83.4	0.740	83.7	0.740	83.9	0.740	84.1	0.740	84.4	0.740	84.6	0.740
	1765	273	1784	273	1803	273	1821	273	1839	273	1857	273
	0.1270	448	0.1256	448	0.1243	448	0.1230	448	0.1219	448	0.1207	448
290	83.2	0.740	83.4	0.740	83.6	0.740	83.9	0.740	84.1	0.740	84.3	0.740
	1877	285	1893	285	1911	285	1929	285	1948	285	1967	285
	0.1204	452	0.1193	452	0.1183	452	0.1171	452	0.1160	452	0.1149	452
280	83.2	0.740	83.4	0.740	83.6	0.740	83.8	0.740	84.0	0.740	84.2	0.740
	1941	291	1955	291	1971	291	1988	291	2006	291	2025	291
	0.1169	453	0.1160	453	0.1151	453	0.1141	453	0.1131	453	0.1120	453
270	83.2	0.740	83.3	0.740	83.5	0.740	83.7	0.740	83.9	0.740	84.1	0.740
	2006	297	2021	297	2035	297	2050	297	2067	297	2084	297
	0.1135	455	0.1127	455	0.1119	455	0.1111	455	0.1102	455	0.1093	455
260	83.2	0.740	83.3	0.740	83.5	0.740	83.7	0.740	83.8	0.740	84.0	0.740
	2075	304	2089	304	2104	304	2119	304	2134	304	2149	304
	0.1102	457	0.1094	457	0.1087	457	0.1079	457	0.1072	457	0.1064	457
250	83.2	0.740	83.3	0.740	83.5	0.740	83.6	0.740	83.8	0.740	84.0	0.740
	2147	310	2161	310	2175	310	2189	310	2203	310	2218	310
	0.1069	459	0.1062	459	0.1056	459	0.1049	459	0.1042	459	0.1035	459
240	83.2	0.740	83.3	0.740	83.5	0.740	83.6	0.740	83.8	0.740	83.9	0.740
	2224	316	2237	316	2251	316	2265	316	2279	316	2293	316
	0.1036	461	0.1030	461	0.1024	461	0.1018	461	0.1011	461	0.1005	461
230	83.2	0.740	83.3	0.740	83.5	0.740	83.6	0.740	83.8	0.740	83.9	0.740
	2303	323	2316	323	2329	323	2342	323	2356	323	2370	323
	0.1005	462	0.0999	462	0.0993	462	0.0988	462	0.0982	462	0.0976	462

CRJ900_IF_CR74I_LW_HFL_15.PS - 30/08/2002

Cruise Control (0.74 M), ISA+15 °C (Page 1 of 2)
Figure 04-08-29



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-95

Sep 09/02

CRUISE 0.74 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH KIAS KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	88.0	0.740	88.9	0.740	89.8	0.740	90.9	0.740				
	1717	238	1766	238	1822	238	1885	238				
	0.1278	438	0.1242	438	0.1204	438	0.1164	438				
350	86.2	0.740	86.6	0.740	87.1	0.740	87.7	0.740	88.3	0.740	89.1	0.740
	1732	249	1766	249	1802	249	1841	249	1884	249	1934	249
	0.1272	440	0.1248	440	0.1223	440	0.1197	440	0.1170	440	0.1139	440
330	85.4	0.740	85.7	0.740	86.1	0.740	86.4	0.740	86.8	0.740	87.2	0.740
	1792	261	1820	261	1848	261	1879	261	1911	261	1945	261
	0.1240	444	0.1222	444	0.1203	444	0.1183	444	0.1163	444	0.1143	444
310	84.8	0.740	85.1	0.740	85.4	0.740	85.7	0.740	86.0	0.740	86.3	0.740
	1876	273	1897	273	1920	273	1946	273	1973	273	2001	273
	0.1195	448	0.1181	448	0.1167	448	0.1152	448	0.1136	448	0.1120	448
290	84.5	0.740	84.8	0.740	85.0	0.740	85.2	0.740	85.4	0.740	85.6	0.740
	1986	285	2005	285	2023	285	2041	285	2061	285	2083	285
	0.1137	452	0.1127	452	0.1117	452	0.1107	452	0.1096	452	0.1085	452
280	84.4	0.740	84.6	0.740	84.8	0.740	85.0	0.740	85.2	0.740	85.4	0.740
	2044	291	2063	291	2082	291	2100	291	2118	291	2137	291
	0.1110	453	0.1100	453	0.1090	453	0.1080	453	0.1071	453	0.1062	453
270	84.3	0.740	84.5	0.740	84.7	0.740	84.9	0.740	85.1	0.740	85.3	0.740
	2103	297	2122	297	2141	297	2161	297	2179	297	2197	297
	0.1083	455	0.1073	455	0.1064	455	0.1054	455	0.1045	455	0.1037	455
260	84.2	0.740	84.4	0.740	84.6	0.740	84.8	0.740	85.0	0.740	85.2	0.740
	2166	304	2184	304	2203	304	2222	304	2241	304	2261	304
	0.1056	457	0.1047	457	0.1038	457	0.1029	457	0.1020	457	0.1011	457
250	84.1	0.740	84.3	0.740	84.5	0.740	84.7	0.740	84.9	0.740	85.0	0.740
	2234	310	2250	310	2268	310	2286	310	2305	310	2324	310
	0.1028	459	0.1020	459	0.1012	459	0.1004	459	0.0996	459	0.0988	459
240	84.1	0.740	84.2	0.740	84.4	0.740	84.6	0.740	84.7	0.740	84.9	0.740
	2308	316	2323	316	2339	316	2356	316	2373	316	2392	316
	0.0998	461	0.0992	461	0.0985	461	0.0978	461	0.0971	461	0.0964	461
230	84.1	0.740	84.2	0.740	84.4	0.740	84.5	0.740	84.7	0.740	84.8	0.740
	2384	323	2399	323	2414	323	2429	323	2445	323	2462	323
	0.0970	462	0.0964	462	0.0959	462	0.0953	462	0.0946	462	0.0940	462

CRJ900_IF_CR74I_HW_HFL_15.PS - 30/08/2002

Cruise Control (0.74 M), ISA+15 °C (Page 2 of 2)
Figure 04-08-29



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-96

Sep 09/02

CRUISE 0.74 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	87.5	0.740	88.1	0.740	88.8	0.740	89.6	0.740				
	1505	227	1541	227	1581	227	1628	227				
	0.1473	443	0.1439	443	0.1403	443	0.1362	443				
370	85.8	0.740	86.3	0.740	86.7	0.740	87.2	0.740	87.6	0.740	88.3	0.740
	1533	238	1562	238	1593	238	1626	238	1661	238	1699	238
	0.1446	443	0.1419	443	0.1392	443	0.1364	443	0.1335	443	0.1305	443
350	84.9	0.740	85.2	0.740	85.6	0.740	85.9	0.740	86.3	0.740	86.7	0.740
	1595	249	1617	249	1642	249	1669	249	1697	249	1728	249
	0.1397	445	0.1378	445	0.1357	445	0.1335	445	0.1313	445	0.1289	445
330	84.6	0.740	84.8	0.740	85.1	0.740	85.3	0.740	85.6	0.740	85.9	0.740
	1690	261	1708	261	1726	261	1746	261	1768	261	1792	261
	0.1329	449	0.1315	449	0.1301	449	0.1287	449	0.1271	449	0.1253	449
310	84.3	0.740	84.5	0.740	84.8	0.740	85.0	0.740	85.3	0.740	85.5	0.740
	1792	273	1811	273	1830	273	1849	273	1867	273	1885	273
	0.1264	453	0.1251	453	0.1237	453	0.1225	453	0.1213	453	0.1201	453
290	84.1	0.740	84.3	0.740	84.5	0.740	84.8	0.740	85.0	0.740	85.2	0.740
	1905	285	1922	285	1939	285	1959	285	1978	285	1997	285
	0.1198	456	0.1188	456	0.1177	456	0.1165	456	0.1154	456	0.1143	456
280	84.1	0.740	84.2	0.740	84.4	0.740	84.6	0.740	84.8	0.740	85.1	0.740
	1969	291	1984	291	2000	291	2017	291	2036	291	2055	291
	0.1164	458	0.1155	458	0.1146	458	0.1136	458	0.1126	458	0.1115	458
270	84.0	0.740	84.2	0.740	84.4	0.740	84.6	0.740	84.8	0.740	84.9	0.740
	2035	297	2050	297	2065	297	2080	297	2097	297	2115	297
	0.1130	460	0.1122	460	0.1114	460	0.1106	460	0.1097	460	0.1088	460
260	84.0	0.740	84.2	0.740	84.3	0.740	84.5	0.740	84.7	0.740	84.9	0.740
	2106	304	2120	304	2135	304	2150	304	2165	304	2181	304
	0.1097	462	0.1089	462	0.1082	462	0.1074	462	0.1067	462	0.1059	462
250	84.0	0.740	84.2	0.740	84.3	0.740	84.5	0.740	84.6	0.740	84.8	0.740
	2178	310	2192	310	2206	310	2220	310	2235	310	2250	310
	0.1064	463	0.1058	463	0.1051	463	0.1044	463	0.1037	463	0.1030	463
240	84.0	0.740	84.2	0.740	84.3	0.740	84.5	0.740	84.6	0.740	84.8	0.740
	2256	316	2270	316	2283	316	2297	316	2311	316	2326	316
	0.1031	465	0.1025	465	0.1019	465	0.1013	465	0.1007	465	0.1000	465
230	84.0	0.740	84.2	0.740	84.3	0.740	84.5	0.740	84.6	0.740	84.7	0.740
	2336	323	2349	323	2362	323	2376	323	2389	323	2404	323
	0.1000	467	0.0995	467	0.0989	467	0.0983	467	0.0978	467	0.0972	467

CRJ900_IF_CR74I_LW_HFL_20.PS - 30/08/2002

Cruise Control (0.74 M), ISA+20 °C (Page 1 of 2)
Figure 04-08-30



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-97

Sep 09/02

CRUISE 0.74 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH KIAS KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	89.0 1742 0.1273	0.740 238 443	89.8 1793 0.1237	0.740 238 443	90.7 1851 0.1198	0.740 238 443						
350	87.1 1760 0.1266	0.740 249 445	87.6 1794 0.1242	0.740 249 445	88.0 1830 0.1217	0.740 249 445	88.6 1870 0.1191	0.740 249 445	89.3 1913 0.1164	0.740 249 445	90.0 1964 0.1134	0.740 249 445
330	86.3 1818 0.1235	0.740 261 449	86.6 1846 0.1217	0.740 261 449	87.0 1875 0.1198	0.740 261 449	87.4 1907 0.1178	0.740 261 449	87.7 1940 0.1158	0.740 261 449	88.1 1975 0.1137	0.740 261 449
310	85.7 1904 0.1189	0.740 273 453	86.0 1926 0.1176	0.740 273 453	86.3 1949 0.1162	0.740 273 453	86.6 1975 0.1146	0.740 273 453	86.9 2002 0.1131	0.740 273 453	87.2 2030 0.1115	0.740 273 453
290	85.4 2016 0.1132	0.740 285 456	85.6 2035 0.1122	0.740 285 456	85.8 2053 0.1112	0.740 285 456	86.1 2071 0.1102	0.740 285 456	86.3 2092 0.1091	0.740 285 456	86.5 2114 0.1080	0.740 285 456
280	85.3 2074 0.1105	0.740 291 458	85.5 2093 0.1095	0.740 291 458	85.7 2113 0.1085	0.740 291 458	85.9 2131 0.1075	0.740 291 458	86.1 2149 0.1066	0.740 291 458	86.3 2168 0.1057	0.740 291 458
270	85.1 2134 0.1078	0.740 297 460	85.4 2153 0.1068	0.740 297 460	85.6 2172 0.1059	0.740 297 460	85.8 2192 0.1049	0.740 297 460	86.0 2211 0.1040	0.740 297 460	86.2 2229 0.1032	0.740 297 460
260	85.0 2198 0.1051	0.740 304 462	85.2 2216 0.1042	0.740 304 462	85.4 2235 0.1033	0.740 304 462	85.6 2254 0.1024	0.740 304 462	85.8 2274 0.1016	0.740 304 462	86.1 2294 0.1007	0.740 304 462
250	85.0 2266 0.1023	0.740 310 463	85.1 2283 0.1016	0.740 310 463	85.3 2300 0.1008	0.740 310 463	85.5 2318 0.1000	0.740 310 463	85.7 2338 0.0992	0.740 310 463	85.9 2357 0.0983	0.740 310 463
240	84.9 2341 0.0994	0.740 316 465	85.1 2356 0.0988	0.740 316 465	85.2 2372 0.0981	0.740 316 465	85.4 2389 0.0974	0.740 316 465	85.6 2407 0.0967	0.740 316 465	85.8 2426 0.0959	0.740 316 465
230	84.9 2418 0.0966	0.740 323 467	85.0 2433 0.0960	0.740 323 467	85.2 2448 0.0954	0.740 323 467	85.3 2463 0.0948	0.740 323 467	85.5 2479 0.0942	0.740 323 467	85.7 2497 0.0936	0.740 323 467

CRJ900_IF_CR74I_HW_HFL_20.PS - 30/08/2002

Cruise Control (0.74 M), ISA+20 °C (Page 2 of 2)
Figure 04-08-30

CRUISE 0.77 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA - 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	84.7	0.770	85.6	0.770	86.7	0.770	87.9	0.770				
	1418	226	1462	226	1513	226	1568	226				
	0.1521	431	0.1475	431	0.1425	431	0.1375	431				
390	82.5	0.770	83.1	0.770	83.6	0.770	84.3	0.770	85.1	0.770	86.0	0.770
	1434	237	1463	237	1494	237	1530	237	1572	237	1620	237
	0.1504	431	0.1474	431	0.1443	431	0.1410	431	0.1372	431	0.1331	431
370	81.0	0.770	81.3	0.770	81.7	0.770	82.1	0.770	82.6	0.770	83.2	0.770
	1469	248	1494	248	1522	248	1550	248	1579	248	1609	248
	0.1467	431	0.1443	431	0.1417	431	0.1391	431	0.1366	431	0.1340	431
350	80.4	0.770	80.6	0.770	80.8	0.770	81.1	0.770	81.4	0.770	81.8	0.770
	1545	260	1562	260	1581	260	1602	260	1626	260	1652	260
	0.1403	433	0.1387	433	0.1371	433	0.1352	433	0.1333	433	0.1312	433
330	80.2	0.770	80.4	0.770	80.7	0.770	80.9	0.770	81.1	0.770	81.3	0.770
	1643	272	1661	272	1679	272	1695	272	1712	272	1730	272
	0.1331	437	0.1317	437	0.1303	437	0.1291	437	0.1278	437	0.1265	437
310	80.1	0.770	80.3	0.770	80.5	0.770	80.7	0.770	81.0	0.770	81.2	0.770
	1749	285	1765	285	1783	285	1801	285	1819	285	1837	285
	0.1263	441	0.1251	441	0.1238	441	0.1226	441	0.1214	441	0.1202	441
290	80.1	0.770	80.3	0.770	80.4	0.770	80.6	0.770	80.8	0.770	81.0	0.770
	1872	297	1886	297	1900	297	1916	297	1932	297	1950	297
	0.1190	445	0.1182	445	0.1173	445	0.1163	445	0.1153	445	0.1143	445
280	80.2	0.770	80.3	0.770	80.5	0.770	80.6	0.770	80.8	0.770	81.0	0.770
	1940	304	1953	304	1966	304	1980	304	1995	304	2011	304
	0.1154	447	0.1146	447	0.1138	447	0.1130	447	0.1122	447	0.1113	447
270	80.2	0.770	80.4	0.770	80.5	0.770	80.7	0.770	80.8	0.770	81.0	0.770
	2009	310	2022	310	2035	310	2049	310	2062	310	2077	310
	0.1119	449	0.1112	449	0.1105	449	0.1097	449	0.1090	449	0.1083	449
260	80.3	0.770	80.4	0.770	80.6	0.770	80.7	0.770	80.8	0.770	81.0	0.770
	2083	317	2095	317	2108	317	2121	317	2134	317	2148	317
	0.1084	451	0.1078	451	0.1071	451	0.1065	451	0.1058	451	0.1051	451
250	80.4	0.770	80.5	0.770	80.6	0.770	80.7	0.770	80.9	0.770	81.0	0.770
	2159	324	2171	324	2183	324	2196	324	2209	324	2222	324
	0.1050	453	0.1045	453	0.1039	453	0.1033	453	0.1027	453	0.1021	453
240	80.5	0.770	80.6	0.770	80.7	0.770	80.8	0.770	80.9	0.770	81.1	0.770
	2241	330	2252	330	2264	330	2276	330	2288	330	2301	330
	0.1016	455	0.1011	455	0.1006	455	0.1001	455	0.0995	455	0.0990	455
230												

CRJ900_IF_CR771_LW_HFL_M10.PS - 30/08/2002

Cruise Control (0.77 M), ISA-10 °C (Page 1 of 2)
Figure 04-08-31



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-99

Sep 09/02

CRUISE 0.77 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	87.0	0.770	88.2	0.770								
	1674	237	1731	237								
	0.1288	431	0.1246	431								
370	83.7	0.770	84.4	0.770	85.1	0.770	86.0	0.770	86.9	0.770	88.0	0.770
	1641	248	1680	248	1724	248	1775	248	1828	248	1885	248
	0.1314	431	0.1283	431	0.1251	431	0.1215	431	0.1180	431	0.1144	431
350	82.2	0.770	82.6	0.770	83.0	0.770	83.5	0.770	84.0	0.770	84.6	0.770
	1681	260	1710	260	1738	260	1768	260	1802	260	1841	260
	0.1289	433	0.1268	433	0.1247	433	0.1226	433	0.1203	433	0.1177	433
330	81.6	0.770	81.9	0.770	82.2	0.770	82.5	0.770	82.9	0.770	83.2	0.770
	1751	272	1774	272	1799	272	1827	272	1856	272	1884	272
	0.1250	437	0.1233	437	0.1216	437	0.1198	437	0.1179	437	0.1161	437
310	81.4	0.770	81.6	0.770	81.8	0.770	82.0	0.770	82.2	0.770	82.5	0.770
	1854	285	1871	285	1888	285	1908	285	1929	285	1953	285
	0.1191	441	0.1180	441	0.1169	441	0.1157	441	0.1145	441	0.1131	441
290	81.2	0.770	81.4	0.770	81.6	0.770	81.8	0.770	82.0	0.770	82.2	0.770
	1968	297	1986	297	2005	297	2023	297	2039	297	2056	297
	0.1132	445	0.1122	445	0.1112	445	0.1102	445	0.1093	445	0.1084	445
280	81.2	0.770	81.4	0.770	81.6	0.770	81.7	0.770	81.9	0.770	82.1	0.770
	2028	304	2047	304	2065	304	2083	304	2101	304	2119	304
	0.1103	447	0.1094	447	0.1084	447	0.1075	447	0.1065	447	0.1056	447
270	81.1	0.770	81.3	0.770	81.5	0.770	81.7	0.770	81.9	0.770	82.0	0.770
	2092	310	2108	310	2126	310	2145	310	2163	310	2181	310
	0.1075	449	0.1066	449	0.1057	449	0.1048	449	0.1039	449	0.1031	449
260	81.1	0.770	81.3	0.770	81.4	0.770	81.6	0.770	81.8	0.770	82.0	0.770
	2162	317	2177	317	2193	317	2209	317	2227	317	2246	317
	0.1044	451	0.1037	451	0.1030	451	0.1022	451	0.1014	451	0.1006	451
250	81.1	0.770	81.3	0.770	81.4	0.770	81.6	0.770	81.7	0.770	81.9	0.770
	2235	324	2249	324	2263	324	2278	324	2294	324	2311	324
	0.1015	453	0.1008	453	0.1002	453	0.0995	453	0.0989	453	0.0981	453
240	81.2	0.770	81.3	0.770	81.4	0.770	81.6	0.770	81.7	0.770	81.9	0.770
	2314	330	2327	330	2341	330	2355	330	2369	330	2385	330
	0.0984	455	0.0979	455	0.0973	455	0.0967	455	0.0961	455	0.0955	455
230												

CRJ900_IF_CR771_HW_HFL_M10.PS - 30/08/2002

Cruise Control (0.77 M), ISA-10 °C (Page 2 of 2)
Figure 04-08-31



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-100

Sep 09/02

CRUISE 0.77 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	86.7	0.770	87.6	0.770	88.7	0.770						
	1467	226	1513	226	1565	226						
	0.1504	441	0.1460	441	0.1411	441						
390	84.5	0.770	85.1	0.770	85.6	0.770	86.3	0.770	87.1	0.770	88.0	0.770
	1485	237	1514	237	1546	237	1582	237	1626	237	1676	237
	0.1487	441	0.1458	441	0.1428	441	0.1396	441	0.1358	441	0.1317	441
370	83.0	0.770	83.3	0.770	83.7	0.770	84.2	0.770	84.7	0.770	85.1	0.770
	1521	248	1546	248	1574	248	1604	248	1634	248	1664	248
	0.1452	441	0.1428	441	0.1402	441	0.1376	441	0.1351	441	0.1327	441
350	82.3	0.770	82.5	0.770	82.8	0.770	83.1	0.770	83.4	0.770	83.8	0.770
	1599	260	1617	260	1636	260	1658	260	1682	260	1710	260
	0.1387	443	0.1372	443	0.1356	443	0.1338	443	0.1319	443	0.1298	443
330	82.1	0.770	82.4	0.770	82.6	0.770	82.8	0.770	83.0	0.770	83.3	0.770
	1699	272	1718	272	1736	272	1753	272	1770	272	1789	272
	0.1317	447	0.1303	447	0.1290	447	0.1277	447	0.1264	447	0.1251	447
310	82.0	0.770	82.2	0.770	82.4	0.770	82.6	0.770	82.9	0.770	83.1	0.770
	1808	285	1825	285	1843	285	1861	285	1880	285	1899	285
	0.1249	451	0.1238	451	0.1225	451	0.1213	451	0.1201	451	0.1190	451
290	82.0	0.770	82.1	0.770	82.3	0.770	82.5	0.770	82.7	0.770	82.9	0.770
	1933	297	1948	297	1962	297	1978	297	1995	297	2014	297
	0.1178	455	0.1170	455	0.1161	455	0.1152	455	0.1142	455	0.1131	455
280	82.0	0.770	82.2	0.770	82.3	0.770	82.5	0.770	82.6	0.770	82.8	0.770
	2003	304	2016	304	2030	304	2045	304	2060	304	2077	304
	0.1142	457	0.1135	457	0.1127	457	0.1119	457	0.1111	457	0.1102	457
270	82.0	0.770	82.2	0.770	82.3	0.770	82.5	0.770	82.6	0.770	82.8	0.770
	2074	310	2087	310	2101	310	2115	310	2129	310	2143	310
	0.1108	459	0.1101	459	0.1094	459	0.1087	459	0.1079	459	0.1072	459
260	82.1	0.770	82.2	0.770	82.4	0.770	82.5	0.770	82.6	0.770	82.8	0.770
	2150	317	2162	317	2176	317	2189	317	2203	317	2216	317
	0.1073	461	0.1067	461	0.1061	461	0.1054	461	0.1048	461	0.1041	461
250	82.2	0.770	82.3	0.770	82.4	0.770	82.5	0.770	82.7	0.770	82.8	0.770
	2228	324	2240	324	2252	324	2265	324	2279	324	2292	324
	0.1040	463	0.1034	463	0.1029	463	0.1023	463	0.1017	463	0.1011	463
240	82.2	0.770	82.4	0.770	82.5	0.770	82.6	0.770	82.7	0.770	82.8	0.770
	2312	330	2323	330	2335	330	2347	330	2360	330	2373	330
	0.1007	465	0.1002	465	0.0997	465	0.0991	465	0.0986	465	0.0980	465
230												

CRJ900_IF_CR771_LW_HFL_00.PS - 30/08/2002

Cruise Control (0.77 M), ISA (Page 1 of 2)
Figure 04-08-32



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-101

Sep 09/02

CRUISE 0.77 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA		%N1
	25% C.G.		LB/HR/ENG
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	89.1	0.770	90.3	0.770								
	1730	237	1788	237								
	0.1276	441	0.1235	441								
370	85.7	0.770	86.3	0.770	87.1	0.770	88.0	0.770	89.0	0.770	90.1	0.770
	1698	248	1736	248	1782	248	1834	248	1889	248	1949	248
	0.1300	441	0.1271	441	0.1239	441	0.1204	441	0.1169	441	0.1133	441
350	84.2	0.770	84.5	0.770	85.0	0.770	85.5	0.770	86.0	0.770	86.6	0.770
	1739	260	1768	260	1797	260	1828	260	1862	260	1903	260
	0.1276	443	0.1255	443	0.1234	443	0.1214	443	0.1192	443	0.1166	443
330	83.5	0.770	83.8	0.770	84.1	0.770	84.4	0.770	84.8	0.770	85.1	0.770
	1810	272	1834	272	1859	272	1888	272	1918	272	1947	272
	0.1237	447	0.1221	447	0.1204	447	0.1186	447	0.1167	447	0.1150	447
310	83.3	0.770	83.5	0.770	83.7	0.770	83.9	0.770	84.1	0.770	84.4	0.770
	1916	285	1933	285	1951	285	1972	285	1993	285	2018	285
	0.1179	451	0.1168	451	0.1157	451	0.1146	451	0.1133	451	0.1119	451
290	83.1	0.770	83.3	0.770	83.5	0.770	83.7	0.770	83.9	0.770	84.1	0.770
	2032	297	2051	297	2070	297	2088	297	2106	297	2123	297
	0.1121	455	0.1111	455	0.1101	455	0.1091	455	0.1082	455	0.1073	455
280	83.0	0.770	83.2	0.770	83.4	0.770	83.6	0.770	83.8	0.770	84.0	0.770
	2094	304	2113	304	2132	304	2150	304	2169	304	2187	304
	0.1092	457	0.1083	457	0.1073	457	0.1064	457	0.1055	457	0.1046	457
270	83.0	0.770	83.1	0.770	83.3	0.770	83.5	0.770	83.7	0.770	83.9	0.770
	2159	310	2176	310	2194	310	2213	310	2232	310	2250	310
	0.1064	459	0.1056	459	0.1047	459	0.1038	459	0.1030	459	0.1021	459
260	82.9	0.770	83.1	0.770	83.3	0.770	83.4	0.770	83.6	0.770	83.8	0.770
	2231	317	2246	317	2262	317	2279	317	2298	317	2317	317
	0.1034	461	0.1027	461	0.1020	461	0.1012	461	0.1004	461	0.0996	461
250	82.9	0.770	83.1	0.770	83.2	0.770	83.4	0.770	83.5	0.770	83.7	0.770
	2306	324	2320	324	2335	324	2351	324	2367	324	2384	324
	0.1005	463	0.0999	463	0.0992	463	0.0986	463	0.0979	463	0.0972	463
240	83.0	0.770	83.1	0.770	83.2	0.770	83.4	0.770	83.5	0.770	83.7	0.770
	2386	330	2400	330	2414	330	2428	330	2443	330	2459	330
	0.0975	465	0.0969	465	0.0964	465	0.0958	465	0.0952	465	0.0946	465
230												

CRJ900_IF_CR771_HW_HFL_00.PS - 30/08/2002

Cruise Control (0.77 M), ISA (Page 2 of 2)
Figure 04-08-32



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-102

Sep 09/02

CRUISE 0.77 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 5 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	87.7	0.770	88.6	0.770	89.7	0.770						
	1492	226	1538	226	1590	226						
	0.1496	446	0.1452	446	0.1404	446						
390	85.5	0.770	86.0	0.770	86.6	0.770	87.3	0.770	88.1	0.770	89.0	0.770
	1510	237	1540	237	1572	237	1609	237	1653	237	1704	237
	0.1479	446	0.1450	446	0.1421	446	0.1388	446	0.1351	446	0.1311	446
370	83.9	0.770	84.3	0.770	84.7	0.770	85.2	0.770	85.6	0.770	86.1	0.770
	1546	248	1572	248	1600	248	1631	248	1661	248	1692	248
	0.1444	446	0.1420	446	0.1395	446	0.1369	446	0.1345	446	0.1320	446
350	83.3	0.770	83.5	0.770	83.8	0.770	84.1	0.770	84.4	0.770	84.7	0.770
	1626	260	1644	260	1663	260	1685	260	1710	260	1738	260
	0.1380	448	0.1365	448	0.1349	448	0.1332	448	0.1312	448	0.1291	448
330	83.1	0.770	83.3	0.770	83.6	0.770	83.8	0.770	84.0	0.770	84.2	0.770
	1727	272	1746	272	1764	272	1782	272	1799	272	1819	272
	0.1311	452	0.1297	452	0.1283	452	0.1271	452	0.1258	452	0.1245	452
310	82.9	0.770	83.1	0.770	83.3	0.770	83.6	0.770	83.8	0.770	84.0	0.770
	1837	285	1854	285	1873	285	1891	285	1910	285	1929	285
	0.1243	456	0.1232	456	0.1219	456	0.1207	456	0.1195	456	0.1184	456
290	82.9	0.770	83.1	0.770	83.2	0.770	83.4	0.770	83.6	0.770	83.8	0.770
	1964	297	1979	297	1994	297	2010	297	2027	297	2046	297
	0.1172	460	0.1164	460	0.1155	460	0.1146	460	0.1136	460	0.1126	460
280	82.9	0.770	83.1	0.770	83.2	0.770	83.4	0.770	83.6	0.770	83.7	0.770
	2034	304	2048	304	2062	304	2077	304	2092	304	2109	304
	0.1137	462	0.1129	462	0.1121	462	0.1114	462	0.1105	462	0.1096	462
270	82.9	0.770	83.1	0.770	83.2	0.770	83.4	0.770	83.5	0.770	83.7	0.770
	2107	310	2120	310	2134	310	2148	310	2162	310	2177	310
	0.1102	464	0.1095	464	0.1088	464	0.1081	464	0.1074	464	0.1067	464
260	83.0	0.770	83.1	0.770	83.3	0.770	83.4	0.770	83.5	0.770	83.7	0.770
	2183	317	2196	317	2209	317	2223	317	2237	317	2251	317
	0.1068	466	0.1062	466	0.1055	466	0.1049	466	0.1043	466	0.1036	466
250	83.0	0.770	83.2	0.770	83.3	0.770	83.4	0.770	83.6	0.770	83.7	0.770
	2262	324	2274	324	2287	324	2300	324	2313	324	2327	324
	0.1035	468	0.1030	468	0.1024	468	0.1018	468	0.1012	468	0.1006	468
240	83.1	0.770	83.2	0.770	83.3	0.770	83.5	0.770	83.6	0.770	83.7	0.770
	2347	330	2358	330	2370	330	2383	330	2396	330	2409	330
	0.1002	470	0.0997	470	0.0992	470	0.0987	470	0.0981	470	0.0976	470
230												

CRJ900_IF_CR771_LW_HFL_05.PS - 30/08/2002

Cruise Control (0.77 M), ISA+5 °C (Page 1 of 2)
Figure 04-08-33



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-103

Sep 09/02

CRUISE 0.77 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	90.1	0.770										
	1758	237										
	0.1270	446										
370	86.7	0.770	87.3	0.770	88.1	0.770	89.0	0.770	90.0	0.770	91.1	0.770
	1725	248	1765	248	1812	248	1864	248	1920	248	1980	248
	0.1294	446	0.1265	446	0.1232	446	0.1198	446	0.1163	446	0.1128	446
350	85.1	0.770	85.5	0.770	85.9	0.770	86.4	0.770	87.0	0.770	87.6	0.770
	1768	260	1797	260	1827	260	1858	260	1893	260	1934	260
	0.1269	448	0.1248	448	0.1228	448	0.1208	448	0.1186	448	0.1160	448
330	84.5	0.770	84.8	0.770	85.1	0.770	85.4	0.770	85.7	0.770	86.1	0.770
	1840	272	1864	272	1890	272	1919	272	1949	272	1978	272
	0.1230	452	0.1215	452	0.1198	452	0.1179	452	0.1161	452	0.1144	452
310	84.2	0.770	84.4	0.770	84.6	0.770	84.8	0.770	85.1	0.770	85.4	0.770
	1946	285	1964	285	1982	285	2003	285	2025	285	2050	285
	0.1173	456	0.1163	456	0.1152	456	0.1140	456	0.1128	456	0.1114	456
290	84.0	0.770	84.2	0.770	84.4	0.770	84.6	0.770	84.8	0.770	85.0	0.770
	2064	297	2083	297	2102	297	2121	297	2139	297	2157	297
	0.1115	460	0.1105	460	0.1095	460	0.1086	460	0.1077	460	0.1068	460
280	83.9	0.770	84.1	0.770	84.3	0.770	84.5	0.770	84.7	0.770	84.9	0.770
	2127	304	2146	304	2165	304	2184	304	2203	304	2221	304
	0.1087	462	0.1078	462	0.1068	462	0.1059	462	0.1050	462	0.1041	462
270	83.9	0.770	84.0	0.770	84.2	0.770	84.4	0.770	84.6	0.770	84.8	0.770
	2193	310	2210	310	2229	310	2247	310	2266	310	2285	310
	0.1059	464	0.1051	464	0.1042	464	0.1033	464	0.1025	464	0.1016	464
260	83.8	0.770	84.0	0.770	84.2	0.770	84.3	0.770	84.5	0.770	84.7	0.770
	2265	317	2281	317	2297	317	2314	317	2333	317	2352	317
	0.1029	466	0.1022	466	0.1015	466	0.1008	466	0.0999	466	0.0991	466
250	83.8	0.770	84.0	0.770	84.1	0.770	84.3	0.770	84.4	0.770	84.6	0.770
	2341	324	2355	324	2370	324	2386	324	2403	324	2421	324
	0.1000	468	0.0994	468	0.0988	468	0.0981	468	0.0974	468	0.0967	468
240	83.9	0.770	84.0	0.770	84.1	0.770	84.3	0.770	84.4	0.770	84.5	0.770
	2422	330	2437	330	2451	330	2465	330	2480	330	2497	330
	0.0970	470	0.0965	470	0.0959	470	0.0953	470	0.0948	470	0.0941	470
230												

CRJ900_IF_CR771_HW_HFL_05.PS - 30/08/2002

Cruise Control (0.77 M), ISA+5 °C (Page 2 of 2)
Figure 04-08-33



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-104

Sep 09/02

CRUISE 0.77 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	88.7	0.770	89.6	0.770	90.7	0.770						
	1516	226	1563	226	1616	226						
	0.1489	451	0.1445	451	0.1397	451						
390	86.5	0.770	87.0	0.770	87.6	0.770	88.3	0.770	89.0	0.770	90.0	0.770
	1534	237	1565	237	1598	237	1635	237	1680	237	1731	237
	0.1471	451	0.1443	451	0.1413	451	0.1381	451	0.1344	451	0.1304	451
370	84.9	0.770	85.2	0.770	85.7	0.770	86.1	0.770	86.6	0.770	87.1	0.770
	1572	248	1598	248	1627	248	1658	248	1688	248	1719	248
	0.1436	451	0.1413	451	0.1388	451	0.1362	451	0.1338	451	0.1313	451
350	84.2	0.770	84.5	0.770	84.7	0.770	85.0	0.770	85.3	0.770	85.7	0.770
	1652	260	1670	260	1690	260	1712	260	1738	260	1766	260
	0.1373	453	0.1358	453	0.1342	453	0.1325	453	0.1306	453	0.1285	453
330	84.0	0.770	84.3	0.770	84.5	0.770	84.7	0.770	84.9	0.770	85.2	0.770
	1755	272	1774	272	1793	272	1811	272	1829	272	1848	272
	0.1304	457	0.1290	457	0.1276	457	0.1264	457	0.1251	457	0.1238	457
310	83.8	0.770	84.0	0.770	84.3	0.770	84.5	0.770	84.7	0.770	84.9	0.770
	1866	285	1883	285	1902	285	1921	285	1940	285	1959	285
	0.1237	461	0.1226	461	0.1213	461	0.1201	461	0.1190	461	0.1178	461
290	83.8	0.770	84.0	0.770	84.1	0.770	84.3	0.770	84.5	0.770	84.7	0.770
	1995	297	2010	297	2025	297	2041	297	2058	297	2077	297
	0.1166	465	0.1158	465	0.1149	465	0.1140	465	0.1131	465	0.1120	465
280	83.8	0.770	84.0	0.770	84.1	0.770	84.3	0.770	84.4	0.770	84.6	0.770
	2065	304	2079	304	2094	304	2108	304	2124	304	2141	304
	0.1131	467	0.1124	467	0.1116	467	0.1108	467	0.1100	467	0.1091	467
270	83.8	0.770	84.0	0.770	84.1	0.770	84.3	0.770	84.4	0.770	84.6	0.770
	2139	310	2152	310	2166	310	2180	310	2194	310	2210	310
	0.1097	469	0.1090	469	0.1083	469	0.1076	469	0.1069	469	0.1062	469
260	83.9	0.770	84.0	0.770	84.1	0.770	84.3	0.770	84.4	0.770	84.6	0.770
	2216	317	2229	317	2243	317	2256	317	2270	317	2285	317
	0.1063	471	0.1057	471	0.1050	471	0.1044	471	0.1038	471	0.1031	471
250	83.9	0.770	84.1	0.770	84.2	0.770	84.3	0.770	84.4	0.770	84.6	0.770
	2296	324	2308	324	2321	324	2335	324	2348	324	2362	324
	0.1030	473	0.1025	473	0.1019	473	0.1013	473	0.1007	473	0.1001	473
240	84.0	0.770	84.1	0.770	84.2	0.770	84.3	0.770	84.5	0.770	84.6	0.770
	2382	330	2393	330	2406	330	2418	330	2431	330	2445	330
	0.0997	475	0.0992	475	0.0987	475	0.0982	475	0.0977	475	0.0971	475
230												

CRJ900_IF_CR771_LW_HFL_10.PS - 30/08/2002

Cruise Control (0.77 M), ISA+10 °C (Page 1 of 2)
Figure 04-08-34



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-105

Sep 09/02

CRUISE 0.77 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	91.0	0.770										
	1786	237										
	0.1264	451										
370	87.6	0.770	88.3	0.770	89.1	0.770	89.9	0.770	90.9	0.770	92.1	0.770
	1753	248	1794	248	1841	248	1894	248	1950	248	2010	248
	0.1288	451	0.1259	451	0.1227	451	0.1192	451	0.1158	451	0.1123	451
350	86.1	0.770	86.4	0.770	86.9	0.770	87.4	0.770	87.9	0.770	88.5	0.770
	1796	260	1826	260	1856	260	1888	260	1923	260	1965	260
	0.1263	453	0.1243	453	0.1222	453	0.1202	453	0.1180	453	0.1154	453
330	85.4	0.770	85.7	0.770	86.0	0.770	86.4	0.770	86.7	0.770	87.0	0.770
	1869	272	1893	272	1920	272	1950	272	1980	272	2010	272
	0.1224	457	0.1209	457	0.1192	457	0.1174	457	0.1156	457	0.1139	457
310	85.1	0.770	85.3	0.770	85.5	0.770	85.8	0.770	86.0	0.770	86.3	0.770
	1977	285	1995	285	2013	285	2034	285	2056	285	2081	285
	0.1167	461	0.1157	461	0.1146	461	0.1135	461	0.1122	461	0.1109	461
290	84.9	0.770	85.1	0.770	85.3	0.770	85.5	0.770	85.7	0.770	85.9	0.770
	2096	297	2116	297	2135	297	2154	297	2172	297	2190	297
	0.1110	465	0.1100	465	0.1090	465	0.1080	465	0.1071	465	0.1063	465
280	84.8	0.770	85.0	0.770	85.2	0.770	85.4	0.770	85.6	0.770	85.8	0.770
	2159	304	2179	304	2198	304	2217	304	2236	304	2255	304
	0.1082	467	0.1073	467	0.1063	467	0.1054	467	0.1045	467	0.1036	467
270	84.7	0.770	84.9	0.770	85.1	0.770	85.3	0.770	85.5	0.770	85.7	0.770
	2226	310	2243	310	2262	310	2281	310	2300	310	2320	310
	0.1054	469	0.1046	469	0.1037	469	0.1029	469	0.1020	469	0.1011	469
260	84.7	0.770	84.9	0.770	85.0	0.770	85.2	0.770	85.4	0.770	85.6	0.770
	2299	317	2315	317	2332	317	2349	317	2369	317	2388	317
	0.1024	471	0.1018	471	0.1010	471	0.1003	471	0.0995	471	0.0987	471
250	84.7	0.770	84.9	0.770	85.0	0.770	85.2	0.770	85.3	0.770	85.5	0.770
	2377	324	2391	324	2406	324	2422	324	2439	324	2457	324
	0.0995	473	0.0989	473	0.0983	473	0.0977	473	0.0970	473	0.0963	473
240	84.7	0.770	84.9	0.770	85.0	0.770	85.1	0.770	85.3	0.770	85.4	0.770
	2459	330	2473	330	2487	330	2502	330	2517	330	2534	330
	0.0966	475	0.0960	475	0.0955	475	0.0949	475	0.0943	475	0.0937	475
230												

CRJ900_IF_CR771_HW_HFL_10.PS - 30/08/2002

Cruise Control (0.77 M), ISA+10 °C (Page 2 of 2)
Figure 04-08-34



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-106

Sep 09/02

CRUISE 0.77 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 15 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	89.6	0.770	90.6	0.770								
	1540	226	1588	226								
	0.1482	456	0.1438	456								
390	87.4	0.770	88.0	0.770	88.5	0.770	89.2	0.770	90.0	0.770	90.9	0.770
	1559	237	1590	237	1623	237	1661	237	1707	237	1758	237
	0.1464	456	0.1436	456	0.1406	456	0.1374	456	0.1338	456	0.1298	456
370	85.8	0.770	86.2	0.770	86.6	0.770	87.0	0.770	87.5	0.770	88.0	0.770
	1597	248	1624	248	1654	248	1685	248	1715	248	1747	248
	0.1429	456	0.1406	456	0.1380	456	0.1355	456	0.1331	456	0.1307	456
350	85.2	0.770	85.4	0.770	85.7	0.770	86.0	0.770	86.3	0.770	86.6	0.770
	1679	260	1697	260	1716	260	1740	260	1766	260	1795	260
	0.1366	458	0.1352	458	0.1336	458	0.1318	458	0.1299	458	0.1278	458
330	84.9	0.770	85.2	0.770	85.4	0.770	85.6	0.770	85.9	0.770	86.1	0.770
	1783	272	1802	272	1821	272	1839	272	1857	272	1876	272
	0.1297	462	0.1284	462	0.1270	462	0.1258	462	0.1246	462	0.1233	462
310	84.7	0.770	85.0	0.770	85.2	0.770	85.4	0.770	85.6	0.770	85.8	0.770
	1895	285	1913	285	1932	285	1951	285	1971	285	1990	285
	0.1231	466	0.1219	466	0.1207	466	0.1195	466	0.1183	466	0.1172	466
290	84.7	0.770	84.9	0.770	85.0	0.770	85.2	0.770	85.4	0.770	85.6	0.770
	2026	297	2040	297	2056	297	2072	297	2090	297	2109	297
	0.1161	470	0.1152	470	0.1144	470	0.1135	470	0.1125	470	0.1115	470
280	84.7	0.770	84.9	0.770	85.0	0.770	85.2	0.770	85.3	0.770	85.5	0.770
	2097	304	2111	304	2126	304	2141	304	2157	304	2174	304
	0.1126	472	0.1118	472	0.1110	472	0.1103	472	0.1094	472	0.1086	472
270	84.7	0.770	84.9	0.770	85.0	0.770	85.2	0.770	85.3	0.770	85.5	0.770
	2171	310	2184	310	2198	310	2213	310	2227	310	2243	310
	0.1092	474	0.1085	474	0.1078	474	0.1071	474	0.1064	474	0.1057	474
260	84.7	0.770	84.9	0.770	85.0	0.770	85.2	0.770	85.3	0.770	85.4	0.770
	2249	317	2262	317	2276	317	2290	317	2304	317	2319	317
	0.1058	476	0.1052	476	0.1046	476	0.1039	476	0.1033	476	0.1026	476
250	84.8	0.770	84.9	0.770	85.0	0.770	85.2	0.770	85.3	0.770	85.4	0.770
	2330	324	2342	324	2356	324	2369	324	2383	324	2397	324
	0.1025	477	0.1020	477	0.1014	477	0.1008	477	0.1002	477	0.0996	477
240	84.8	0.770	85.0	0.770	85.1	0.770	85.2	0.770	85.3	0.770	85.5	0.770
	2417	330	2429	330	2441	330	2454	330	2467	330	2481	330
	0.0992	479	0.0987	479	0.0983	479	0.0977	479	0.0972	479	0.0967	479
230												

CRJ900_IF_CR771_LW_HFL_15.PS - 30/08/2002

Cruise Control (0.77 M), ISA+15 °C (Page 1 of 2)
Figure 04-08-35



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-107

Sep 09/02

CRUISE 0.77 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	88.6 1781 0.1282	0.770 248 456	89.2 1823 0.1252	0.770 248 456	90.0 1871 0.1220	0.770 248 456	90.9 1924 0.1187	0.770 248 456				
350	87.0 1825 0.1257	0.770 260 458	87.5 1856 0.1236	0.770 260 458	87.9 1886 0.1216	0.770 260 458	88.3 1917 0.1196	0.770 260 458	88.9 1952 0.1175	0.770 260 458	89.5 1995 0.1149	0.770 260 458
330	86.4 1898 0.1219	0.770 272 462	86.6 1923 0.1203	0.770 272 462	86.9 1950 0.1186	0.770 272 462	87.3 1980 0.1168	0.770 272 462	87.6 2011 0.1150	0.770 272 462	88.0 2041 0.1133	0.770 272 462
310	86.1 2008 0.1161	0.770 285 466	86.3 2026 0.1151	0.770 285 466	86.5 2044 0.1141	0.770 285 466	86.7 2065 0.1129	0.770 285 466	86.9 2087 0.1117	0.770 285 466	87.2 2114 0.1103	0.770 285 466
290	85.8 2129 0.1105	0.770 297 470	86.0 2148 0.1095	0.770 297 470	86.2 2167 0.1085	0.770 297 470	86.4 2187 0.1075	0.770 297 470	86.6 2204 0.1067	0.770 297 470	86.8 2222 0.1058	0.770 297 470
280	85.7 2192 0.1077	0.770 304 472	85.9 2212 0.1067	0.770 304 472	86.1 2231 0.1058	0.770 304 472	86.3 2250 0.1049	0.770 304 472	86.5 2270 0.1040	0.770 304 472	86.7 2289 0.1031	0.770 304 472
270	85.6 2259 0.1049	0.770 310 474	85.8 2277 0.1041	0.770 310 474	86.0 2296 0.1032	0.770 310 474	86.2 2315 0.1024	0.770 310 474	86.4 2335 0.1015	0.770 310 474	86.6 2355 0.1007	0.770 310 474
260	85.6 2334 0.1020	0.770 317 476	85.8 2349 0.1013	0.770 317 476	85.9 2366 0.1005	0.770 317 476	86.1 2384 0.0998	0.770 317 476	86.3 2404 0.0990	0.770 317 476	86.5 2423 0.0982	0.770 317 476
250	85.6 2412 0.0990	0.770 324 477	85.7 2426 0.0985	0.770 324 477	85.9 2441 0.0978	0.770 324 477	86.0 2458 0.0972	0.770 324 477	86.2 2475 0.0965	0.770 324 477	86.4 2493 0.0958	0.770 324 477
240	85.6 2495 0.0961	0.770 330 479	85.7 2509 0.0956	0.770 330 479	85.9 2524 0.0950	0.770 330 479	86.0 2539 0.0945	0.770 330 479	86.1 2554 0.0939	0.770 330 479	86.3 2571 0.0933	0.770 330 479
230												

CRJ900_IF_CR771_HW_HFL_15.PS - 30/08/2002

Cruise Control (0.77 M), ISA+15 °C (Page 2 of 2)
Figure 04-08-35



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-108

Sep 09/02

CRUISE 0.77 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 20 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	88.3	0.770	88.9	0.770	89.5	0.770	90.1	0.770				
	1584	237	1615	237	1648	237	1687	237				
	0.1457	461	0.1428	461	0.1400	461	0.1367	461				
370	86.8	0.770	87.1	0.770	87.5	0.770	88.0	0.770	88.4	0.770	89.0	0.770
	1623	248	1650	248	1680	248	1711	248	1742	248	1774	248
	0.1421	461	0.1398	461	0.1374	461	0.1348	461	0.1324	461	0.1301	461
350	86.1	0.770	86.3	0.770	86.6	0.770	86.9	0.770	87.2	0.770	87.6	0.770
	1704	260	1723	260	1744	260	1767	260	1793	260	1822	260
	0.1360	463	0.1345	463	0.1329	463	0.1312	463	0.1292	463	0.1272	463
330	85.8	0.770	86.1	0.770	86.3	0.770	86.5	0.770	86.8	0.770	87.0	0.770
	1810	272	1830	272	1849	272	1867	272	1885	272	1905	272
	0.1291	467	0.1277	467	0.1264	467	0.1252	467	0.1240	467	0.1227	467
310	85.6	0.770	85.8	0.770	86.1	0.770	86.3	0.770	86.5	0.770	86.7	0.770
	1924	285	1942	285	1961	285	1981	285	2000	285	2020	285
	0.1225	471	0.1213	471	0.1201	471	0.1189	471	0.1178	471	0.1166	471
290	85.6	0.770	85.7	0.770	85.9	0.770	86.1	0.770	86.3	0.770	86.5	0.770
	2056	297	2070	297	2086	297	2103	297	2121	297	2140	297
	0.1155	475	0.1147	475	0.1139	475	0.1129	475	0.1120	475	0.1110	475
280	85.6	0.770	85.7	0.770	85.9	0.770	86.0	0.770	86.2	0.770	86.4	0.770
	2128	304	2143	304	2157	304	2172	304	2189	304	2206	304
	0.1120	477	0.1113	477	0.1105	477	0.1098	477	0.1089	477	0.1081	477
270	85.6	0.770	85.7	0.770	85.9	0.770	86.0	0.770	86.2	0.770	86.3	0.770
	2202	310	2216	310	2231	310	2245	310	2260	310	2276	310
	0.1087	478	0.1080	478	0.1073	478	0.1066	478	0.1059	478	0.1052	478
260	85.6	0.770	85.7	0.770	85.9	0.770	86.0	0.770	86.2	0.770	86.3	0.770
	2282	317	2295	317	2309	317	2323	317	2338	317	2352	317
	0.1053	480	0.1047	480	0.1041	480	0.1034	480	0.1028	480	0.1022	480
250	85.7	0.770	85.8	0.770	85.9	0.770	86.0	0.770	86.2	0.770	86.3	0.770
	2364	324	2377	324	2390	324	2403	324	2417	324	2432	324
	0.1020	482	0.1015	482	0.1009	482	0.1004	482	0.0998	482	0.0992	482
240	85.7	0.770	85.8	0.770	85.9	0.770	86.1	0.770	86.2	0.770	86.3	0.770
	2452	330	2463	330	2476	330	2489	330	2502	330	2517	330
	0.0988	484	0.0983	484	0.0978	484	0.0973	484	0.0968	484	0.0962	484
230												

CRJ900_IF_CR771_LW_HFL_20.PS - 30/08/2002

Cruise Control (0.77 M), ISA+20 °C (Page 1 of 2)
Figure 04-08-36



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-109

Sep 09/02

CRUISE 0.77 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	89.5	0.770	90.2	0.770								
	1809	248	1851	248								
	0.1275	461	0.1246	461								
350	88.0	0.770	88.3	0.770	88.7	0.770	89.2	0.770	89.8	0.770		
	1853	260	1884	260	1915	260	1947	260	1983	260		
	0.1251	463	0.1230	463	0.1210	463	0.1191	463	0.1169	463		
330	87.3	0.770	87.6	0.770	87.9	0.770	88.2	0.770	88.6	0.770	88.9	0.770
	1927	272	1952	272	1980	272	2010	272	2042	272	2072	272
	0.1213	467	0.1197	467	0.1180	467	0.1162	467	0.1145	467	0.1128	467
310	87.0	0.770	87.2	0.770	87.4	0.770	87.6	0.770	87.8	0.770	88.1	0.770
	2038	285	2057	285	2075	285	2096	285	2119	285	2145	285
	0.1156	471	0.1146	471	0.1135	471	0.1124	471	0.1112	471	0.1098	471
290	86.7	0.770	86.9	0.770	87.1	0.770	87.3	0.770	87.5	0.770	87.7	0.770
	2160	297	2180	297	2199	297	2219	297	2237	297	2256	297
	0.1100	475	0.1090	475	0.1080	475	0.1070	475	0.1062	475	0.1053	475
280	86.6	0.770	86.8	0.770	87.0	0.770	87.2	0.770	87.4	0.770	87.6	0.770
	2225	304	2244	304	2264	304	2284	304	2303	304	2322	304
	0.1072	477	0.1062	477	0.1053	477	0.1044	477	0.1035	477	0.1027	477
270	86.5	0.770	86.7	0.770	86.9	0.770	87.1	0.770	87.3	0.770	87.5	0.770
	2293	310	2310	310	2330	310	2349	310	2369	310	2389	310
	0.1044	478	0.1036	478	0.1027	478	0.1019	478	0.1010	478	0.1002	478
260	86.5	0.770	86.6	0.770	86.8	0.770	87.0	0.770	87.1	0.770	87.3	0.770
	2367	317	2383	317	2400	317	2419	317	2438	317	2458	317
	0.1015	480	0.1008	480	0.1001	480	0.0994	480	0.0985	480	0.0978	480
250	86.4	0.770	86.6	0.770	86.7	0.770	86.9	0.770	87.0	0.770	87.2	0.770
	2447	324	2461	324	2477	324	2493	324	2511	324	2529	324
	0.0986	482	0.0980	482	0.0974	482	0.0967	482	0.0961	482	0.0954	482
240	86.4	0.770	86.6	0.770	86.7	0.770	86.9	0.770	87.0	0.770	87.1	0.770
	2531	330	2545	330	2560	330	2575	330	2591	330	2608	330
	0.0957	484	0.0951	484	0.0946	484	0.0940	484	0.0935	484	0.0929	484
230												

CRJ900_IF_CR771_HW_HFL_20.PS - 30/08/2002

Cruise Control (0.77 M), ISA+20 °C (Page 2 of 2)
Figure 04-08-36

CRUISE 0.80 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA – 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT – 1000 LB											
	63		65		67		69		71		73	
410	86.3	0.800	87.3	0.800								
	1527	236	1573	236								
	0.1467	448	0.1424	448								
390	83.7	0.800	84.3	0.800	85.1	0.800	85.9	0.800	86.7	0.800	87.7	0.800
	1527	247	1562	247	1603	247	1647	247	1692	247	1741	247
	0.1467	448	0.1434	448	0.1397	448	0.1360	448	0.1324	448	0.1287	448
370	82.2	0.800	82.5	0.800	82.9	0.800	83.3	0.800	83.9	0.800	84.5	0.800
	1578	259	1599	259	1623	259	1650	259	1684	259	1722	259
	0.1420	448	0.1401	448	0.1381	448	0.1357	448	0.1330	448	0.1301	448
350	81.6	0.800	81.9	0.800	82.1	0.800	82.3	0.800	82.6	0.800	82.9	0.800
	1663	271	1682	271	1702	271	1720	271	1741	271	1763	271
	0.1354	450	0.1338	450	0.1323	450	0.1309	450	0.1294	450	0.1277	450
330	81.4	0.800	81.7	0.800	81.9	0.800	82.1	0.800	82.4	0.800	82.6	0.800
	1764	284	1784	284	1804	284	1824	284	1843	284	1863	284
	0.1289	454	0.1274	454	0.1260	454	0.1246	454	0.1233	454	0.1220	454
310	81.4	0.800	81.6	0.800	81.8	0.800	82.0	0.800	82.2	0.800	82.4	0.800
	1881	297	1897	297	1915	297	1934	297	1953	297	1974	297
	0.1220	458	0.1209	458	0.1198	458	0.1186	458	0.1174	458	0.1162	458
290	81.5	0.800	81.6	0.800	81.7	0.800	81.9	0.800	82.1	0.800	82.3	0.800
	2021	310	2032	310	2045	310	2060	310	2077	310	2095	310
	0.1146	463	0.1139	463	0.1132	463	0.1124	463	0.1115	463	0.1105	463
280	81.6	0.800	81.7	0.800	81.8	0.800	81.9	0.800	82.1	0.800	82.2	0.800
	2101	317	2110	317	2121	317	2133	317	2147	317	2163	317
	0.1107	465	0.1102	465	0.1097	465	0.1090	465	0.1083	465	0.1075	465
270	81.7	0.800	81.8	0.800	81.9	0.800	82.0	0.800	82.1	0.800	82.3	0.800
	2184	323	2192	323	2201	323	2211	323	2222	323	2235	323
	0.1070	467	0.1066	467	0.1061	467	0.1056	467	0.1051	467	0.1045	467
260	81.9	0.800	82.0	0.800	82.1	0.800	82.1	0.800	82.2	0.800	82.3	0.800
	2272	330	2280	330	2288	330	2297	330	2307	330	2317	330
	0.1033	469	0.1029	469	0.1025	469	0.1021	469	0.1017	469	0.1012	469
250												
240												
230												

CRJ900_IF_CR801_LW_HFL_M10.PS - 30/08/2002

Cruise Control (0.80 M), ISA-10 °C (Page 1 of 2)
Figure 04-08-37



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-111

Sep 09/02

CRUISE 0.80 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	85.2 1765 0.1270	0.800 259 448	85.9 1809 0.1238	0.800 259 448	86.8 1856 0.1207	0.800 259 448	87.6 1905 0.1176	0.800 259 448	88.7 1960 0.1143	0.800 259 448		
350	83.3 1790 0.1258	0.800 271 450	83.8 1820 0.1237	0.800 271 450	84.3 1855 0.1214	0.800 271 450	84.9 1895 0.1188	0.800 271 450	85.5 1937 0.1162	0.800 271 450	86.2 1983 0.1136	0.800 271 450
330	82.8 1882 0.1208	0.800 284 454	83.0 1902 0.1195	0.800 284 454	83.3 1923 0.1182	0.800 284 454	83.5 1947 0.1167	0.800 284 454	83.9 1975 0.1151	0.800 284 454	84.4 2006 0.1133	0.800 284 454
310	82.6 1993 0.1151	0.800 297 458	82.8 2013 0.1140	0.800 297 458	83.0 2033 0.1129	0.800 297 458	83.2 2052 0.1118	0.800 297 458	83.4 2071 0.1108	0.800 297 458	83.6 2092 0.1097	0.800 297 458
290	82.5 2113 0.1096	0.800 310 463	82.7 2133 0.1086	0.800 310 463	82.9 2153 0.1076	0.800 310 463	83.1 2173 0.1065	0.800 310 463	83.3 2193 0.1056	0.800 310 463	83.5 2212 0.1046	0.800 310 463
280	82.4 2180 0.1067	0.800 317 465	82.6 2199 0.1058	0.800 317 465	82.8 2218 0.1049	0.800 317 465	83.0 2237 0.1040	0.800 317 465	83.2 2257 0.1030	0.800 317 465	83.4 2278 0.1021	0.800 317 465
270	82.4 2250 0.1038	0.800 323 467	82.6 2266 0.1031	0.800 323 467	82.7 2284 0.1023	0.800 323 467	82.9 2303 0.1014	0.800 323 467	83.1 2322 0.1006	0.800 323 467	83.3 2341 0.0998	0.800 323 467
260	82.4 2329 0.1007	0.800 330 469	82.6 2343 0.1001	0.800 330 469	82.7 2358 0.0995	0.800 330 469	82.9 2375 0.0988	0.800 330 469	83.0 2393 0.0980	0.800 330 469	83.2 2412 0.0973	0.800 330 469
250												
240												
230												

CRJ900_IF_CR801_HW_HFL_M10.PS - 30/08/2002

Cruise Control (0.80 M), ISA-10 °C (Page 2 of 2)
Figure 04-08-37



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-112

Sep 09/02

CRUISE 0.80 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	88.3	0.800	89.4	0.800								
	1579	236	1628	236								
	0.1452	458	0.1409	458								
390	85.7	0.800	86.4	0.800	87.1	0.800	87.9	0.800	88.7	0.800	89.7	0.800
	1580	247	1617	247	1658	247	1703	247	1750	247	1800	247
	0.1451	458	0.1419	458	0.1383	458	0.1347	458	0.1311	458	0.1274	458
370	84.2	0.800	84.5	0.800	84.9	0.800	85.3	0.800	85.9	0.800	86.5	0.800
	1633	259	1654	259	1679	259	1707	259	1742	259	1781	259
	0.1405	458	0.1386	458	0.1366	458	0.1343	458	0.1317	458	0.1288	458
350	83.6	0.800	83.8	0.800	84.1	0.800	84.3	0.800	84.6	0.800	84.9	0.800
	1721	271	1741	271	1761	271	1780	271	1801	271	1825	271
	0.1340	461	0.1324	461	0.1309	461	0.1295	461	0.1280	461	0.1263	461
330	83.4	0.800	83.6	0.800	83.9	0.800	84.1	0.800	84.3	0.800	84.6	0.800
	1825	284	1845	284	1866	284	1886	284	1907	284	1927	284
	0.1274	465	0.1261	465	0.1247	465	0.1233	465	0.1220	465	0.1207	465
310	83.3	0.800	83.5	0.800	83.7	0.800	83.9	0.800	84.1	0.800	84.3	0.800
	1944	297	1961	297	1980	297	1999	297	2019	297	2039	297
	0.1207	469	0.1197	469	0.1185	469	0.1174	469	0.1162	469	0.1151	469
290	83.4	0.800	83.5	0.800	83.6	0.800	83.8	0.800	84.0	0.800	84.2	0.800
	2087	310	2099	310	2113	310	2128	310	2145	310	2163	310
	0.1134	473	0.1128	473	0.1120	473	0.1112	473	0.1104	473	0.1094	473
280	83.5	0.800	83.6	0.800	83.7	0.800	83.8	0.800	84.0	0.800	84.1	0.800
	2169	317	2179	317	2190	317	2203	317	2217	317	2233	317
	0.1096	475	0.1091	475	0.1085	475	0.1079	475	0.1072	475	0.1065	475
270	83.6	0.800	83.7	0.800	83.8	0.800	83.9	0.800	84.0	0.800	84.1	0.800
	2254	323	2263	323	2272	323	2282	323	2294	323	2308	323
	0.1059	477	0.1055	477	0.1051	477	0.1046	477	0.1041	477	0.1034	477
260	83.7	0.800	83.8	0.800	83.9	0.800	84.0	0.800	84.1	0.800	84.2	0.800
	2345	330	2353	330	2361	330	2371	330	2381	330	2391	330
	0.1022	479	0.1019	479	0.1015	479	0.1011	479	0.1007	479	0.1002	479
250												
240												
230												

CRJ900_IF_CR801_LW_HFL_00.PS - 30/08/2002

Cruise Control (0.80 M), ISA (Page 1 of 2)
Figure 04-08-38



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-113

Sep 09/02

CRUISE 0.80 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	87.2 1825 0.1257	0.800 259 458	88.0 1871 0.1226	0.800 259 458	88.8 1919 0.1195	0.800 259 458	89.7 1970 0.1164	0.800 259 458	90.7 2024 0.1133	0.800 259 458		
350	85.3 1851 0.1245	0.800 271 461	85.8 1882 0.1225	0.800 271 461	86.3 1919 0.1201	0.800 271 461	86.9 1960 0.1176	0.800 271 461	87.5 2004 0.1151	0.800 271 461	88.2 2050 0.1125	0.800 271 461
330	84.8 1946 0.1195	0.800 284 465	85.0 1967 0.1183	0.800 284 465	85.2 1989 0.1170	0.800 284 465	85.6 2013 0.1155	0.800 284 465	85.9 2041 0.1140	0.800 284 465	86.3 2073 0.1122	0.800 284 465
310	84.5 2059 0.1140	0.800 297 469	84.8 2080 0.1128	0.800 297 469	85.0 2100 0.1117	0.800 297 469	85.2 2120 0.1107	0.800 297 469	85.4 2140 0.1097	0.800 297 469	85.6 2161 0.1086	0.800 297 469
290	84.4 2183 0.1084	0.800 310 473	84.5 2203 0.1075	0.800 310 473	84.8 2223 0.1065	0.800 310 473	85.0 2244 0.1055	0.800 310 473	85.2 2264 0.1045	0.800 310 473	85.4 2284 0.1036	0.800 310 473
280	84.3 2251 0.1056	0.800 317 475	84.5 2270 0.1047	0.800 317 475	84.7 2289 0.1038	0.800 317 475	84.9 2310 0.1029	0.800 317 475	85.1 2331 0.1020	0.800 317 475	85.3 2352 0.1011	0.800 317 475
270	84.3 2323 0.1028	0.800 323 477	84.4 2340 0.1020	0.800 323 477	84.6 2358 0.1013	0.800 323 477	84.8 2377 0.1004	0.800 323 477	85.0 2396 0.0996	0.800 323 477	85.1 2416 0.0988	0.800 323 477
260	84.3 2404 0.0997	0.800 330 479	84.4 2418 0.0991	0.800 330 479	84.6 2434 0.0985	0.800 330 479	84.7 2451 0.0978	0.800 330 479	84.9 2469 0.0971	0.800 330 479	85.1 2489 0.0963	0.800 330 479
250												
240												
230												

CRJ900_IF_CR801_HW_HFL_00.PS - 30/08/2002

Cruise Control (0.80 M), ISA (Page 2 of 2)
Figure 04-08-38

CRUISE 0.80 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	89.4	0.800	90.4	0.800								
	1606	236	1654	236								
	0.1445	464	0.1403	464								
390	86.7	0.800	87.4	0.800	88.1	0.800	88.9	0.800	89.8	0.800	90.7	0.800
	1606	247	1644	247	1687	247	1731	247	1779	247	1830	247
	0.1444	464	0.1411	464	0.1376	464	0.1340	464	0.1304	464	0.1268	464
370	85.2	0.800	85.5	0.800	85.8	0.800	86.3	0.800	86.9	0.800	87.5	0.800
	1661	259	1683	259	1707	259	1736	259	1771	259	1812	259
	0.1397	464	0.1379	464	0.1359	464	0.1336	464	0.1310	464	0.1281	464
350	84.6	0.800	84.8	0.800	85.1	0.800	85.3	0.800	85.6	0.800	85.9	0.800
	1749	271	1770	271	1791	271	1810	271	1832	271	1855	271
	0.1333	466	0.1317	466	0.1302	466	0.1288	466	0.1273	466	0.1256	466
330	84.3	0.800	84.6	0.800	84.8	0.800	85.1	0.800	85.3	0.800	85.5	0.800
	1855	284	1875	284	1896	284	1917	284	1938	284	1958	284
	0.1268	470	0.1254	470	0.1240	470	0.1227	470	0.1214	470	0.1201	470
310	84.2	0.800	84.4	0.800	84.6	0.800	84.8	0.800	85.0	0.800	85.3	0.800
	1975	297	1993	297	2012	297	2031	297	2051	297	2072	297
	0.1201	474	0.1190	474	0.1179	474	0.1168	474	0.1156	474	0.1145	474
290	84.3	0.800	84.4	0.800	84.5	0.800	84.7	0.800	84.9	0.800	85.1	0.800
	2120	310	2132	310	2146	310	2161	310	2179	310	2197	310
	0.1128	478	0.1122	478	0.1115	478	0.1107	478	0.1098	478	0.1089	478
280	84.4	0.800	84.5	0.800	84.6	0.800	84.7	0.800	84.9	0.800	85.0	0.800
	2203	317	2213	317	2224	317	2237	317	2252	317	2268	317
	0.1091	480	0.1086	480	0.1080	480	0.1074	480	0.1067	480	0.1059	480
270	84.5	0.800	84.6	0.800	84.7	0.800	84.8	0.800	84.9	0.800	85.0	0.800
	2289	323	2298	323	2308	323	2318	323	2330	323	2344	323
	0.1054	482	0.1050	482	0.1045	482	0.1041	482	0.1035	482	0.1029	482
260	84.6	0.800	84.7	0.800	84.8	0.800	84.9	0.800	85.0	0.800	85.1	0.800
	2381	330	2390	330	2398	330	2407	330	2418	330	2428	330
	0.1017	484	0.1014	484	0.1010	484	0.1006	484	0.1002	484	0.0998	484
250												
240												
230												

CRJ900_IF_CR801_LW_HFL_05.PS - 30/08/2002

Cruise Control (0.80 M), ISA+5 °C (Page 1 of 2)
Figure 04-08-39



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-115

Sep 09/02

CRUISE 0.80 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	88.2	0.800	89.0	0.800	89.8	0.800	90.7	0.800				
	1855	259	1902	259	1950	259	2002	259				
	0.1250	464	0.1220	464	0.1189	464	0.1159	464				
350	86.3	0.800	86.7	0.800	87.3	0.800	87.8	0.800	88.5	0.800	89.2	0.800
	1882	271	1914	271	1951	271	1991	271	2036	271	2083	271
	0.1239	466	0.1218	466	0.1195	466	0.1171	466	0.1145	466	0.1119	466
330	85.7	0.800	86.0	0.800	86.2	0.800	86.5	0.800	86.9	0.800	87.3	0.800
	1978	284	1998	284	2021	284	2046	284	2074	284	2106	284
	0.1189	470	0.1177	470	0.1164	470	0.1150	470	0.1134	470	0.1117	470
310	85.5	0.800	85.7	0.800	85.9	0.800	86.1	0.800	86.3	0.800	86.5	0.800
	2092	297	2114	297	2135	297	2155	297	2175	297	2196	297
	0.1134	474	0.1122	474	0.1111	474	0.1101	474	0.1091	474	0.1080	474
290	85.3	0.800	85.5	0.800	85.7	0.800	85.9	0.800	86.1	0.800	86.3	0.800
	2217	310	2237	310	2258	310	2278	310	2299	310	2320	310
	0.1079	478	0.1070	478	0.1060	478	0.1050	478	0.1041	478	0.1031	478
280	85.2	0.800	85.4	0.800	85.6	0.800	85.8	0.800	86.0	0.800	86.2	0.800
	2286	317	2305	317	2325	317	2346	317	2367	317	2389	317
	0.1051	480	0.1042	480	0.1033	480	0.1024	480	0.1015	480	0.1006	480
270	85.2	0.800	85.3	0.800	85.5	0.800	85.7	0.800	85.9	0.800	86.0	0.800
	2359	323	2376	323	2394	323	2414	323	2433	323	2454	323
	0.1023	482	0.1015	482	0.1008	482	0.1000	482	0.0992	482	0.0983	482
260	85.2	0.800	85.3	0.800	85.5	0.800	85.6	0.800	85.8	0.800	86.0	0.800
	2441	330	2455	330	2471	330	2489	330	2508	330	2527	330
	0.0993	484	0.0987	484	0.0980	484	0.0973	484	0.0966	484	0.0959	484
250												
240												
230												

CRJ900_IF_CR801_HW_HFL_05.PS - 30/08/2002

Cruise Control (0.80 M), ISA+5 °C (Page 2 of 2)
Figure 04-08-39



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-116

Sep 09/02

CRUISE 0.80 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	90.3	0.800	91.4	0.800								
	1632	236	1681	236								
	0.1438	469	0.1395	469								
390	87.7	0.800	88.3	0.800	89.1	0.800	89.9	0.800	90.7	0.800	91.7	0.800
	1633	247	1672	247	1714	247	1760	247	1808	247	1859	247
	0.1436	469	0.1404	469	0.1369	469	0.1333	469	0.1298	469	0.1262	469
370	86.2	0.800	86.4	0.800	86.8	0.800	87.3	0.800	87.9	0.800	88.5	0.800
	1688	259	1710	259	1735	259	1764	259	1799	259	1841	259
	0.1390	469	0.1372	469	0.1352	469	0.1330	469	0.1304	469	0.1274	469
350	85.5	0.800	85.8	0.800	86.0	0.800	86.3	0.800	86.5	0.800	86.9	0.800
	1779	271	1800	271	1820	271	1840	271	1861	271	1885	271
	0.1325	471	0.1310	471	0.1295	471	0.1281	471	0.1267	471	0.1250	471
330	85.3	0.800	85.5	0.800	85.8	0.800	86.0	0.800	86.2	0.800	86.5	0.800
	1885	284	1905	284	1926	284	1948	284	1969	284	1990	284
	0.1261	475	0.1248	475	0.1234	475	0.1221	475	0.1207	475	0.1195	475
310	85.1	0.800	85.3	0.800	85.5	0.800	85.8	0.800	86.0	0.800	86.2	0.800
	2006	297	2024	297	2043	297	2063	297	2083	297	2104	297
	0.1195	479	0.1185	479	0.1173	479	0.1162	479	0.1151	479	0.1139	479
290	85.2	0.800	85.3	0.800	85.5	0.800	85.6	0.800	85.8	0.800	86.0	0.800
	2153	310	2165	310	2179	310	2195	310	2212	310	2231	310
	0.1123	483	0.1117	483	0.1109	483	0.1102	483	0.1093	483	0.1084	483
280	85.3	0.800	85.4	0.800	85.5	0.800	85.6	0.800	85.8	0.800	85.9	0.800
	2237	317	2247	317	2259	317	2272	317	2287	317	2303	317
	0.1085	485	0.1080	485	0.1075	485	0.1069	485	0.1062	485	0.1054	485
270	85.4	0.800	85.5	0.800	85.6	0.800	85.7	0.800	85.8	0.800	85.9	0.800
	2325	323	2334	323	2343	323	2354	323	2366	323	2380	323
	0.1049	487	0.1045	487	0.1040	487	0.1036	487	0.1030	487	0.1024	487
260	85.5	0.800	85.6	0.800	85.7	0.800	85.8	0.800	85.9	0.800	86.0	0.800
	2417	330	2426	330	2434	330	2444	330	2454	330	2465	330
	0.1012	489	0.1009	489	0.1005	489	0.1001	489	0.0997	489	0.0993	489
250												
240												
230												

CRJ900_IF_CR801_LW_HFL_10.PS - 30/08/2002

Cruise Control (0.80 M), ISA+10 °C (Page 1 of 2)
Figure 04-08-40

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-117

Sep 09/02

CRUISE 0.80 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH KIAS KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	89.2	0.800	89.9	0.800	90.8	0.800	91.7	0.800				
	1885	259	1932	259	1981	259	2034	259				
	0.1245	469	0.1214	469	0.1184	469	0.1154	469				
350	87.2	0.800	87.7	0.800	88.2	0.800	88.8	0.800	89.4	0.800	90.1	0.800
	1913	271	1944	271	1982	271	2023	271	2069	271	2116	271
	0.1232	471	0.1212	471	0.1189	471	0.1165	471	0.1139	471	0.1114	471
330	86.7	0.800	86.9	0.800	87.2	0.800	87.5	0.800	87.8	0.800	88.2	0.800
	2010	284	2030	284	2053	284	2078	284	2107	284	2140	284
	0.1183	475	0.1171	475	0.1158	475	0.1144	475	0.1128	475	0.1111	475
310	86.4	0.800	86.6	0.800	86.9	0.800	87.1	0.800	87.3	0.800	87.5	0.800
	2125	297	2147	297	2168	297	2189	297	2209	297	2230	297
	0.1128	479	0.1117	479	0.1106	479	0.1096	479	0.1086	479	0.1075	479
290	86.2	0.800	86.4	0.800	86.6	0.800	86.8	0.800	87.0	0.800	87.2	0.800
	2251	310	2271	310	2292	310	2313	310	2334	310	2356	310
	0.1074	483	0.1064	483	0.1055	483	0.1045	483	0.1036	483	0.1026	483
280	86.1	0.800	86.3	0.800	86.5	0.800	86.7	0.800	86.9	0.800	87.1	0.800
	2321	317	2341	317	2361	317	2382	317	2403	317	2425	317
	0.1046	485	0.1037	485	0.1028	485	0.1019	485	0.1010	485	0.1001	485
270	86.1	0.800	86.2	0.800	86.4	0.800	86.6	0.800	86.8	0.800	87.0	0.800
	2396	323	2413	323	2431	323	2451	323	2471	323	2491	323
	0.1018	487	0.1010	487	0.1003	487	0.0995	487	0.0987	487	0.0978	487
260	86.1	0.800	86.2	0.800	86.4	0.800	86.5	0.800	86.7	0.800	86.9	0.800
	2478	330	2493	330	2509	330	2526	330	2545	330	2565	330
	0.0988	489	0.0982	489	0.0976	489	0.0969	489	0.0962	489	0.0954	489
250												
240												
230												

CRJ900_IF_CR801_HW_HFL_10.PS - 30/08/2002

Cruise Control (0.80 M), ISA+10 °C (Page 2 of 2)
Figure 04-08-40

CRUISE 0.80 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	88.6	0.800	89.3	0.800	90.0	0.800	90.8	0.800				
	1659	247	1697	247	1741	247	1788	247				
	0.1430	474	0.1397	474	0.1362	474	0.1327	474				
370	87.1	0.800	87.4	0.800	87.8	0.800	88.2	0.800	88.8	0.800	89.5	0.800
	1716	259	1738	259	1763	259	1792	259	1828	259	1870	259
	0.1382	474	0.1365	474	0.1345	474	0.1323	474	0.1297	474	0.1269	474
350	86.5	0.800	86.7	0.800	87.0	0.800	87.2	0.800	87.5	0.800	87.8	0.800
	1807	271	1829	271	1849	271	1869	271	1891	271	1915	271
	0.1318	476	0.1303	476	0.1289	476	0.1275	476	0.1260	476	0.1244	476
330	86.2	0.800	86.4	0.800	86.7	0.800	86.9	0.800	87.2	0.800	87.4	0.800
	1914	284	1935	284	1957	284	1979	284	2001	284	2022	284
	0.1256	480	0.1242	480	0.1228	480	0.1214	480	0.1201	480	0.1189	480
310	86.1	0.800	86.2	0.800	86.5	0.800	86.7	0.800	86.9	0.800	87.1	0.800
	2038	297	2055	297	2075	297	2094	297	2115	297	2137	297
	0.1189	484	0.1179	484	0.1168	484	0.1157	484	0.1146	484	0.1134	484
290	86.1	0.800	86.2	0.800	86.4	0.800	86.5	0.800	86.7	0.800	86.9	0.800
	2187	310	2198	310	2213	310	2229	310	2246	310	2266	310
	0.1117	488	0.1111	488	0.1104	488	0.1096	488	0.1087	488	0.1078	488
280	86.2	0.800	86.3	0.800	86.4	0.800	86.5	0.800	86.7	0.800	86.8	0.800
	2271	317	2281	317	2293	317	2306	317	2321	317	2337	317
	0.1080	490	0.1075	490	0.1070	490	0.1064	490	0.1057	490	0.1049	490
270	86.3	0.800	86.4	0.800	86.5	0.800	86.6	0.800	86.7	0.800	86.8	0.800
	2360	323	2369	323	2379	323	2389	323	2401	323	2415	323
	0.1044	492	0.1040	492	0.1035	492	0.1031	492	0.1026	492	0.1020	492
260	86.4	0.800	86.5	0.800	86.6	0.800	86.7	0.800	86.8	0.800	86.9	0.800
	2453	330	2462	330	2470	330	2480	330	2491	330	2502	330
	0.1008	494	0.1004	494	0.1001	494	0.0997	494	0.0993	494	0.0988	494
250												
240												
230												

CRJ900_IF_CR801_LW_HFL_15.PS - 30/08/2002

Cruise Control (0.80 M), ISA+15 °C (Page 1 of 2)
Figure 04-08-41



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-119

Sep 09/02

CRUISE 0.80 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH KIAS KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	90.1	0.800	90.9	0.800								
	1915	259	1963	259								
	0.1239	474	0.1208	474								
350	88.1	0.800	88.6	0.800	89.2	0.800	89.8	0.800	90.4	0.800	91.1	0.800
	1943	271	1975	271	2013	271	2055	271	2101	271	2149	271
	0.1226	476	0.1207	476	0.1184	476	0.1159	476	0.1134	476	0.1109	476
330	87.6	0.800	87.9	0.800	88.1	0.800	88.4	0.800	88.7	0.800	89.1	0.800
	2042	284	2063	284	2086	284	2111	284	2140	284	2173	284
	0.1177	480	0.1165	480	0.1152	480	0.1138	480	0.1123	480	0.1106	480
310	87.3	0.800	87.6	0.800	87.8	0.800	88.0	0.800	88.2	0.800	88.4	0.800
	2159	297	2180	297	2202	297	2222	297	2243	297	2264	297
	0.1122	484	0.1111	484	0.1100	484	0.1090	484	0.1080	484	0.1070	484
290	87.1	0.800	87.3	0.800	87.5	0.800	87.7	0.800	87.9	0.800	88.1	0.800
	2286	310	2306	310	2327	310	2349	310	2370	310	2392	310
	0.1069	488	0.1059	488	0.1050	488	0.1040	488	0.1031	488	0.1021	488
280	87.0	0.800	87.2	0.800	87.4	0.800	87.6	0.800	87.8	0.800	88.0	0.800
	2356	317	2376	317	2396	317	2417	317	2439	317	2461	317
	0.1041	490	0.1032	490	0.1024	490	0.1015	490	0.1005	490	0.0996	490
270	87.0	0.800	87.1	0.800	87.3	0.800	87.5	0.800	87.7	0.800	87.9	0.800
	2431	323	2448	323	2467	323	2487	323	2508	323	2529	323
	0.1013	492	0.1006	492	0.0998	492	0.0990	492	0.0982	492	0.0974	492
260	87.0	0.800	87.1	0.800	87.3	0.800	87.4	0.800	87.6	0.800	87.8	0.800
	2515	330	2530	330	2546	330	2564	330	2583	330	2604	330
	0.0983	494	0.0977	494	0.0971	494	0.0964	494	0.0957	494	0.0950	494
250												
240												
230												

CRJ900_IF_CR801_HW_HFL_15.PS - 30/08/2002

Cruise Control (0.80 M), ISA+15 °C (Page 2 of 2)
Figure 04-08-41



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-120

Sep 09/02

CRUISE 0.80 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	89.6	0.800										
	1686	247										
	0.1422	479										
370	88.1	0.800	88.4	0.800	88.7	0.800	89.2	0.800	89.8	0.800	90.4	0.800
	1744	259	1766	259	1791	259	1821	259	1857	259	1899	259
	0.1375	479	0.1357	479	0.1338	479	0.1317	479	0.1291	479	0.1262	479
350	87.4	0.800	87.7	0.800	87.9	0.800	88.2	0.800	88.4	0.800	88.7	0.800
	1836	271	1858	271	1878	271	1899	271	1920	271	1945	271
	0.1311	481	0.1296	481	0.1282	481	0.1268	481	0.1254	481	0.1238	481
330	87.1	0.800	87.4	0.800	87.6	0.800	87.9	0.800	88.1	0.800	88.4	0.800
	1944	284	1965	284	1987	284	2010	284	2032	284	2053	284
	0.1249	485	0.1236	485	0.1222	485	0.1208	485	0.1195	485	0.1183	485
310	87.0	0.800	87.2	0.800	87.4	0.800	87.6	0.800	87.8	0.800	88.0	0.800
	2069	297	2087	297	2107	297	2127	297	2147	297	2170	297
	0.1183	489	0.1173	489	0.1162	489	0.1151	489	0.1140	489	0.1128	489
290	87.0	0.800	87.1	0.800	87.3	0.800	87.4	0.800	87.6	0.800	87.8	0.800
	2220	310	2232	310	2246	310	2262	310	2280	310	2300	310
	0.1112	493	0.1106	493	0.1098	493	0.1091	493	0.1082	493	0.1073	493
280	87.1	0.800	87.2	0.800	87.3	0.800	87.4	0.800	87.6	0.800	87.7	0.800
	2305	317	2316	317	2327	317	2340	317	2355	317	2372	317
	0.1075	495	0.1070	495	0.1065	495	0.1059	495	0.1052	495	0.1044	495
270	87.2	0.800	87.2	0.800	87.3	0.800	87.4	0.800	87.6	0.800	87.7	0.800
	2394	323	2403	323	2413	323	2424	323	2436	323	2450	323
	0.1039	497	0.1035	497	0.1031	497	0.1026	497	0.1021	497	0.1015	497
260	87.3	0.800	87.4	0.800	87.4	0.800	87.5	0.800	87.6	0.800	87.7	0.800
	2489	330	2498	330	2507	330	2517	330	2527	330	2539	330
	0.1003	499	0.0999	499	0.0996	499	0.0992	499	0.0988	499	0.0983	499
250												
240												
230												

CRJ900_IF_CR801_LW_HFL_20.PS - 30/08/2002

Cruise Control (0.80 M), ISA+20 °C (Page 1 of 2)
Figure 04-08-42



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-121

Sep 09/02

CRUISE 0.80 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH KIAS KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350	89.1	0.800	89.6	0.800	90.1	0.800						
	1973	271	2006	271	2044	271						
	0.1220	481	0.1201	481	0.1178	481						
330	88.6	0.800	88.8	0.800	89.0	0.800	89.3	0.800	89.6	0.800		
	2074	284	2095	284	2118	284	2143	284	2172	284		
	0.1171	485	0.1159	485	0.1147	485	0.1133	485	0.1118	485		
310	88.3	0.800	88.5	0.800	88.7	0.800	88.9	0.800	89.1	0.800		
	2192	297	2215	297	2236	297	2257	297	2277	297		
	0.1117	489	0.1105	489	0.1095	489	0.1085	489	0.1075	489		
290	88.0	0.800	88.2	0.800	88.4	0.800	88.6	0.800	88.8	0.800		
	2320	310	2340	310	2362	310	2385	310	2406	310		
	0.1064	493	0.1054	493	0.1044	493	0.1035	493	0.1025	493		
280	87.9	0.800	88.1	0.800	88.3	0.800	88.5	0.800				
	2391	317	2412	317	2432	317	2454	317				
	0.1036	495	0.1027	495	0.1018	495	0.1010	495				
270	87.8	0.800	88.0	0.800	88.2	0.800	88.4	0.800				
	2466	323	2484	323	2503	323	2524	323				
	0.1008	497	0.1001	497	0.0993	497	0.0985	497				
260	87.9	0.800	88.0	0.800	88.1	0.800	88.3	0.800				
	2552	330	2567	330	2584	330	2603	330				
	0.0978	499	0.0973	499	0.0966	499	0.0959	499				
250												
240												
230												

CRJ900_IF_CR801_HW_HFL_20.PS - 30/08/2002

Cruise Control (0.80 M), ISA+20 °C (Page 2 of 2)
Figure 04-08-42

CRUISE 0.81 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	87.3	0.810										
	1585	240										
	0.1431	453										
390	84.6	0.810	85.2	0.810	85.9	0.810	86.8	0.810	87.8	0.810		
	1584	251	1621	251	1663	251	1709	251	1760	251		
	0.1432	453	0.1399	453	0.1364	453	0.1327	453	0.1289	453		
370	82.8	0.810	83.2	0.810	83.7	0.810	84.2	0.810	84.8	0.810	85.4	0.810
	1626	263	1651	263	1680	263	1711	263	1747	263	1788	263
	0.1395	453	0.1374	453	0.1350	453	0.1326	453	0.1298	453	0.1269	453
350	82.0	0.810	82.3	0.810	82.5	0.810	82.9	0.810	83.2	0.810	83.7	0.810
	1701	275	1724	275	1747	275	1772	275	1797	275	1825	275
	0.1340	456	0.1323	456	0.1305	456	0.1287	456	0.1269	456	0.1250	456
330	81.8	0.810	82.1	0.810	82.3	0.810	82.5	0.810	82.8	0.810	83.0	0.810
	1808	288	1825	288	1845	288	1866	288	1888	288	1912	288
	0.1273	460	0.1261	460	0.1248	460	0.1234	460	0.1219	460	0.1204	460
310	81.9	0.810	82.0	0.810	82.2	0.810	82.4	0.810	82.6	0.810	82.8	0.810
	1936	301	1950	301	1965	301	1982	301	2000	301	2019	301
	0.1200	464	0.1191	464	0.1182	464	0.1172	464	0.1161	464	0.1151	464
290	82.1	0.810	82.2	0.810	82.3	0.810	82.4	0.810	82.6	0.810	82.7	0.810
	2090	314	2099	314	2109	314	2120	314	2134	314	2150	314
	0.1121	468	0.1117	468	0.1111	468	0.1105	468	0.1098	468	0.1090	468
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR811_LW_HFL_M10.PS - 30/08/2002

Cruise Control (0.81 M), ISA-10 °C (Page 1 of 2)
Figure 04-08-43



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-123

Sep 09/02

CRUISE 0.81 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA – 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT – 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	86.1	0.810	87.0	0.810	87.9	0.810						
	1832	263	1880	263	1933	263						
	0.1238	453	0.1206	453	0.1174	453						
350	84.1	0.810	84.6	0.810	85.1	0.810	85.7	0.810	86.4	0.810	87.2	0.810
	1854	275	1888	275	1925	275	1967	275	2012	275	2061	275
	0.1230	456	0.1207	456	0.1184	456	0.1159	456	0.1133	456	0.1106	456
330	83.3	0.810	83.6	0.810	84.0	0.810	84.3	0.810	84.7	0.810	85.2	0.810
	1936	288	1961	288	1988	288	2016	288	2046	288	2079	288
	0.1189	460	0.1173	460	0.1158	460	0.1142	460	0.1125	460	0.1107	460
310	83.0	0.810	83.2	0.810	83.5	0.810	83.7	0.810	84.0	0.810	84.2	0.810
	2040	301	2062	301	2085	301	2109	301	2134	301	2159	301
	0.1139	464	0.1126	464	0.1114	464	0.1102	464	0.1089	464	0.1076	464
290	82.9	0.810	83.1	0.810	83.2	0.810	83.4	0.810	83.6	0.810	83.9	0.810
	2166	314	2184	314	2203	314	2222	314	2244	314	2267	314
	0.1082	468	0.1073	468	0.1064	468	0.1055	468	0.1045	468	0.1034	468
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR811_HW_HFL_M10.PS – 30/08/2002

Cruise Control (0.81 M), ISA-10 °C (Page 2 of 2)
Figure 04-08-43

CRUISE 0.81 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	89.4	0.810										
	1639	240										
	0.1417	464										
390	86.6	0.810	87.2	0.810	88.0	0.810	88.9	0.810	89.9	0.810		
	1639	251	1677	251	1720	251	1768	251	1820	251		
	0.1417	464	0.1385	464	0.1350	464	0.1314	464	0.1276	464		
370	84.8	0.810	85.2	0.810	85.7	0.810	86.2	0.810	86.8	0.810	87.4	0.810
	1682	263	1709	263	1738	263	1769	263	1807	263	1849	263
	0.1381	464	0.1359	464	0.1336	464	0.1313	464	0.1285	464	0.1256	464
350	84.0	0.810	84.3	0.810	84.5	0.810	84.9	0.810	85.2	0.810	85.6	0.810
	1761	275	1784	275	1808	275	1833	275	1859	275	1888	275
	0.1325	466	0.1308	466	0.1291	466	0.1273	466	0.1255	466	0.1236	466
330	83.8	0.810	84.0	0.810	84.2	0.810	84.5	0.810	84.7	0.810	85.0	0.810
	1870	288	1888	288	1908	288	1930	288	1953	288	1977	288
	0.1259	471	0.1247	471	0.1234	471	0.1220	471	0.1206	471	0.1191	471
310	83.8	0.810	83.9	0.810	84.1	0.810	84.3	0.810	84.5	0.810	84.7	0.810
	2001	301	2015	301	2031	301	2048	301	2066	301	2086	301
	0.1187	475	0.1179	475	0.1170	475	0.1160	475	0.1150	475	0.1139	475
290	84.0	0.810	84.1	0.810	84.2	0.810	84.3	0.810	84.4	0.810	84.6	0.810
	2159	314	2168	314	2178	314	2190	314	2204	314	2220	314
	0.1110	479	0.1105	479	0.1100	479	0.1094	479	0.1087	479	0.1079	479
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR811_LW_HFL_00.PS - 30/08/2002

Cruise Control (0.81 M), ISA (Page 1 of 2)
Figure 04-08-44



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-125

Sep 09/02

CRUISE 0.81 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA		%N1
	25% C.G.		LB/HR/ENG
			MACH
		NAM/LB	KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	88.1 1894 0.1226	0.810 263 464	89.0 1943 0.1195	0.810 263 464	89.9 1998 0.1162	0.810 263 464						
350	86.1 1919 0.1216	0.810 275 466	86.6 1953 0.1195	0.810 275 466	87.1 1991 0.1172	0.810 275 466	87.7 2033 0.1148	0.810 275 466	88.4 2080 0.1122	0.810 275 466	89.2 2130 0.1096	0.810 275 466
330	85.3 2002 0.1176	0.810 288 471	85.6 2028 0.1161	0.810 288 471	85.9 2055 0.1146	0.810 288 471	86.3 2084 0.1130	0.810 288 471	86.7 2115 0.1114	0.810 288 471	87.2 2148 0.1096	0.810 288 471
310	84.9 2108 0.1127	0.810 301 475	85.2 2131 0.1115	0.810 301 475	85.4 2154 0.1103	0.810 301 475	85.6 2178 0.1091	0.810 301 475	85.9 2204 0.1078	0.810 301 475	86.2 2230 0.1066	0.810 301 475
290	84.8 2238 0.1071	0.810 314 479	85.0 2256 0.1062	0.810 314 479	85.1 2275 0.1054	0.810 314 479	85.3 2295 0.1044	0.810 314 479	85.5 2318 0.1034	0.810 314 479	85.8 2341 0.1024	0.810 314 479
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR811_HW_HFL_00.PS - 30/08/2002

Cruise Control (0.81 M), ISA (Page 2 of 2)
Figure 04-08-44



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-126

Sep 09/02

CRUISE 0.81 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	90.4	0.810										
	1667	240										
	0.1409	469										
390	87.6	0.810	88.2	0.810	89.0	0.810	89.9	0.810	90.9	0.810		
	1667	251	1706	251	1749	251	1798	251	1850	251		
	0.1409	469	0.1377	469	0.1343	469	0.1307	469	0.1270	469		
370	85.7	0.810	86.1	0.810	86.6	0.810	87.2	0.810	87.8	0.810	88.4	0.810
	1711	263	1738	263	1767	263	1799	263	1838	263	1879	263
	0.1373	469	0.1352	469	0.1329	469	0.1306	469	0.1278	469	0.1250	469
350	85.0	0.810	85.2	0.810	85.5	0.810	85.9	0.810	86.2	0.810	86.6	0.810
	1791	275	1814	275	1838	275	1864	275	1890	275	1919	275
	0.1318	472	0.1301	472	0.1284	472	0.1266	472	0.1249	472	0.1230	472
330	84.8	0.810	85.0	0.810	85.2	0.810	85.4	0.810	85.7	0.810	86.0	0.810
	1901	288	1919	288	1940	288	1962	288	1985	288	2009	288
	0.1253	476	0.1241	476	0.1228	476	0.1214	476	0.1199	476	0.1185	476
310	84.7	0.810	84.9	0.810	85.1	0.810	85.3	0.810	85.5	0.810	85.7	0.810
	2034	301	2048	301	2064	301	2082	301	2100	301	2121	301
	0.1181	480	0.1173	480	0.1164	480	0.1154	480	0.1144	480	0.1133	480
290	84.9	0.810	85.0	0.810	85.1	0.810	85.2	0.810	85.4	0.810	85.5	0.810
	2193	314	2202	314	2213	314	2225	314	2239	314	2256	314
	0.1105	484	0.1100	484	0.1095	484	0.1089	484	0.1082	484	0.1074	484
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR811_LW_HFL_05.PS - 30/08/2002

Cruise Control (0.81 M), ISA+5 °C (Page 1 of 2)
Figure 04-08-45

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-127

Sep 09/02

CRUISE 0.81 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH KIAS KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	89.2 1926 0.1220	0.810 263 469	90.0 1976 0.1189	0.810 263 469	91.0 2030 0.1157	0.810 263 469						
350	87.1 1950 0.1210	0.810 275 472	87.6 1985 0.1189	0.810 275 472	88.1 2023 0.1167	0.810 275 472	88.7 2067 0.1142	0.810 275 472	89.4 2114 0.1116	0.810 275 472	90.2 2165 0.1090	0.810 275 472
330	86.3 2034 0.1171	0.810 288 476	86.6 2060 0.1156	0.810 288 476	86.9 2088 0.1141	0.810 288 476	87.2 2117 0.1125	0.810 288 476	87.7 2148 0.1109	0.810 288 476	88.2 2183 0.1091	0.810 288 476
310	85.9 2142 0.1121	0.810 301 480	86.1 2166 0.1109	0.810 301 480	86.4 2189 0.1097	0.810 301 480	86.6 2214 0.1085	0.810 301 480	86.9 2240 0.1072	0.810 301 480	87.1 2266 0.1060	0.810 301 480
290	85.7 2273 0.1066	0.810 314 484	85.9 2291 0.1057	0.810 314 484	86.1 2311 0.1048	0.810 314 484	86.3 2332 0.1039	0.810 314 484	86.5 2354 0.1029	0.810 314 484	86.7 2377 0.1019	0.810 314 484
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR811_HW_HFL_05.PS - 30/08/2002

Cruise Control (0.81 M), ISA+5 °C (Page 2 of 2)
Figure 04-08-45



**IN-FLIGHT PERFORMANCE
Cruise Control**

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Sep 09/02

CRUISE 0.81 M

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	91.4	0.810										
	1694	240										
	0.1402	475										
390	88.5	0.810	89.2	0.810	90.0	0.810	90.9	0.810	91.9	0.810		
	1694	251	1734	251	1778	251	1827	251	1880	251		
	0.1402	475	0.1370	475	0.1336	475	0.1300	475	0.1264	475		
370	86.7	0.810	87.1	0.810	87.6	0.810	88.2	0.810	88.7	0.810	89.4	0.810
	1739	263	1766	263	1795	263	1829	263	1868	263	1910	263
	0.1366	475	0.1345	475	0.1323	475	0.1299	475	0.1272	475	0.1244	475
350	85.9	0.810	86.2	0.810	86.5	0.810	86.8	0.810	87.2	0.810	87.6	0.810
	1820	275	1844	275	1868	275	1894	275	1921	275	1949	275
	0.1311	477	0.1294	477	0.1278	477	0.1260	477	0.1243	477	0.1224	477
330	85.7	0.810	85.9	0.810	86.2	0.810	86.4	0.810	86.7	0.810	86.9	0.810
	1932	288	1951	288	1972	288	1994	288	2018	288	2042	288
	0.1246	481	0.1234	481	0.1221	481	0.1207	481	0.1193	481	0.1179	481
310	85.7	0.810	85.8	0.810	86.0	0.810	86.2	0.810	86.4	0.810	86.6	0.810
	2066	301	2080	301	2097	301	2114	301	2133	301	2154	301
	0.1175	485	0.1167	485	0.1158	485	0.1148	485	0.1138	485	0.1127	485
290	85.8	0.810	85.9	0.810	86.0	0.810	86.2	0.810	86.3	0.810	86.5	0.810
	2227	314	2237	314	2248	314	2260	314	2274	314	2291	314
	0.1099	489	0.1094	489	0.1089	489	0.1083	489	0.1076	489	0.1069	489
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR811_LW_HFL_10.PS - 30/08/2002

Cruise Control (0.81 M), ISA+10 °C (Page 1 of 2)
Figure 04-08-46

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-129

Sep 09/02

CRUISE 0.81 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	90.1 1956 0.1214	0.810 263 475	91.0 2007 0.1183	0.810 263 475	91.9 2063 0.1152	0.810 263 475						
350	88.0 1982 0.1204	0.810 275 477	88.5 2017 0.1183	0.810 275 477	89.1 2056 0.1161	0.810 275 477	89.7 2100 0.1137	0.810 275 477	90.4 2148 0.1111	0.810 275 477	91.2 2199 0.1085	0.810 275 477
330	87.2 2068 0.1164	0.810 288 481	87.5 2094 0.1150	0.810 288 481	87.8 2121 0.1135	0.810 288 481	88.2 2151 0.1119	0.810 288 481	88.6 2183 0.1103	0.810 288 481	89.1 2218 0.1085	0.810 288 481
310	86.8 2176 0.1116	0.810 301 485	87.1 2200 0.1104	0.810 301 485	87.3 2224 0.1092	0.810 301 485	87.6 2249 0.1080	0.810 301 485	87.8 2275 0.1067	0.810 301 485	88.1 2301 0.1055	0.810 301 485
290	86.6 2308 0.1061	0.810 314 489	86.8 2327 0.1052	0.810 314 489	87.0 2346 0.1043	0.810 314 489	87.2 2368 0.1034	0.810 314 489	87.4 2390 0.1024	0.810 314 489	87.6 2414 0.1014	0.810 314 489
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR811_HW_HFL_10.PS - 30/08/2002

Cruise Control (0.81 M), ISA+10 °C (Page 2 of 2)
Figure 04-08-46

CRUISE 0.81 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	89.5	0.810	90.2	0.810	90.9	0.810						
	1721	251	1762	251	1806	251						
	0.1395	480	0.1363	480	0.1330	480						
370	87.7	0.810	88.1	0.810	88.6	0.810	89.1	0.810	89.7	0.810	90.3	0.810
	1767	263	1794	263	1824	263	1857	263	1897	263	1940	263
	0.1359	480	0.1339	480	0.1317	480	0.1293	480	0.1266	480	0.1238	480
350	86.9	0.810	87.2	0.810	87.5	0.810	87.8	0.810	88.1	0.810	88.5	0.810
	1850	275	1874	275	1898	275	1925	275	1951	275	1980	275
	0.1304	482	0.1288	482	0.1271	482	0.1254	482	0.1236	482	0.1218	482
330	86.6	0.810	86.9	0.810	87.1	0.810	87.4	0.810	87.6	0.810	87.9	0.810
	1963	288	1982	288	2003	288	2026	288	2050	288	2074	288
	0.1239	486	0.1227	486	0.1214	486	0.1201	486	0.1187	486	0.1173	486
310	86.6	0.810	86.8	0.810	86.9	0.810	87.1	0.810	87.3	0.810	87.5	0.810
	2098	301	2113	301	2129	301	2148	301	2167	301	2187	301
	0.1169	490	0.1161	490	0.1152	490	0.1142	490	0.1132	490	0.1122	490
290	86.8	0.810	86.9	0.810	87.0	0.810	87.1	0.810	87.2	0.810	87.4	0.810
	2262	314	2271	314	2282	314	2295	314	2309	314	2326	314
	0.1094	494	0.1089	494	0.1084	494	0.1078	494	0.1071	494	0.1063	494
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR811_LW_HFL_15.PS - 30/08/2002

Cruise Control (0.81 M), ISA+15 °C (Page 1 of 2)
Figure 04-08-47



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-131

Sep 09/02

CRUISE 0.81 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	91.1 1987 0.1209	0.810 263 480										
350	89.0 2012 0.1199	0.810 275 482	89.5 2048 0.1178	0.810 275 482	90.0 2088 0.1155	0.810 275 482	90.7 2132 0.1131	0.810 275 482				
330	88.2 2100 0.1158	0.810 288 486	88.4 2127 0.1144	0.810 288 486	88.8 2154 0.1129	0.810 288 486	89.1 2184 0.1114	0.810 288 486	89.6 2217 0.1097	0.810 288 486	90.0 2253 0.1080	0.810 288 486
310	87.8 2210 0.1110	0.810 301 490	88.0 2233 0.1098	0.810 301 490	88.2 2257 0.1087	0.810 301 490	88.5 2283 0.1075	0.810 301 490	88.8 2309 0.1062	0.810 301 490	89.0 2336 0.1050	0.810 301 490
290	87.5 2344 0.1055	0.810 314 494	87.7 2363 0.1047	0.810 314 494	87.9 2383 0.1038	0.810 314 494	88.1 2404 0.1029	0.810 314 494	88.3 2427 0.1019	0.810 314 494	88.6 2451 0.1009	0.810 314 494
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR811_HW_HFL_15.PS - 30/08/2002

Cruise Control (0.81 M), ISA+15 °C (Page 2 of 2)
Figure 04-08-47

CRUISE 0.81 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370	88.6 1795 0.1352	0.810 263 485	89.0 1823 0.1332	0.810 263 485	89.5 1853 0.1310	0.810 263 485	90.1 1887 0.1286	0.810 263 485				
350	87.8 1879 0.1298	0.810 275 487	88.1 1903 0.1281	0.810 275 487	88.4 1928 0.1264	0.810 275 487	88.7 1955 0.1247	0.810 275 487	89.1 1982 0.1230	0.810 275 487	89.4 2011 0.1212	0.810 275 487
330	87.6 1993 0.1233	0.810 288 491	87.8 2013 0.1221	0.810 288 491	88.0 2034 0.1209	0.810 288 491	88.3 2057 0.1195	0.810 288 491	88.5 2082 0.1181	0.810 288 491	88.8 2106 0.1167	0.810 288 491
310	87.5 2130 0.1163	0.810 301 495	87.7 2145 0.1155	0.810 301 495	87.8 2162 0.1146	0.810 301 495	88.0 2180 0.1137	0.810 301 495	88.2 2200 0.1127	0.810 301 495	88.4 2221 0.1116	0.810 301 495
290	87.6 2296 0.1088	0.810 314 499	87.7 2306 0.1083	0.810 314 499	87.8 2317 0.1078	0.810 314 499	88.0 2330 0.1072	0.810 314 499	88.1 2344 0.1066	0.810 314 499	88.3 2361 0.1058	0.810 314 499
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR811_LW_HFL_20.PS - 30/08/2002

Cruise Control (0.81 M), ISA+20 °C (Page 1 of 2)
Figure 04-08-48



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-133

Sep 09/02

CRUISE 0.81 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB					
	75	77	79	81	83	85
410						
390						
370						
350	89.9 0.810 2043 275 0.1193 487					
330	89.1 0.810 2133 288 0.1153 491	89.4 0.810 2160 288 0.1138 491	89.7 0.810 2188 288 0.1124 491			
310	88.7 0.810 2243 301 0.1105 495	88.9 0.810 2267 301 0.1093 495	89.2 0.810 2292 301 0.1081 495			
290	88.4 0.810 2379 314 0.1050 499	88.6 0.810 2398 314 0.1042 499	88.8 0.810 2418 314 0.1033 499			
280						
270						
260						
250						
240						
230						

CRJ900_IF_CR811_HW_HFL_20.PS - 30/08/2002

Cruise Control (0.81 M), ISA+20 °C (Page 2 of 2)
Figure 04-08-48

CRUISE 0.82 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	85.9	0.820	86.8	0.820	87.6	0.820						
	1674	254	1719	254	1764	254						
	0.1371	459	0.1336	459	0.1302	459						
370	83.7	0.820	84.3	0.820	84.9	0.820	85.5	0.820	86.2	0.820	87.0	0.820
	1694	266	1728	266	1767	266	1808	266	1852	266	1897	266
	0.1355	459	0.1329	459	0.1300	459	0.1270	459	0.1240	459	0.1211	459
350	82.7	0.820	83.0	0.820	83.4	0.820	83.8	0.820	84.3	0.820	84.8	0.820
	1766	279	1790	279	1816	279	1846	279	1879	279	1915	279
	0.1307	461	0.1289	461	0.1271	461	0.1250	461	0.1229	461	0.1205	461
330	82.6	0.820	82.8	0.820	83.0	0.820	83.2	0.820	83.5	0.820	83.8	0.820
	1882	292	1898	292	1917	292	1938	292	1961	292	1987	292
	0.1238	466	0.1228	466	0.1216	466	0.1202	466	0.1188	466	0.1173	466
310	82.8	0.820	82.9	0.820	83.0	0.820	83.1	0.820	83.3	0.820	83.5	0.820
	2027	305	2038	305	2050	305	2064	305	2080	305	2098	305
	0.1160	470	0.1154	470	0.1147	470	0.1139	470	0.1131	470	0.1121	470
290												
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR821_LW_HFL_M10.PS - 30/08/2002

Cruise Control (0.82 M), ISA-10 °C (Page 1 of 2)
Figure 04-08-49



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-135

Sep 09/02

CRUISE 0.82 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	87.8	0.820										
	1943	266										
	0.1182	459										
350	85.4	0.820	86.0	0.820	86.7	0.820	87.4	0.820	88.1	0.820		
	1955	279	1998	279	2043	279	2087	279	2135	279		
	0.1181	461	0.1155	461	0.1130	461	0.1106	461	0.1081	461		
330	84.2	0.820	84.6	0.820	85.0	0.820	85.5	0.820	86.0	0.820	86.6	0.820
	2015	292	2046	292	2080	292	2118	292	2158	292	2202	292
	0.1156	466	0.1139	466	0.1120	466	0.1100	466	0.1079	466	0.1058	466
310	83.7	0.820	83.9	0.820	84.2	0.820	84.5	0.820	84.8	0.820	85.2	0.820
	2119	305	2142	305	2167	305	2193	305	2222	305	2254	305
	0.1110	470	0.1098	470	0.1085	470	0.1072	470	0.1058	470	0.1043	470
290												
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR821_HW_HFL_M10.PS - 30/08/2002

Cruise Control (0.82 M), ISA-10 °C (Page 2 of 2)
Figure 04-08-49

CRUISE 0.82 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	88.0	0.820	88.8	0.820	89.7	0.820						
	1732	254	1778	254	1824	254						
	0.1357	470	0.1322	470	0.1289	470						
370	85.7	0.820	86.3	0.820	86.9	0.820	87.6	0.820	88.3	0.820	89.0	0.820
	1753	266	1787	266	1828	266	1870	266	1915	266	1961	266
	0.1341	470	0.1315	470	0.1286	470	0.1257	470	0.1228	470	0.1199	470
350	84.7	0.820	85.0	0.820	85.4	0.820	85.8	0.820	86.3	0.820	86.8	0.820
	1828	279	1853	279	1879	279	1909	279	1943	279	1981	279
	0.1292	472	0.1275	472	0.1257	472	0.1238	472	0.1216	472	0.1193	472
330	84.6	0.820	84.7	0.820	84.9	0.820	85.2	0.820	85.5	0.820	85.8	0.820
	1947	292	1963	292	1982	292	2004	292	2028	292	2054	292
	0.1224	476	0.1214	476	0.1203	476	0.1190	476	0.1176	476	0.1160	476
310	84.7	0.820	84.8	0.820	84.9	0.820	85.1	0.820	85.2	0.820	85.4	0.820
	2095	305	2106	305	2119	305	2133	305	2149	305	2168	305
	0.1148	481	0.1142	481	0.1135	481	0.1128	481	0.1119	481	0.1109	481
290												
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR821_LW_HFL_00.PS - 30/08/2002

Cruise Control (0.82 M), ISA (Page 1 of 2)
Figure 04-08-50



**IN-FLIGHT PERFORMANCE
Cruise Control**

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CRUISE 0.82 M			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH KIAS KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	89.9 2009 0.1170	0.820 266 470										
350	87.4 2022 0.1168	0.820 279 472	88.0 2066 0.1144	0.820 279 472	88.7 2111 0.1119	0.820 279 472	89.4 2158 0.1095	0.820 279 472	90.2 2207 0.1071	0.820 279 472		
330	86.1 2083 0.1144	0.820 292 476	86.5 2115 0.1127	0.820 292 476	87.0 2150 0.1109	0.820 292 476	87.5 2189 0.1089	0.820 292 476	88.0 2231 0.1069	0.820 292 476	88.6 2276 0.1048	0.820 292 476
310	85.6 2189 0.1099	0.820 305 481	85.9 2212 0.1087	0.820 305 481	86.1 2238 0.1075	0.820 305 481	86.4 2265 0.1062	0.820 305 481	86.7 2295 0.1048	0.820 305 481	87.1 2328 0.1033	0.820 305 481
290												
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR821_HW_HFL_00.PS - 30/08/2002

Cruise Control (0.82 M), ISA (Page 2 of 2)
Figure 04-08-50

CRUISE 0.82 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	89.0	0.820	89.8	0.820	90.7	0.820						
	1761	254	1807	254	1854	254						
	0.1350	475	0.1316	475	0.1283	475						
370	86.7	0.820	87.3	0.820	87.9	0.820	88.5	0.820	89.3	0.820	90.1	0.820
	1782	266	1818	266	1858	266	1901	266	1946	266	1993	266
	0.1334	475	0.1308	475	0.1280	475	0.1251	475	0.1222	475	0.1193	475
350	85.7	0.820	86.0	0.820	86.3	0.820	86.7	0.820	87.2	0.820	87.8	0.820
	1859	279	1884	279	1911	279	1941	279	1976	279	2013	279
	0.1285	478	0.1268	478	0.1250	478	0.1231	478	0.1210	478	0.1187	478
330	85.5	0.820	85.7	0.820	85.9	0.820	86.2	0.820	86.4	0.820	86.7	0.820
	1979	292	1995	292	2015	292	2037	292	2061	292	2088	292
	0.1218	482	0.1208	482	0.1197	482	0.1184	482	0.1170	482	0.1155	482
310	85.6	0.820	85.8	0.820	85.9	0.820	86.0	0.820	86.2	0.820	86.4	0.820
	2129	305	2140	305	2153	305	2168	305	2184	305	2203	305
	0.1142	486	0.1136	486	0.1129	486	0.1122	486	0.1113	486	0.1104	486
290												
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR821_LW_HFL_05.PS - 30/08/2002

Cruise Control (0.82 M), ISA+5 °C (Page 1 of 2)
Figure 04-08-51



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-139

Sep 09/02

CRUISE 0.82 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	90.9 2042 0.1165	0.820 266 475										
350	88.4 2055 0.1163	0.820 279 478	89.0 2099 0.1138	0.820 279 478	89.7 2146 0.1114	0.820 279 478	90.4 2193 0.1090	0.820 279 478				
330	87.1 2117 0.1139	0.820 292 482	87.5 2149 0.1122	0.820 292 482	88.0 2184 0.1104	0.820 292 482	88.5 2224 0.1084	0.820 292 482	89.0 2267 0.1064	0.820 292 482	89.6 2312 0.1043	0.820 292 482
310	86.6 2224 0.1093	0.820 305 486	86.8 2248 0.1082	0.820 305 486	87.1 2274 0.1069	0.820 305 486	87.4 2301 0.1057	0.820 305 486	87.7 2332 0.1043	0.820 305 486	88.0 2365 0.1028	0.820 305 486
290												
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR821_HW_HFL_05.PS - 30/08/2002

Cruise Control (0.82 M), ISA+5 °C (Page 2 of 2)
Figure 04-08-51



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-140

Sep 09/02

CRUISE 0.82 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	90.0	0.820	90.8	0.820	91.7	0.820						
	1791	254	1837	254	1884	254						
	0.1343	481	0.1309	481	0.1276	481						
370	87.7	0.820	88.2	0.820	88.9	0.820	89.5	0.820	90.3	0.820	91.0	0.820
	1811	266	1847	266	1888	266	1932	266	1978	266	2025	266
	0.1328	481	0.1302	481	0.1273	481	0.1244	481	0.1216	481	0.1188	481
350	86.6	0.820	87.0	0.820	87.3	0.820	87.7	0.820	88.2	0.820	88.8	0.820
	1889	279	1915	279	1942	279	1973	279	2008	279	2045	279
	0.1279	483	0.1262	483	0.1244	483	0.1225	483	0.1204	483	0.1181	483
330	86.5	0.820	86.7	0.820	86.9	0.820	87.1	0.820	87.4	0.820	87.7	0.820
	2011	292	2028	292	2048	292	2070	292	2095	292	2121	292
	0.1212	487	0.1202	487	0.1190	487	0.1177	487	0.1163	487	0.1149	487
310	86.6	0.820	86.7	0.820	86.8	0.820	87.0	0.820	87.1	0.820	87.3	0.820
	2163	305	2175	305	2187	305	2202	305	2219	305	2238	305
	0.1136	491	0.1130	491	0.1124	491	0.1116	491	0.1108	491	0.1098	491
290												
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR821_LW_HFL_10.PS - 30/08/2002

Cruise Control (0.82 M), ISA+10 °C (Page 1 of 2)
Figure 04-08-52

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-141

Sep 09/02

CRUISE 0.82 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	91.9	0.820										
	2074	266										
	0.1159	481										
350	89.3	0.820	90.0	0.820	90.7	0.820	91.4	0.820				
	2089	279	2134	279	2180	279	2227	279				
	0.1157	483	0.1132	483	0.1108	483	0.1085	483				
330	88.0	0.820	88.4	0.820	88.9	0.820	89.4	0.820	90.0	0.820	90.5	0.820
	2151	292	2183	292	2219	292	2260	292	2303	292	2348	292
	0.1133	487	0.1116	487	0.1098	487	0.1078	487	0.1058	487	0.1038	487
310	87.5	0.820	87.8	0.820	88.0	0.820	88.3	0.820	88.6	0.820	89.0	0.820
	2260	305	2284	305	2310	305	2338	305	2369	305	2402	305
	0.1088	491	0.1076	491	0.1064	491	0.1051	491	0.1038	491	0.1023	491
290												
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR821_HW_HFL_10.PS - 30/08/2002

Cruise Control (0.82 M), ISA+10 °C (Page 2 of 2)
Figure 04-08-52

CRUISE 0.82 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	90.9	0.820										
	1819	254										
	0.1337	486										
370	88.6	0.820	89.2	0.820	89.8	0.820	90.5	0.820	91.2	0.820		
	1840	266	1876	266	1918	266	1962	266	2009	266		
	0.1321	486	0.1296	486	0.1268	486	0.1239	486	0.1210	486		
350	87.6	0.820	87.9	0.820	88.2	0.820	88.7	0.820	89.2	0.820	89.7	0.820
	1920	279	1945	279	1973	279	2003	279	2038	279	2077	279
	0.1272	488	0.1256	488	0.1238	488	0.1219	488	0.1199	488	0.1176	488
330	87.4	0.820	87.6	0.820	87.8	0.820	88.1	0.820	88.3	0.820	88.6	0.820
	2044	292	2061	292	2080	292	2103	292	2128	292	2155	292
	0.1205	492	0.1195	492	0.1184	492	0.1171	492	0.1158	492	0.1143	492
310	87.5	0.820	87.6	0.820	87.8	0.820	87.9	0.820	88.1	0.820	88.3	0.820
	2197	305	2208	305	2222	305	2237	305	2253	305	2273	305
	0.1130	496	0.1125	496	0.1118	496	0.1110	496	0.1102	496	0.1093	496
290												
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR821_LW_HFL_15.PS - 30/08/2002

Cruise Control (0.82 M), ISA+15 °C (page 1 of 2)
Figure 04-08-53



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-143

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CRUISE 0.82 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370												
350	90.3	0.820	90.9	0.820								
	2121	279	2166	279								
	0.1152	488	0.1128	488								
330	89.0	0.820	89.4	0.820	89.9	0.820	90.4	0.820				
	2185	292	2218	292	2254	292	2294	292				
	0.1127	492	0.1111	492	0.1093	492	0.1074	492				
310	88.5	0.820	88.7	0.820	89.0	0.820	89.3	0.820	89.6	0.820		
	2294	305	2319	305	2346	305	2374	305	2405	305		
	0.1082	496	0.1071	496	0.1059	496	0.1046	496	0.1033	496		
290												
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR821_HW_HFL_15.PS - 30/08/2002

Cruise Control (0.82 M), ISA+15 °C (Page 2 of 2)
Figure 04-08-53



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-144

Sep 09/02

CRUISE 0.82 M

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390												
370	89.6	0.820	90.1	0.820								
	1869	266	1906	266								
	0.1315	491	0.1289	491								
350	88.5	0.820	88.8	0.820	89.2	0.820	89.6	0.820	90.1	0.820		
	1950	279	1976	279	2004	279	2035	279	2070	279		
	0.1266	493	0.1249	493	0.1232	493	0.1213	493	0.1193	493		
330	88.4	0.820	88.5	0.820	88.8	0.820	89.0	0.820	89.3	0.820	89.6	0.820
	2076	292	2093	292	2113	292	2135	292	2161	292	2188	292
	0.1199	497	0.1189	497	0.1178	497	0.1166	497	0.1152	497	0.1137	497
310	88.4	0.820	88.5	0.820	88.7	0.820	88.8	0.820	89.0	0.820	89.2	0.820
	2231	305	2242	305	2255	305	2271	305	2287	305	2307	305
	0.1125	501	0.1119	501	0.1113	501	0.1105	501	0.1097	501	0.1088	501
290												
280												
270												
260												
250												
240												
230												

CRJ900_IF_CR821_LW_HFL_20.PS - 30/08/2002

Cruise Control (0.82 M), ISA+20 °C
Figure 04-08-54



**IN-FLIGHT PERFORMANCE
Cruise Control**

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**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-146

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LONG RANGE CRUISE

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA - 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	85.1	0.779	86.1	0.783	87.3	0.786						
	1444	229	1500	231	1560	232						
	0.1510	436	0.1461	438	0.1411	440						
390	82.5	0.769	83.1	0.771	83.8	0.775	84.6	0.778	85.5	0.782	86.6	0.785
	1432	237	1468	238	1509	239	1556	240	1610	241	1668	242
	0.1505	431	0.1472	432	0.1437	433	0.1400	436	0.1360	438	0.1318	439
370	80.5	0.754	81.0	0.760	81.6	0.764	82.1	0.769	82.7	0.771	83.4	0.774
	1425	243	1465	245	1504	246	1547	248	1584	249	1624	250
	0.1482	422	0.1451	425	0.1422	427	0.1392	430	0.1364	432	0.1335	433
350	78.9	0.731	79.5	0.740	80.1	0.747	80.6	0.753	81.1	0.758	81.6	0.763
	1420	246	1466	249	1510	252	1550	254	1589	256	1633	258
	0.1449	411	0.1421	416	0.1393	420	0.1367	423	0.1342	426	0.1316	429
330	77.5	0.700	78.2	0.711	78.8	0.720	79.4	0.729	80.0	0.738	80.5	0.745
	1409	246	1458	250	1505	253	1551	256	1600	260	1643	263
	0.1412	398	0.1385	404	0.1360	409	0.1335	414	0.1311	419	0.1288	423
310	76.1	0.674	76.8	0.683	77.4	0.692	78.0	0.701	78.6	0.709	79.2	0.718
	1409	246	1454	250	1500	254	1547	257	1592	260	1639	264
	0.1371	386	0.1347	391	0.1323	397	0.1300	402	0.1278	407	0.1256	411
290	74.8	0.648	75.4	0.657	76.0	0.665	76.6	0.674	77.3	0.683	77.8	0.691
	1409	247	1455	251	1497	254	1543	257	1589	261	1634	264
	0.1330	375	0.1307	380	0.1285	385	0.1264	390	0.1243	395	0.1223	399
280	74.0	0.635	74.7	0.644	75.3	0.652	76.0	0.661	76.6	0.669	77.1	0.677
	1409	247	1454	251	1497	254	1544	258	1588	261	1632	264
	0.1309	369	0.1287	374	0.1266	379	0.1245	384	0.1225	389	0.1206	393
270	73.3	0.621	74.0	0.630	74.6	0.639	75.2	0.648	75.9	0.656	76.4	0.664
	1407	247	1451	250	1497	254	1541	258	1587	261	1633	265
	0.1289	362	0.1268	368	0.1247	373	0.1227	378	0.1207	383	0.1188	388
260	72.5	0.607	73.2	0.616	73.9	0.626	74.5	0.634	75.2	0.644	75.8	0.651
	1403	246	1448	250	1495	254	1540	257	1588	261	1631	265
	0.1269	356	0.1248	361	0.1227	367	0.1208	372	0.1188	377	0.1170	382
250	71.8	0.594	72.5	0.604	73.1	0.612	73.8	0.621	74.5	0.631	75.0	0.638
	1400	245	1447	250	1491	253	1538	257	1587	261	1630	265
	0.1250	350	0.1229	355	0.1209	360	0.1190	366	0.1171	371	0.1153	376
240	71.0	0.582	71.7	0.591	72.4	0.600	73.1	0.609	73.7	0.617	74.4	0.626
	1402	245	1446	249	1492	253	1537	257	1585	261	1631	265
	0.1229	344	0.1209	349	0.1189	355	0.1171	360	0.1153	365	0.1135	370
230	70.3	0.571	71.0	0.579	71.7	0.588	72.4	0.596	73.0	0.605	73.6	0.612
	1402	245	1446	249	1491	253	1537	257	1582	261	1626	264
	0.1209	339	0.1190	344	0.1171	349	0.1153	354	0.1135	359	0.1118	363

CRJ900_IF_CRLRCI_LW_HFL_M10.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA-10 °C (Page 1 of 4)
Figure 04-08-55



**IN-FLIGHT PERFORMANCE
Cruise Control**

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LONG RANGE CRUISE			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C		%N1
	25% C.G.		LB/HR/ENG
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	87.7	0.787										
	1727	243										
	0.1276	440										
370	84.0	0.777	84.8	0.781	85.6	0.783	86.6	0.786	87.6	0.787		
	1665	251	1719	252	1770	253	1827	254	1887	255		
	0.1306	435	0.1273	437	0.1239	438	0.1204	440	0.1168	440		
350	82.1	0.767	82.6	0.770	83.1	0.773	83.7	0.775	84.4	0.779	85.0	0.781
	1673	259	1711	260	1750	261	1787	262	1836	264	1882	264
	0.1291	432	0.1267	433	0.1244	435	0.1220	436	0.1194	438	0.1168	439
330	81.0	0.751	81.5	0.757	81.9	0.760	82.3	0.765	82.8	0.768	83.2	0.771
	1687	265	1730	267	1768	269	1810	270	1848	272	1888	273
	0.1265	427	0.1243	430	0.1222	432	0.1201	434	0.1180	436	0.1160	438
310	79.7	0.726	80.2	0.733	80.8	0.741	81.2	0.747	81.7	0.753	82.1	0.758
	1685	267	1730	270	1778	273	1822	276	1867	278	1910	280
	0.1236	416	0.1215	420	0.1195	425	0.1176	428	0.1157	432	0.1139	434
290	78.4	0.698	78.9	0.707	79.5	0.715	80.0	0.722	80.5	0.730	81.0	0.737
	1679	268	1726	271	1775	274	1820	277	1869	281	1915	283
	0.1203	404	0.1185	409	0.1166	413	0.1148	418	0.1130	422	0.1113	426
280	77.7	0.685	78.2	0.693	78.8	0.701	79.3	0.708	79.8	0.716	80.3	0.723
	1679	268	1723	271	1770	274	1817	277	1865	281	1912	284
	0.1186	398	0.1168	402	0.1150	407	0.1133	411	0.1116	416	0.1100	420
270	77.0	0.673	77.6	0.680	78.1	0.687	78.6	0.695	79.1	0.702	79.6	0.709
	1680	268	1722	271	1767	274	1813	278	1860	281	1907	284
	0.1170	393	0.1152	397	0.1135	401	0.1118	405	0.1102	410	0.1086	414
260	76.3	0.659	76.9	0.667	77.4	0.675	77.9	0.681	78.4	0.688	79.0	0.696
	1677	268	1723	272	1768	275	1811	278	1857	281	1904	284
	0.1153	386	0.1135	391	0.1119	395	0.1103	399	0.1087	403	0.1071	408
250	75.6	0.646	76.2	0.654	76.7	0.662	77.3	0.669	77.8	0.676	78.3	0.682
	1676	268	1721	272	1767	275	1811	278	1858	281	1901	284
	0.1136	380	0.1119	385	0.1103	389	0.1087	394	0.1072	398	0.1057	402
240	74.9	0.633	75.5	0.641	76.1	0.649	76.6	0.656	77.1	0.663	77.6	0.670
	1674	268	1720	272	1766	275	1810	278	1857	282	1902	285
	0.1119	374	0.1102	379	0.1087	383	0.1071	388	0.1056	392	0.1042	396
230	74.2	0.620	74.8	0.628	75.4	0.636	75.9	0.644	76.5	0.651	77.0	0.658
	1672	268	1718	271	1766	275	1813	279	1858	282	1903	285
	0.1102	368	0.1086	373	0.1070	378	0.1055	382	0.1041	387	0.1027	391

CRJ900_IF_CRLRCI_HW_HFL_M10.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA-10 °C (Page 2 of 4)
Figure 04-08-55

LONG RANGE CRUISE

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA - 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	69.6	0.560	70.3	0.568	70.9	0.576	71.6	0.585	72.3	0.592	72.8	0.600
	1404	245	1447	249	1492	253	1537	257	1580	260	1624	264
	0.1189	333	0.1170	338	0.1152	343	0.1134	348	0.1118	353	0.1101	357
210	68.9	0.549	69.5	0.557	70.2	0.565	70.9	0.572	71.5	0.581	72.1	0.588
	1406	245	1449	249	1492	253	1535	256	1581	260	1625	264
	0.1169	329	0.1151	333	0.1133	338	0.1116	342	0.1100	347	0.1084	352
200	68.1	0.538	68.8	0.546	69.5	0.553	70.1	0.561	70.8	0.569	71.4	0.577
	1409	246	1451	249	1492	253	1537	256	1580	260	1625	264
	0.1150	324	0.1132	328	0.1115	332	0.1099	337	0.1083	342	0.1067	347
190	67.5	0.529	68.1	0.535	68.7	0.543	69.4	0.550	70.0	0.557	70.7	0.565
	1414	246	1453	249	1495	253	1536	256	1580	260	1627	264
	0.1130	319	0.1113	323	0.1096	328	0.1081	332	0.1065	336	0.1050	341
180	66.8	0.520	67.4	0.526	68.0	0.532	68.7	0.539	69.3	0.547	70.0	0.554
	1422	247	1459	250	1496	252	1539	256	1584	260	1628	263
	0.1109	315	0.1094	319	0.1078	322	0.1063	327	0.1047	331	0.1033	336
170	66.2	0.512	66.8	0.518	67.4	0.523	68.0	0.529	68.6	0.536	69.2	0.544
	1432	248	1468	250	1505	253	1543	256	1585	260	1630	263
	0.1089	312	0.1074	315	0.1059	318	0.1045	322	0.1030	326	0.1016	331
160	65.6	0.505	66.2	0.510	66.8	0.516	67.4	0.521	67.9	0.527	68.5	0.533
	1445	249	1480	252	1516	254	1554	257	1591	260	1631	263
	0.1069	309	0.1054	312	0.1040	315	0.1026	319	0.1013	322	0.0999	326
150	65.1	0.498	65.6	0.503	66.2	0.508	66.7	0.514	67.3	0.519	67.8	0.524
	1459	250	1493	253	1528	256	1565	258	1601	261	1639	264
	0.1049	306	0.1035	309	0.1021	312	0.1008	315	0.0995	318	0.0982	322
140	64.5	0.492	65.1	0.497	65.7	0.502	66.2	0.506	66.7	0.512	67.3	0.517
	1475	252	1510	255	1546	257	1578	260	1616	262	1652	265
	0.1028	303	0.1014	306	0.1001	309	0.0989	312	0.0976	315	0.0964	318
130	64.0	0.485	64.6	0.490	65.1	0.495	65.6	0.500	66.2	0.505	66.7	0.510
	1492	253	1525	256	1560	259	1595	261	1631	264	1666	266
	0.1007	300	0.0995	303	0.0982	306	0.0970	309	0.0958	312	0.0947	315
120	63.5	0.478	64.0	0.483	64.6	0.489	65.1	0.494	65.6	0.499	66.1	0.503
	1506	254	1540	257	1578	260	1613	263	1647	265	1681	268
	0.0987	297	0.0975	300	0.0963	304	0.0952	307	0.0940	309	0.0929	312
110	62.9	0.472	63.5	0.477	64.0	0.482	64.6	0.487	65.1	0.492	65.6	0.497
	1523	256	1557	259	1594	261	1629	264	1665	267	1699	269
	0.0966	294	0.0955	297	0.0944	300	0.0933	304	0.0922	307	0.0912	310
100	62.4	0.466	63.0	0.471	63.5	0.476	64.0	0.481	64.6	0.486	65.1	0.491
	1542	258	1577	260	1610	263	1646	266	1681	268	1718	271
	0.0947	292	0.0936	295	0.0925	298	0.0915	301	0.0905	304	0.0894	307

CRJ900_IF_CRLRCI_LW_LFL_M10.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA-10 °C (Page 3 of 4)
Figure 04-08-55



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-149

Sep 09/02

LONG RANGE CRUISE			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	73.5	0.608	74.1	0.616	74.7	0.624	75.2	0.631	75.8	0.639	76.3	0.646
	1671	268	1717	271	1764	275	1809	278	1857	282	1904	285
	0.1085	362	0.1069	367	0.1054	372	0.1040	376	0.1026	381	0.1012	385
210	72.7	0.595	73.4	0.603	73.9	0.611	74.5	0.618	75.1	0.626	75.6	0.633
	1669	267	1716	271	1762	274	1808	278	1855	281	1901	285
	0.1069	356	0.1053	361	0.1039	366	0.1025	370	0.1011	375	0.0997	379
200	72.1	0.585	72.6	0.591	73.2	0.598	73.8	0.606	74.3	0.613	74.9	0.620
	1672	268	1714	271	1756	274	1804	278	1851	281	1898	285
	0.1052	351	0.1038	355	0.1024	359	0.1010	364	0.0996	368	0.0983	373
190	71.3	0.573	71.9	0.580	72.5	0.587	73.0	0.593	73.6	0.600	74.1	0.608
	1671	267	1715	271	1760	274	1804	277	1848	281	1896	284
	0.1035	346	0.1021	350	0.1007	354	0.0994	358	0.0981	362	0.0968	367
180	70.6	0.561	71.2	0.569	71.8	0.576	72.3	0.583	72.9	0.589	73.4	0.595
	1671	267	1716	270	1761	274	1807	278	1849	281	1892	284
	0.1019	340	0.1005	345	0.0991	349	0.0978	353	0.0966	357	0.0954	361
170	69.9	0.551	70.5	0.558	71.0	0.565	71.6	0.571	72.2	0.578	72.7	0.584
	1674	267	1718	270	1763	274	1806	277	1851	281	1894	284
	0.1002	335	0.0989	339	0.0976	344	0.0963	348	0.0951	352	0.0939	355
160	69.1	0.540	69.7	0.547	70.3	0.553	70.9	0.560	71.4	0.567	72.0	0.574
	1675	267	1720	270	1763	274	1808	277	1852	280	1898	284
	0.0986	330	0.0973	334	0.0960	338	0.0948	342	0.0936	346	0.0924	350
150	68.4	0.530	69.0	0.537	69.6	0.543	70.1	0.550	70.7	0.556	71.3	0.563
	1678	267	1722	270	1765	274	1809	277	1852	280	1899	284
	0.0970	325	0.0957	329	0.0945	333	0.0933	337	0.0922	341	0.0910	345
140	67.8	0.522	68.3	0.528	68.9	0.533	69.5	0.540	70.0	0.545	70.5	0.551
	1690	268	1728	271	1769	274	1813	277	1855	280	1897	283
	0.0952	322	0.0941	325	0.0929	328	0.0918	332	0.0907	336	0.0896	339
130	67.2	0.515	67.8	0.520	68.3	0.525	68.7	0.530	69.3	0.535	69.8	0.541
	1704	269	1741	272	1779	275	1817	277	1857	280	1898	283
	0.0935	318	0.0924	322	0.0914	325	0.0903	328	0.0892	331	0.0882	334
120	66.7	0.508	67.2	0.513	67.7	0.518	68.1	0.522	68.6	0.526	69.1	0.531
	1719	271	1754	273	1792	276	1826	278	1864	281	1902	283
	0.0918	315	0.0908	318	0.0897	321	0.0887	324	0.0877	327	0.0867	330
110	66.1	0.501	66.6	0.506	67.1	0.510	67.6	0.515	68.0	0.519	68.4	0.523
	1735	272	1770	274	1805	277	1842	279	1880	282	1912	284
	0.0901	312	0.0891	315	0.0881	318	0.0871	321	0.0862	323	0.0853	326
100	65.6	0.495	66.1	0.499	66.5	0.503	66.9	0.507	67.4	0.511	67.8	0.515
	1752	274	1785	276	1819	278	1852	280	1889	283	1926	285
	0.0885	310	0.0875	312	0.0866	315	0.0856	317	0.0847	320	0.0838	322

CRJ900_IF_CRLRCI_HW_LFL_M10.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA-10 °C (Page 4 of 4)
Figure 04-08-55



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-150

Sep 09/02

LONG RANGE CRUISE

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	87.1	0.780	88.2	0.783	89.4	0.786						
	1496	229	1551	231	1613	232						
	0.1494	447	0.1447	449	0.1397	450						
390	84.4	0.768	85.1	0.771	85.8	0.775	86.6	0.778	87.5	0.782	88.6	0.785
	1479	236	1519	238	1563	239	1609	240	1664	241	1726	242
	0.1489	440	0.1456	442	0.1422	444	0.1386	446	0.1347	448	0.1305	450
370	82.5	0.754	83.0	0.759	83.5	0.764	84.1	0.769	84.7	0.771	85.3	0.774
	1474	243	1514	244	1556	246	1600	248	1637	249	1678	250
	0.1467	432	0.1437	435	0.1407	438	0.1377	440	0.1350	442	0.1322	443
350	80.8	0.729	81.4	0.739	82.0	0.746	82.5	0.751	83.0	0.757	83.6	0.763
	1464	245	1513	249	1559	251	1599	253	1642	255	1688	258
	0.1435	420	0.1407	425	0.1380	430	0.1354	433	0.1328	436	0.1303	440
330	79.4	0.701	80.0	0.711	80.6	0.719	81.2	0.729	81.8	0.737	82.4	0.744
	1459	246	1507	249	1552	253	1602	256	1651	260	1697	262
	0.1397	407	0.1371	413	0.1346	418	0.1322	423	0.1298	428	0.1275	432
310	77.9	0.673	78.6	0.682	79.2	0.691	79.8	0.700	80.4	0.708	81.0	0.718
	1453	246	1498	249	1547	253	1593	256	1642	260	1692	264
	0.1358	394	0.1334	399	0.1310	405	0.1288	410	0.1266	415	0.1244	421
290	76.4	0.646	77.2	0.656	77.8	0.665	78.4	0.674	79.1	0.682	79.6	0.690
	1451	246	1500	250	1545	254	1592	257	1640	261	1686	264
	0.1318	382	0.1295	388	0.1273	393	0.1252	398	0.1231	403	0.1211	408
280	75.7	0.634	76.4	0.643	77.0	0.651	77.7	0.661	78.3	0.669	78.9	0.677
	1452	246	1498	250	1543	254	1592	258	1637	261	1683	264
	0.1297	376	0.1275	382	0.1254	387	0.1233	392	0.1214	397	0.1194	402
270	75.0	0.621	75.7	0.630	76.3	0.639	77.0	0.647	77.6	0.656	78.2	0.664
	1450	246	1497	250	1545	254	1589	257	1636	261	1683	265
	0.1278	370	0.1256	376	0.1235	381	0.1216	386	0.1196	391	0.1177	396
260	74.2	0.607	74.9	0.616	75.6	0.625	76.2	0.635	76.9	0.643	77.5	0.651
	1445	246	1493	250	1541	254	1589	258	1636	261	1681	264
	0.1258	363	0.1237	369	0.1216	374	0.1197	380	0.1178	385	0.1160	390
250	73.4	0.594	74.1	0.604	74.8	0.613	75.4	0.621	76.1	0.629	76.7	0.638
	1444	245	1491	250	1539	253	1583	257	1631	261	1679	265
	0.1239	357	0.1218	363	0.1198	368	0.1179	373	0.1161	378	0.1143	384
240	72.6	0.582	73.4	0.591	74.0	0.600	74.7	0.608	75.4	0.616	76.0	0.625
	1443	245	1491	249	1537	253	1583	257	1629	260	1676	264
	0.1218	351	0.1198	357	0.1179	362	0.1161	367	0.1143	372	0.1126	377
230	71.9	0.571	72.6	0.579	73.3	0.587	74.0	0.596	74.6	0.604	75.2	0.612
	1444	245	1489	249	1535	253	1582	257	1627	260	1674	264
	0.1199	346	0.1179	351	0.1161	356	0.1143	361	0.1126	366	0.1109	371

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Cruise Control (Long Range Cruise), ISA (Page 1 of 4)
Figure 04-08-56



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-151

Sep 09/02

LONG RANGE CRUISE			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA		%N1
	25% C.G.		LB/HR/ENG
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	89.8	0.787										
	1784	243										
	0.1264	451										
370	86.0	0.777	86.8	0.781	87.6	0.783	88.6	0.785	89.7	0.787		
	1724	251	1775	252	1829	253	1888	254	1950	255		
	0.1293	445	0.1261	447	0.1228	449	0.1193	450	0.1157	451		
350	84.1	0.767	84.5	0.770	85.1	0.773	85.7	0.776	86.3	0.778	87.0	0.781
	1729	259	1769	260	1809	261	1850	262	1894	263	1945	264
	0.1278	442	0.1254	443	0.1231	445	0.1208	447	0.1184	448	0.1157	450
330	82.9	0.751	83.4	0.756	83.8	0.760	84.3	0.765	84.7	0.768	85.2	0.771
	1743	265	1785	267	1824	268	1870	270	1911	272	1952	273
	0.1253	436	0.1231	439	0.1210	441	0.1189	444	0.1169	446	0.1149	448
310	81.6	0.726	82.1	0.734	82.7	0.742	83.1	0.748	83.6	0.753	84.0	0.757
	1741	267	1790	270	1839	273	1884	276	1929	278	1969	279
	0.1223	426	0.1203	430	0.1183	435	0.1164	438	0.1145	442	0.1128	444
290	80.2	0.698	80.7	0.706	81.3	0.713	81.8	0.721	82.3	0.729	82.8	0.736
	1733	267	1779	270	1827	274	1877	277	1927	280	1975	283
	0.1192	413	0.1174	417	0.1155	422	0.1137	426	0.1120	431	0.1103	435
280	79.5	0.685	80.0	0.692	80.6	0.700	81.1	0.708	81.6	0.716	82.1	0.723
	1731	268	1777	271	1826	274	1873	277	1923	281	1971	284
	0.1175	407	0.1157	411	0.1140	416	0.1122	420	0.1106	425	0.1089	429
270	78.8	0.672	79.3	0.679	79.9	0.687	80.4	0.694	80.9	0.702	81.5	0.710
	1729	268	1775	271	1823	274	1869	277	1919	281	1968	284
	0.1159	400	0.1142	405	0.1125	410	0.1108	414	0.1092	419	0.1076	423
260	78.0	0.659	78.6	0.667	79.2	0.674	79.7	0.681	80.2	0.689	80.8	0.696
	1727	268	1775	271	1822	275	1869	278	1917	281	1964	284
	0.1142	394	0.1125	399	0.1109	404	0.1093	408	0.1077	413	0.1062	417
250	77.3	0.646	77.9	0.654	78.5	0.661	79.0	0.669	79.5	0.676	80.0	0.683
	1726	268	1775	272	1820	275	1867	278	1915	281	1960	284
	0.1126	388	0.1109	393	0.1093	398	0.1078	402	0.1062	407	0.1048	410
240	76.6	0.633	77.2	0.642	77.8	0.649	78.3	0.656	78.8	0.663	79.4	0.670
	1726	268	1775	272	1821	275	1867	278	1912	281	1960	285
	0.1109	382	0.1092	387	0.1077	392	0.1062	396	0.1047	400	0.1033	405
230	75.9	0.621	76.5	0.629	77.0	0.636	77.6	0.644	78.1	0.650	78.6	0.657
	1724	268	1772	272	1818	275	1866	278	1909	281	1958	285
	0.1092	376	0.1076	381	0.1061	385	0.1046	390	0.1033	394	0.1018	398

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Cruise Control (Long Range Cruise), ISA (Page 2 of 4)
Figure 04-08-56

Flight Planning and Cruise Control Manual	
CSP C -018	



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-152

Sep 09/02

LONG RANGE CRUISE

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	71.1	0.559	71.8	0.567	72.5	0.575	73.2	0.584	73.8	0.592	74.5	0.600
	1445	245	1488	249	1533	252	1581	257	1626	260	1673	264
	0.1179	340	0.1161	345	0.1143	350	0.1125	355	0.1108	360	0.1092	365
210	70.3	0.548	71.0	0.556	71.7	0.564	72.4	0.572	73.1	0.580	73.7	0.588
	1445	245	1489	249	1534	252	1580	256	1627	260	1674	264
	0.1160	335	0.1142	340	0.1124	344	0.1107	349	0.1091	355	0.1075	359
200	69.6	0.538	70.3	0.545	70.9	0.553	71.6	0.561	72.3	0.569	72.9	0.576
	1447	245	1489	249	1534	252	1581	256	1627	260	1672	263
	0.1141	330	0.1123	334	0.1106	339	0.1090	344	0.1074	349	0.1058	354
190	68.9	0.528	69.5	0.535	70.2	0.542	70.9	0.550	71.5	0.557	72.2	0.565
	1452	245	1494	249	1536	252	1583	256	1627	260	1674	263
	0.1121	325	0.1104	329	0.1088	334	0.1071	339	0.1056	343	0.1041	348
180	68.2	0.520	68.8	0.526	69.5	0.532	70.2	0.540	70.8	0.547	71.4	0.553
	1461	246	1500	249	1540	253	1585	256	1629	260	1672	263
	0.1100	321	0.1085	325	0.1069	329	0.1054	334	0.1039	338	0.1025	342
170	67.6	0.512	68.2	0.517	68.8	0.523	69.4	0.530	70.1	0.536	70.7	0.543
	1472	247	1509	250	1547	253	1588	256	1631	260	1674	263
	0.1080	318	0.1065	321	0.1051	325	0.1036	329	0.1022	333	0.1008	337
160	67.0	0.505	67.6	0.510	68.2	0.516	68.7	0.521	69.4	0.527	69.9	0.533
	1485	249	1521	251	1559	254	1596	257	1637	260	1677	263
	0.1060	315	0.1046	318	0.1032	321	0.1018	325	0.1004	328	0.0991	332
150	66.4	0.498	67.0	0.503	67.5	0.508	68.1	0.513	68.7	0.518	69.2	0.524
	1498	250	1534	253	1569	255	1605	258	1643	261	1682	264
	0.1040	311	0.1027	315	0.1014	318	0.1000	321	0.0987	324	0.0975	328
140	65.8	0.491	66.4	0.496	67.0	0.501	67.5	0.506	68.1	0.511	68.6	0.516
	1514	251	1550	254	1584	257	1619	259	1656	262	1696	265
	0.1020	308	0.1007	312	0.0994	315	0.0982	317	0.0969	321	0.0957	324
130	65.3	0.484	65.9	0.490	66.4	0.495	67.0	0.499	67.5	0.504	68.0	0.509
	1528	253	1565	256	1601	258	1636	261	1673	263	1710	266
	0.1000	305	0.0987	309	0.0975	312	0.0963	315	0.0951	318	0.0940	321
120	64.7	0.478	65.3	0.483	65.9	0.488	66.4	0.493	66.9	0.498	67.5	0.503
	1545	254	1580	257	1617	260	1652	262	1690	265	1725	268
	0.0979	302	0.0968	305	0.0956	309	0.0945	312	0.0933	315	0.0922	318
110	64.2	0.472	64.7	0.476	65.3	0.481	65.9	0.487	66.4	0.491	66.9	0.496
	1562	256	1595	258	1632	261	1671	264	1706	266	1743	269
	0.0959	299	0.0948	302	0.0937	306	0.0926	309	0.0915	312	0.0905	315
100	63.6	0.465	64.2	0.470	64.7	0.475	65.3	0.480	65.8	0.485	66.3	0.490
	1579	257	1614	260	1649	262	1686	265	1724	268	1760	271
	0.0940	297	0.0929	300	0.0919	303	0.0908	306	0.0898	309	0.0888	312

CRJ900_IF_CRLRCI_LW_LFL_00.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA (Page 3 of 4)
Figure 04-08-56



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-153

Sep 09/02

LONG RANGE CRUISE				
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA		%N1	MACH
	25% C.G.		LB/HR/ENG	KIAS
			NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	75.1	0.608	75.7	0.615	76.3	0.623	76.8	0.630	77.4	0.638	77.9	0.645
	1721	267	1767	271	1815	275	1861	278	1910	281	1956	285
	0.1076	370	0.1061	374	0.1046	379	0.1032	384	0.1017	388	0.1004	392
210	74.4	0.596	74.9	0.603	75.5	0.610	76.1	0.617	76.7	0.625	77.2	0.632
	1720	267	1766	271	1812	274	1857	277	1907	281	1956	285
	0.1059	364	0.1045	369	0.1030	373	0.1016	377	0.1002	382	0.0989	386
200	73.6	0.584	74.2	0.591	74.7	0.597	75.3	0.605	75.9	0.612	76.5	0.620
	1718	267	1763	270	1807	274	1856	277	1901	281	1952	284
	0.1044	358	0.1029	363	0.1015	367	0.1001	371	0.0988	375	0.0975	380
190	72.8	0.572	73.4	0.579	74.0	0.586	74.6	0.593	75.2	0.601	75.7	0.607
	1718	267	1763	270	1808	274	1855	277	1904	281	1951	284
	0.1027	352	0.1013	357	0.0999	361	0.0986	365	0.0973	370	0.0960	374
180	72.1	0.561	72.7	0.568	73.3	0.575	73.9	0.582	74.4	0.588	75.0	0.595
	1719	267	1764	270	1810	274	1856	277	1900	280	1947	284
	0.1010	347	0.0997	351	0.0984	356	0.0971	360	0.0959	364	0.0946	368
170	71.3	0.550	71.9	0.557	72.5	0.565	73.1	0.571	73.6	0.577	74.2	0.584
	1719	267	1765	270	1812	274	1856	277	1900	280	1946	283
	0.0994	341	0.0981	346	0.0968	350	0.0956	354	0.0944	358	0.0932	362
160	70.6	0.540	71.2	0.547	71.8	0.553	72.4	0.560	72.9	0.566	73.5	0.573
	1722	267	1767	270	1811	273	1857	277	1902	280	1948	283
	0.0978	337	0.0965	341	0.0953	345	0.0940	349	0.0929	353	0.0917	357
150	69.8	0.530	70.4	0.536	71.0	0.543	71.6	0.549	72.2	0.555	72.7	0.562
	1726	267	1769	270	1812	273	1858	277	1902	280	1948	283
	0.0962	332	0.0950	336	0.0938	339	0.0926	344	0.0914	347	0.0903	352
140	69.2	0.522	69.8	0.528	70.3	0.533	70.9	0.539	71.4	0.545	72.0	0.551
	1735	268	1777	271	1819	274	1862	277	1907	280	1950	283
	0.0945	328	0.0933	331	0.0922	335	0.0911	339	0.0899	343	0.0889	346
130	68.6	0.514	69.1	0.520	69.6	0.525	70.1	0.530	70.7	0.535	71.2	0.541
	1747	269	1787	272	1826	274	1865	277	1908	280	1951	283
	0.0928	324	0.0917	328	0.0907	331	0.0896	334	0.0885	337	0.0875	341
120	68.0	0.507	68.5	0.512	69.0	0.517	69.5	0.522	70.0	0.526	70.5	0.532
	1762	270	1799	273	1838	275	1876	278	1916	281	1958	284
	0.0912	321	0.0901	324	0.0891	327	0.0880	330	0.0870	333	0.0860	337
110	67.4	0.500	67.9	0.505	68.4	0.509	68.9	0.514	69.4	0.519	69.9	0.524
	1778	271	1813	274	1850	276	1890	279	1929	282	1968	284
	0.0895	318	0.0885	320	0.0875	323	0.0865	326	0.0855	330	0.0846	333
100	66.8	0.494	67.4	0.499	67.8	0.503	68.3	0.506	68.8	0.511	69.2	0.515
	1795	273	1833	276	1868	278	1901	280	1941	283	1978	285
	0.0878	315	0.0868	318	0.0859	321	0.0850	323	0.0841	326	0.0832	329

CRJ900_IF_CRLRCI_HW_LFL_00.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA (Page 4 of 4)
Figure 04-08-56



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-154

Sep 09/02

LONG RANGE CRUISE

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 5 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	88.1	0.779	89.2	0.783	90.4	0.786						
	1520	229	1578	231	1639	232						
	0.1486	451	0.1439	454	0.1391	456						
390	85.4	0.768	86.1	0.771	86.8	0.775	87.6	0.778	88.5	0.782	89.6	0.786
	1504	236	1545	238	1588	239	1635	240	1693	241	1755	242
	0.1481	445	0.1448	447	0.1415	449	0.1379	451	0.1339	453	0.1298	455
370	83.4	0.755	83.9	0.758	84.5	0.764	85.1	0.769	85.7	0.772	86.3	0.774
	1500	243	1538	244	1584	246	1627	248	1666	249	1706	250
	0.1459	437	0.1429	439	0.1399	443	0.1370	446	0.1343	447	0.1315	449
350	81.7	0.729	82.3	0.738	82.9	0.745	83.4	0.751	84.0	0.757	84.5	0.763
	1487	245	1535	248	1581	251	1623	253	1669	255	1716	258
	0.1428	424	0.1401	430	0.1374	434	0.1347	437	0.1322	441	0.1296	444
330	80.3	0.700	80.9	0.710	81.5	0.719	82.2	0.729	82.8	0.737	83.3	0.744
	1480	246	1528	249	1577	253	1628	256	1678	260	1724	262
	0.1391	411	0.1365	417	0.1340	422	0.1315	428	0.1291	433	0.1269	437
310	78.8	0.673	79.5	0.682	80.1	0.691	80.7	0.699	81.3	0.708	81.9	0.717
	1475	246	1523	249	1571	253	1618	256	1667	260	1716	263
	0.1352	399	0.1328	404	0.1304	409	0.1282	414	0.1260	420	0.1239	425
290	77.3	0.647	78.0	0.656	78.6	0.664	79.3	0.673	79.9	0.681	80.5	0.689
	1473	246	1522	250	1566	253	1614	257	1662	261	1709	264
	0.1312	386	0.1289	392	0.1268	397	0.1247	402	0.1226	407	0.1206	412
280	76.6	0.634	77.3	0.643	77.9	0.651	78.5	0.660	79.2	0.669	79.8	0.676
	1473	246	1520	250	1566	254	1613	257	1662	261	1708	264
	0.1291	380	0.1269	386	0.1248	391	0.1228	396	0.1208	401	0.1189	406
270	75.8	0.620	76.5	0.629	77.2	0.639	77.8	0.647	78.4	0.656	79.0	0.664
	1468	246	1516	250	1567	254	1613	257	1660	261	1707	264
	0.1272	373	0.1251	379	0.1229	385	0.1210	390	0.1191	395	0.1172	400
260	75.0	0.607	75.7	0.616	76.4	0.625	77.1	0.634	77.7	0.643	78.3	0.650
	1466	246	1515	250	1563	254	1612	257	1660	261	1705	264
	0.1252	367	0.1231	373	0.1211	378	0.1191	384	0.1173	389	0.1155	394
250	74.2	0.594	74.9	0.603	75.6	0.612	76.3	0.621	77.0	0.630	77.6	0.638
	1464	245	1513	249	1561	253	1609	257	1658	261	1705	265
	0.1233	361	0.1213	367	0.1193	372	0.1174	378	0.1155	383	0.1138	388
240	73.4	0.582	74.1	0.591	74.8	0.600	75.5	0.609	76.2	0.616	76.8	0.624
	1464	245	1512	249	1559	253	1608	257	1653	260	1700	264
	0.1213	355	0.1193	360	0.1174	366	0.1156	371	0.1138	376	0.1121	381
230	72.6	0.570	73.4	0.579	74.1	0.588	74.8	0.596	75.4	0.604	76.0	0.612
	1464	245	1511	249	1558	253	1606	257	1652	260	1698	264
	0.1194	349	0.1174	355	0.1156	360	0.1138	365	0.1121	370	0.1104	375

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Cruise Control (Long Range Cruise), ISA+5 °C (Page 1 of 4)
Figure 04-08-57



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-155

Sep 09/02

LONG RANGE CRUISE			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	90.8	0.787										
	1816	243										
	0.1257	456										
370	87.0	0.777	87.7	0.780	88.6	0.783	89.6	0.786	90.7	0.787		
	1753	251	1802	252	1860	253	1921	254	1984	255		
	0.1286	451	0.1255	452	0.1221	454	0.1186	455	0.1151	456		
350	85.0	0.767	85.5	0.771	86.1	0.773	86.7	0.776	87.3	0.778	88.0	0.781
	1757	259	1799	260	1839	261	1881	262	1926	263	1978	264
	0.1272	446	0.1248	449	0.1225	450	0.1202	452	0.1177	453	0.1151	455
330	83.8	0.751	84.3	0.755	84.8	0.759	85.2	0.765	85.7	0.769	86.1	0.772
	1772	265	1813	267	1854	268	1900	270	1944	272	1985	273
	0.1246	441	0.1225	444	0.1204	446	0.1183	449	0.1162	452	0.1143	453
310	82.5	0.725	83.0	0.733	83.6	0.741	84.1	0.747	84.5	0.752	85.0	0.757
	1766	267	1816	270	1864	273	1912	275	1956	278	2000	279
	0.1218	430	0.1197	435	0.1178	439	0.1159	443	0.1141	446	0.1122	449
290	81.1	0.697	81.6	0.705	82.2	0.714	82.7	0.722	83.2	0.729	83.7	0.736
	1757	267	1806	270	1857	274	1907	277	1956	280	2006	283
	0.1187	417	0.1168	422	0.1150	427	0.1132	431	0.1115	436	0.1098	440
280	80.4	0.685	80.9	0.692	81.5	0.700	82.0	0.708	82.5	0.715	83.0	0.723
	1757	268	1804	271	1853	274	1902	277	1952	280	2001	284
	0.1170	411	0.1152	415	0.1135	420	0.1117	425	0.1101	429	0.1085	434
270	79.6	0.671	80.2	0.679	80.8	0.687	81.3	0.694	81.8	0.701	82.3	0.709
	1754	268	1801	271	1850	274	1896	277	1945	280	1994	284
	0.1154	405	0.1137	409	0.1120	414	0.1103	418	0.1087	423	0.1071	427
260	78.9	0.658	79.5	0.666	80.0	0.674	80.6	0.681	81.1	0.688	81.6	0.695
	1753	268	1801	271	1848	275	1896	278	1944	281	1991	284
	0.1137	398	0.1120	403	0.1104	408	0.1088	412	0.1072	417	0.1057	421
250	78.2	0.646	78.7	0.653	79.3	0.661	79.8	0.668	80.4	0.676	80.9	0.682
	1751	268	1798	271	1847	275	1893	278	1943	281	1989	284
	0.1121	392	0.1105	397	0.1088	402	0.1073	406	0.1058	411	0.1043	415
240	77.4	0.632	78.0	0.641	78.6	0.648	79.1	0.656	79.7	0.663	80.2	0.670
	1747	268	1798	271	1844	275	1893	278	1942	282	1989	284
	0.1104	386	0.1088	391	0.1073	395	0.1057	400	0.1043	405	0.1028	409
230	76.6	0.620	77.2	0.628	77.8	0.635	78.4	0.643	78.9	0.650	79.5	0.657
	1745	267	1794	271	1843	275	1893	278	1939	281	1986	285
	0.1088	379	0.1072	384	0.1057	389	0.1042	394	0.1028	398	0.1014	402

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Cruise Control (Long Range Cruise), ISA+5 °C (Page 2 of 4)
Figure 04-08-57



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-156

Sep 09/02

LONG RANGE CRUISE

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 5 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	71.9	0.559	72.6	0.567	73.3	0.575	74.0	0.584	74.6	0.592	75.2	0.599
	1465	245	1511	249	1556	253	1604	257	1649	260	1695	263
	0.1174	344	0.1156	349	0.1138	354	0.1120	359	0.1104	364	0.1088	368
210	71.1	0.548	71.8	0.556	72.5	0.564	73.2	0.572	73.8	0.580	74.5	0.588
	1465	245	1510	249	1555	252	1603	256	1649	260	1696	264
	0.1155	338	0.1137	343	0.1120	348	0.1103	353	0.1086	358	0.1071	363
200	70.3	0.537	71.0	0.545	71.7	0.552	72.4	0.560	73.0	0.568	73.7	0.576
	1467	245	1510	249	1555	252	1601	256	1648	260	1695	263
	0.1136	333	0.1119	337	0.1102	342	0.1086	347	0.1070	352	0.1054	357
190	69.6	0.528	70.3	0.535	70.9	0.542	71.6	0.549	72.3	0.557	72.9	0.565
	1472	245	1515	249	1557	252	1603	256	1649	260	1696	263
	0.1116	328	0.1099	333	0.1083	337	0.1067	342	0.1052	347	0.1037	351
180	68.9	0.519	69.6	0.526	70.2	0.531	70.8	0.539	71.5	0.547	72.2	0.554
	1481	246	1520	249	1559	252	1605	256	1651	260	1697	263
	0.1096	324	0.1081	328	0.1065	332	0.1050	337	0.1035	341	0.1020	346
170	68.3	0.511	68.9	0.517	69.5	0.523	70.1	0.529	70.8	0.536	71.4	0.543
	1490	247	1529	250	1568	253	1609	256	1653	260	1698	263
	0.1076	320	0.1061	324	0.1047	328	0.1032	332	0.1018	336	0.1004	341
160	67.7	0.504	68.3	0.510	68.9	0.515	69.5	0.521	70.1	0.527	70.6	0.533
	1504	249	1542	251	1579	254	1619	257	1659	260	1700	263
	0.1056	317	0.1042	321	0.1028	324	0.1014	328	0.1001	332	0.0987	335
150	67.1	0.498	67.7	0.503	68.2	0.508	68.8	0.513	69.4	0.518	69.9	0.524
	1518	250	1555	253	1590	255	1627	258	1666	261	1705	264
	0.1036	314	0.1023	318	0.1010	321	0.0996	324	0.0984	327	0.0971	331
140	66.5	0.491	67.1	0.496	67.7	0.501	68.2	0.506	68.8	0.511	69.3	0.516
	1534	251	1571	254	1606	257	1641	259	1679	262	1717	265
	0.1016	311	0.1003	315	0.0990	318	0.0978	320	0.0965	324	0.0953	327
130	65.9	0.484	66.5	0.489	67.1	0.494	67.6	0.499	68.1	0.504	68.7	0.509
	1549	253	1584	255	1620	258	1656	261	1693	263	1731	266
	0.0996	308	0.0983	311	0.0971	314	0.0959	317	0.0948	321	0.0936	324
120	65.3	0.477	65.9	0.482	66.5	0.487	67.0	0.492	67.6	0.497	68.1	0.503
	1563	254	1599	257	1636	259	1672	262	1710	265	1748	268
	0.0976	305	0.0964	308	0.0952	311	0.0941	314	0.0930	318	0.0919	321
110	64.8	0.471	65.3	0.476	65.9	0.481	66.5	0.486	67.0	0.491	67.6	0.496
	1581	255	1616	258	1652	261	1690	263	1729	266	1765	269
	0.0956	302	0.0945	305	0.0934	308	0.0923	311	0.0912	315	0.0902	318
100	64.2	0.465	64.8	0.470	65.3	0.475	65.9	0.480	66.4	0.485	67.0	0.490
	1598	257	1634	259	1670	262	1708	265	1744	268	1782	271
	0.0937	299	0.0926	302	0.0915	305	0.0905	309	0.0895	312	0.0885	315

CRJ900_IF_CRLRCI_LW_LFL_05.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+5 °C (Page 3 of 4)
Figure 04-08-57



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-157

Sep 09/02

LONG RANGE CRUISE			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	75.9	0.607	76.5	0.615	77.1	0.623	77.6	0.630	78.2	0.638	78.8	0.645
	1744	267	1792	271	1840	274	1888	278	1939	282	1986	285
	0.1072	373	0.1056	378	0.1042	383	0.1027	387	0.1013	392	0.0999	397
210	75.1	0.595	75.7	0.603	76.3	0.610	76.9	0.618	77.4	0.625	78.0	0.632
	1744	267	1790	271	1837	274	1886	278	1934	281	1982	284
	0.1055	368	0.1040	372	0.1026	377	0.1012	381	0.0998	386	0.0985	390
200	74.4	0.584	74.9	0.591	75.5	0.598	76.1	0.605	76.7	0.612	77.2	0.619
	1744	267	1787	270	1835	274	1880	277	1930	281	1975	284
	0.1039	362	0.1025	366	0.1011	371	0.0998	375	0.0984	379	0.0971	383
190	73.6	0.573	74.2	0.579	74.8	0.586	75.3	0.593	75.9	0.600	76.4	0.606
	1744	267	1789	270	1835	274	1879	277	1929	281	1973	283
	0.1022	356	0.1009	360	0.0995	365	0.0982	369	0.0969	373	0.0957	377
180	72.8	0.561	73.4	0.568	74.0	0.575	74.6	0.582	75.1	0.588	75.7	0.594
	1744	267	1789	270	1835	274	1882	277	1925	280	1970	283
	0.1006	351	0.0993	355	0.0980	359	0.0967	364	0.0955	367	0.0943	371
170	72.0	0.550	72.6	0.557	73.3	0.564	73.8	0.571	74.4	0.577	75.0	0.584
	1744	267	1788	270	1836	274	1881	277	1925	280	1974	284
	0.0990	345	0.0977	349	0.0964	354	0.0952	358	0.0940	362	0.0928	366
160	71.3	0.540	71.9	0.547	72.5	0.553	73.1	0.560	73.7	0.566	74.2	0.573
	1746	267	1791	270	1836	273	1883	277	1928	280	1974	283
	0.0974	340	0.0961	344	0.0949	348	0.0937	352	0.0925	356	0.0914	360
150	70.5	0.530	71.1	0.536	71.7	0.543	72.3	0.550	72.9	0.556	73.4	0.562
	1747	267	1793	270	1837	273	1885	277	1930	280	1975	283
	0.0958	335	0.0946	339	0.0934	343	0.0922	347	0.0911	351	0.0900	355
140	69.9	0.522	70.4	0.527	71.0	0.533	71.6	0.539	72.2	0.545	72.7	0.551
	1759	268	1800	271	1843	274	1887	277	1932	280	1976	283
	0.0941	331	0.0930	334	0.0918	338	0.0907	342	0.0896	346	0.0885	349
130	69.3	0.514	69.8	0.520	70.3	0.524	70.8	0.530	71.4	0.535	71.9	0.541
	1771	269	1811	272	1849	274	1890	277	1934	280	1977	283
	0.0925	327	0.0914	331	0.0903	334	0.0892	337	0.0882	341	0.0871	344
120	68.7	0.507	69.2	0.512	69.7	0.517	70.2	0.522	70.7	0.526	71.2	0.531
	1785	270	1823	273	1863	275	1901	278	1941	281	1980	283
	0.0908	324	0.0898	327	0.0887	330	0.0877	333	0.0867	336	0.0857	339
110	68.1	0.500	68.6	0.505	69.1	0.509	69.5	0.513	70.0	0.518	70.5	0.523
	1801	271	1837	274	1875	276	1910	279	1950	281	1990	284
	0.0891	321	0.0881	323	0.0871	326	0.0862	329	0.0852	332	0.0843	335
100	67.5	0.494	68.0	0.498	68.5	0.503	68.9	0.506	69.4	0.510	69.9	0.515
	1819	273	1853	275	1892	278	1926	280	1963	282	2003	285
	0.0875	318	0.0866	320	0.0856	324	0.0847	326	0.0838	328	0.0828	332

CRJ900_IF_CRLRCI_HW_LFL_05.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+5 °C (Page 4 of 4)
Figure 04-08-57



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-158

Sep 09/02

LONG RANGE CRUISE

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	89.1	0.779	90.1	0.783	91.4	0.786						
	1544	229	1603	231	1666	232						
	0.1479	456	0.1432	459	0.1384	461						
390	86.4	0.768	87.1	0.771	87.8	0.775	88.6	0.778	89.5	0.782	90.6	0.785
	1529	237	1570	238	1614	239	1663	240	1719	241	1783	242
	0.1473	450	0.1441	452	0.1408	454	0.1372	456	0.1333	458	0.1292	460
370	84.4	0.753	84.9	0.758	85.5	0.765	86.1	0.768	86.6	0.772	87.2	0.774
	1522	242	1564	244	1611	247	1653	248	1695	249	1734	250
	0.1451	441	0.1422	444	0.1392	448	0.1363	450	0.1336	452	0.1309	454
350	82.6	0.729	83.3	0.738	83.9	0.745	84.4	0.750	85.0	0.758	85.5	0.763
	1512	245	1561	248	1606	251	1649	253	1699	256	1744	258
	0.1421	429	0.1393	435	0.1366	439	0.1341	442	0.1315	446	0.1289	449
330	81.2	0.700	81.8	0.709	82.4	0.718	83.1	0.728	83.7	0.736	84.2	0.744
	1503	245	1552	249	1601	252	1652	256	1702	259	1750	262
	0.1384	416	0.1358	421	0.1334	427	0.1309	432	0.1286	437	0.1263	442
310	79.7	0.673	80.3	0.682	81.0	0.691	81.6	0.699	82.2	0.709	82.8	0.717
	1498	246	1546	249	1594	253	1642	256	1694	260	1744	264
	0.1345	403	0.1321	408	0.1298	414	0.1276	419	0.1254	424	0.1232	430
290	78.2	0.647	78.9	0.656	79.5	0.664	80.2	0.673	80.8	0.681	81.3	0.689
	1498	247	1545	250	1592	254	1640	257	1686	260	1733	264
	0.1306	391	0.1283	396	0.1262	401	0.1240	407	0.1220	411	0.1201	416
280	77.4	0.633	78.1	0.643	78.7	0.651	79.4	0.659	80.0	0.668	80.6	0.676
	1495	246	1543	250	1589	254	1637	257	1684	260	1733	264
	0.1286	384	0.1264	390	0.1243	395	0.1223	400	0.1203	405	0.1184	410
270	76.6	0.619	77.3	0.629	78.0	0.638	78.6	0.646	79.3	0.655	79.9	0.663
	1489	246	1538	250	1587	254	1633	257	1684	261	1732	264
	0.1267	377	0.1245	383	0.1225	388	0.1205	393	0.1185	399	0.1167	404
260	75.8	0.606	76.5	0.615	77.2	0.624	77.9	0.633	78.5	0.642	79.1	0.650
	1487	245	1535	249	1583	253	1632	257	1682	261	1730	264
	0.1247	371	0.1226	376	0.1206	381	0.1187	387	0.1168	392	0.1150	397
250	75.0	0.594	75.7	0.603	76.4	0.611	77.1	0.620	77.7	0.629	78.4	0.638
	1485	245	1533	249	1580	253	1629	257	1679	261	1730	265
	0.1228	364	0.1208	370	0.1188	375	0.1169	381	0.1151	386	0.1133	392
240	74.2	0.582	74.9	0.590	75.6	0.599	76.3	0.608	77.0	0.616	77.6	0.624
	1485	245	1532	249	1581	253	1628	257	1677	260	1724	264
	0.1208	358	0.1188	364	0.1169	369	0.1151	375	0.1133	380	0.1116	385
230	73.4	0.570	74.1	0.578	74.8	0.588	75.5	0.596	76.2	0.604	76.8	0.611
	1485	245	1531	249	1580	253	1628	257	1675	260	1721	264
	0.1189	353	0.1170	358	0.1151	363	0.1133	369	0.1116	374	0.1100	378

CRJ900_IF_CRLRCI_LW_HFL_10.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+10 °C (Page 1 of 4)
Figure 04-08-58



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-159

Sep 09/02

LONG RANGE CRUISE			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390	91.8	0.787										
	1843	243										
	0.1252	461										
370	88.0	0.778	88.7	0.781	89.6	0.783	90.6	0.786	91.7	0.787		
	1784	251	1833	252	1889	253	1953	254	2012	254		
	0.1279	456	0.1249	458	0.1216	459	0.1181	461	0.1147	461		
350	86.0	0.766	86.5	0.771	87.0	0.772	87.6	0.775	88.2	0.777	89.0	0.781
	1784	259	1828	260	1867	261	1910	262	1953	263	2010	264
	0.1266	451	0.1242	454	0.1219	455	0.1196	457	0.1173	458	0.1145	460
330	84.8	0.750	85.2	0.755	85.7	0.760	86.2	0.765	86.6	0.768	87.1	0.771
	1796	265	1839	266	1885	268	1931	270	1971	271	2014	273
	0.1241	445	0.1219	448	0.1198	451	0.1177	454	0.1157	456	0.1138	458
310	83.4	0.725	83.9	0.733	84.5	0.740	85.0	0.747	85.4	0.752	85.9	0.757
	1793	267	1842	270	1893	273	1941	275	1986	277	2031	279
	0.1212	434	0.1192	439	0.1172	443	0.1153	447	0.1135	450	0.1117	453
290	81.9	0.697	82.5	0.705	83.0	0.713	83.6	0.722	84.1	0.729	84.6	0.736
	1783	267	1832	270	1882	274	1936	277	1987	280	2036	283
	0.1182	421	0.1163	426	0.1145	431	0.1127	436	0.1109	440	0.1093	445
280	81.2	0.684	81.8	0.692	82.3	0.700	82.9	0.707	83.4	0.715	83.9	0.722
	1781	267	1832	271	1880	274	1929	277	1980	280	2030	283
	0.1165	415	0.1147	420	0.1130	424	0.1113	429	0.1096	434	0.1080	438
270	80.5	0.671	81.1	0.679	81.6	0.687	82.2	0.694	82.6	0.701	83.2	0.708
	1780	268	1830	271	1877	274	1926	277	1973	280	2023	284
	0.1149	409	0.1131	414	0.1115	418	0.1098	423	0.1082	427	0.1067	431
260	79.8	0.659	80.3	0.666	80.9	0.674	81.4	0.681	81.9	0.688	82.4	0.695
	1781	268	1827	271	1875	274	1923	278	1971	281	2018	284
	0.1132	403	0.1116	407	0.1099	412	0.1083	416	0.1068	420	0.1053	425
250	79.0	0.645	79.6	0.654	80.1	0.661	80.7	0.668	81.2	0.675	81.7	0.682
	1776	268	1827	272	1872	275	1919	278	1967	281	2016	284
	0.1116	396	0.1100	401	0.1084	406	0.1069	410	0.1054	414	0.1039	419
240	78.2	0.633	78.8	0.641	79.4	0.647	79.9	0.655	80.5	0.662	81.0	0.670
	1775	268	1825	272	1869	274	1920	278	1966	281	2016	284
	0.1099	390	0.1083	395	0.1068	399	0.1053	404	0.1038	408	0.1024	413
230	77.4	0.619	78.1	0.628	78.6	0.635	79.2	0.643	79.7	0.650	80.3	0.657
	1769	267	1821	271	1868	275	1917	278	1966	281	2013	284
	0.1084	383	0.1067	388	0.1052	393	0.1038	398	0.1024	402	0.1010	406

CRJ900_IF_CRLRCI_HW_HFL_10.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+10 °C (Page 2 of 4)
Figure 04-08-58

LONG RANGE CRUISE

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 10 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	72.6	0.559	73.3	0.567	74.0	0.575	74.7	0.584	75.4	0.592	76.0	0.599
	1485	245	1532	249	1577	252	1626	256	1673	260	1720	264
	0.1169	347	0.1151	352	0.1133	357	0.1116	362	0.1099	367	0.1083	372
210	71.8	0.548	72.5	0.556	73.2	0.564	73.9	0.572	74.6	0.580	75.3	0.588
	1486	245	1531	249	1578	252	1625	256	1672	260	1721	264
	0.1150	341	0.1132	346	0.1115	352	0.1098	356	0.1082	361	0.1066	366
200	71.0	0.537	71.8	0.545	72.4	0.553	73.1	0.561	73.8	0.568	74.4	0.576
	1487	245	1533	249	1578	252	1626	256	1671	260	1718	263
	0.1131	336	0.1114	341	0.1097	346	0.1081	351	0.1065	356	0.1050	360
190	70.3	0.528	71.0	0.535	71.7	0.542	72.4	0.550	73.0	0.557	73.7	0.565
	1494	246	1535	249	1581	252	1626	256	1671	259	1719	263
	0.1111	332	0.1095	336	0.1079	341	0.1063	345	0.1048	350	0.1033	355
180	69.6	0.519	70.3	0.525	70.9	0.532	71.6	0.539	72.2	0.546	72.9	0.554
	1501	246	1541	249	1582	252	1626	256	1673	260	1719	263
	0.1092	327	0.1076	331	0.1061	335	0.1046	340	0.1031	345	0.1016	349
170	69.0	0.511	69.6	0.517	70.2	0.523	70.8	0.529	71.5	0.537	72.1	0.543
	1511	247	1549	250	1589	253	1630	256	1677	260	1720	263
	0.1072	324	0.1057	327	0.1043	331	0.1028	335	0.1014	340	0.1000	344
160	68.3	0.504	68.9	0.509	69.6	0.515	70.1	0.521	70.8	0.527	71.4	0.533
	1522	248	1561	251	1601	254	1639	257	1681	260	1723	263
	0.1052	320	0.1038	324	0.1024	327	0.1010	331	0.0997	335	0.0984	339
150	67.7	0.497	68.3	0.502	68.9	0.508	69.5	0.513	70.1	0.519	70.7	0.524
	1537	250	1573	252	1611	255	1650	258	1689	261	1731	264
	0.1032	317	0.1019	320	0.1006	324	0.0992	327	0.0980	331	0.0967	334
140	67.1	0.490	67.7	0.496	68.3	0.501	68.9	0.506	69.4	0.511	70.0	0.516
	1551	251	1590	254	1627	257	1663	259	1701	262	1742	265
	0.1012	314	0.0999	317	0.0986	321	0.0974	323	0.0962	327	0.0949	330
130	66.6	0.484	67.1	0.489	67.7	0.494	68.3	0.499	68.8	0.504	69.4	0.509
	1569	253	1604	255	1642	258	1678	261	1715	263	1754	266
	0.0992	311	0.0980	314	0.0968	317	0.0956	320	0.0944	324	0.0933	327
120	66.0	0.477	66.6	0.482	67.1	0.487	67.7	0.492	68.2	0.497	68.8	0.502
	1584	254	1620	257	1657	259	1694	262	1730	265	1768	267
	0.0972	308	0.0960	311	0.0949	314	0.0938	317	0.0927	320	0.0916	323
110	65.4	0.471	65.9	0.475	66.5	0.481	67.1	0.486	67.6	0.490	68.2	0.496
	1601	255	1635	258	1673	261	1710	263	1747	266	1787	269
	0.0952	305	0.0941	307	0.0930	311	0.0919	314	0.0909	317	0.0898	321
100	64.8	0.465	65.4	0.470	65.9	0.474	66.5	0.479	67.1	0.484	67.6	0.489
	1618	257	1654	259	1690	262	1728	265	1766	268	1803	270
	0.0933	302	0.0923	305	0.0912	308	0.0902	311	0.0891	314	0.0882	318

CRJ900_IF_CRLRCI_LW_LFL_10.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+10 °C (Page 3 of 4)
Figure 04-08-58



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-161

Sep 09/02

LONG RANGE CRUISE			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	76.7	0.607	77.3	0.615	77.9	0.622	78.4	0.630	79.0	0.638	79.6	0.645
	1768	267	1816	271	1865	274	1914	278	1966	282	2014	285
	0.1067	377	0.1052	382	0.1037	387	0.1023	391	0.1009	396	0.0995	401
210	75.9	0.595	76.5	0.603	77.1	0.610	77.7	0.617	78.2	0.625	78.8	0.632
	1767	267	1814	271	1862	274	1911	278	1960	281	2008	284
	0.1051	371	0.1036	376	0.1022	380	0.1008	385	0.0994	389	0.0981	394
200	75.1	0.584	75.7	0.591	76.3	0.598	76.9	0.605	77.4	0.612	78.0	0.619
	1767	267	1813	271	1860	274	1908	277	1956	281	2004	284
	0.1035	365	0.1021	370	0.1007	374	0.0993	379	0.0980	383	0.0967	387
190	74.3	0.572	74.9	0.579	75.5	0.586	76.1	0.594	76.7	0.600	77.2	0.606
	1766	267	1812	270	1861	274	1909	277	1954	280	2001	284
	0.1019	359	0.1005	364	0.0991	368	0.0978	373	0.0965	377	0.0953	381
180	73.5	0.561	74.1	0.568	74.8	0.575	75.4	0.582	75.9	0.588	76.5	0.595
	1767	267	1812	270	1860	274	1906	277	1950	280	1999	283
	0.1002	354	0.0989	358	0.0976	363	0.0963	367	0.0951	371	0.0939	375
170	72.7	0.550	73.4	0.557	74.0	0.564	74.6	0.570	75.1	0.576	75.6	0.583
	1766	267	1813	270	1860	274	1905	277	1950	280	1996	283
	0.0987	348	0.0973	353	0.0961	357	0.0948	361	0.0936	365	0.0925	369
160	72.0	0.540	72.6	0.547	73.2	0.553	73.8	0.559	74.4	0.566	74.9	0.573
	1770	267	1815	270	1859	273	1906	277	1952	280	2001	283
	0.0970	343	0.0957	347	0.0945	351	0.0933	355	0.0922	359	0.0910	364
150	71.2	0.530	71.8	0.536	72.4	0.542	73.0	0.549	73.6	0.555	74.2	0.562
	1770	267	1815	270	1859	273	1906	276	1951	280	2001	283
	0.0955	338	0.0942	342	0.0931	346	0.0919	350	0.0907	354	0.0896	358
140	70.6	0.521	71.1	0.527	71.7	0.532	72.3	0.539	72.8	0.544	73.4	0.551
	1781	267	1822	270	1863	273	1910	277	1954	280	2002	283
	0.0938	334	0.0926	337	0.0915	341	0.0904	345	0.0893	348	0.0882	353
130	69.9	0.514	70.5	0.519	71.0	0.524	71.5	0.530	72.1	0.535	72.6	0.541
	1792	268	1833	271	1874	274	1915	277	1959	280	2003	283
	0.0921	330	0.0910	333	0.0900	337	0.0889	340	0.0878	344	0.0868	347
120	69.3	0.507	69.8	0.511	70.3	0.516	70.8	0.521	71.4	0.526	71.9	0.531
	1806	270	1844	272	1885	275	1924	278	1967	281	2006	283
	0.0905	326	0.0894	330	0.0884	333	0.0874	336	0.0864	339	0.0854	342
110	68.7	0.500	69.2	0.505	69.7	0.509	70.2	0.513	70.7	0.518	71.2	0.523
	1824	271	1861	274	1900	276	1935	279	1976	281	2016	284
	0.0888	324	0.0878	326	0.0868	330	0.0859	332	0.0849	335	0.0840	338
100	68.1	0.494	68.6	0.498	69.1	0.502	69.5	0.506	70.0	0.510	70.6	0.515
	1840	273	1877	275	1913	278	1948	280	1988	282	2029	285
	0.0872	320	0.0862	323	0.0853	326	0.0844	328	0.0834	331	0.0825	335

CRJ900_IF_CRLRCI_HW_LFL_10.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+10 °C (Page 4 of 4)
Figure 04-08-58



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-162

Sep 09/02

LONG RANGE CRUISE

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 15 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	90.0	0.779										
	1569	229										
	0.1472	461										
390	87.3	0.768	88.0	0.771	88.8	0.775	89.6	0.779	90.5	0.782		
	1553	237	1595	238	1640	239	1691	240	1749	241		
	0.1466	455	0.1434	457	0.1401	459	0.1365	461	0.1326	463		
370	85.3	0.753	85.8	0.758	86.4	0.764	87.0	0.768	87.6	0.771	88.2	0.774
	1546	242	1588	244	1634	246	1678	248	1720	249	1761	250
	0.1444	446	0.1415	449	0.1385	452	0.1357	455	0.1329	457	0.1303	458
350	83.6	0.729	84.2	0.738	84.8	0.745	85.3	0.751	85.9	0.757	86.4	0.761
	1536	245	1585	248	1633	251	1678	253	1723	255	1765	257
	0.1414	434	0.1386	439	0.1360	444	0.1334	447	0.1309	451	0.1284	453
330	82.0	0.699	82.7	0.709	83.3	0.718	84.0	0.728	84.6	0.736	85.1	0.743
	1524	245	1575	249	1625	252	1678	256	1728	259	1775	262
	0.1378	420	0.1352	426	0.1327	431	0.1303	437	0.1279	442	0.1257	446
310	80.5	0.673	81.2	0.681	81.8	0.690	82.5	0.699	83.1	0.708	83.7	0.717
	1521	246	1567	249	1615	253	1667	256	1717	260	1770	263
	0.1339	407	0.1316	412	0.1293	417	0.1270	423	0.1248	428	0.1227	434
290	79.0	0.646	79.7	0.655	80.3	0.664	81.0	0.673	81.6	0.681	82.2	0.689
	1517	246	1565	250	1614	253	1663	257	1711	260	1760	264
	0.1300	394	0.1278	400	0.1256	405	0.1235	410	0.1215	415	0.1195	420
280	78.2	0.632	78.9	0.642	79.6	0.651	80.2	0.660	80.8	0.667	81.4	0.676
	1513	246	1564	250	1613	254	1662	257	1709	260	1758	264
	0.1281	387	0.1258	393	0.1237	399	0.1217	404	0.1198	409	0.1179	414
270	77.4	0.620	78.1	0.629	78.8	0.638	79.4	0.646	80.1	0.655	80.7	0.663
	1514	246	1562	250	1611	254	1659	257	1709	261	1757	264
	0.1261	381	0.1240	387	0.1219	392	0.1199	398	0.1180	403	0.1162	408
260	76.6	0.607	77.3	0.615	78.0	0.624	78.7	0.633	79.3	0.642	79.9	0.650
	1511	246	1558	249	1607	253	1655	257	1707	261	1754	264
	0.1241	375	0.1221	380	0.1201	386	0.1182	391	0.1163	396	0.1145	401
250	75.8	0.594	76.5	0.602	77.2	0.612	77.9	0.620	78.5	0.629	79.2	0.637
	1507	245	1553	249	1604	253	1653	257	1702	261	1752	264
	0.1223	368	0.1203	373	0.1183	379	0.1164	385	0.1146	390	0.1128	395
240	75.0	0.582	75.7	0.591	76.4	0.599	77.1	0.607	77.7	0.615	78.4	0.625
	1507	245	1555	249	1602	253	1650	257	1697	260	1751	264
	0.1203	362	0.1183	368	0.1165	373	0.1146	378	0.1129	383	0.1111	389
230	74.2	0.570	74.9	0.579	75.6	0.587	76.3	0.595	76.9	0.603	77.6	0.611
	1507	245	1554	249	1602	253	1648	256	1696	260	1745	264
	0.1184	356	0.1165	362	0.1146	367	0.1129	372	0.1112	377	0.1095	382

CRJ900_IF_CRLRCI_LW_HFL_15.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+15 °C (Page 1 of 4)
Figure 04-08-59



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-163

Sep 09/02

LONG RANGE CRUISE			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	88.9 1811 0.1273	0.778 251 461	89.7 1863 0.1242	0.781 252 463	90.6 1921 0.1209	0.783 253 464						
350	86.9 1812 0.1259	0.766 259 456	87.4 1854 0.1236	0.770 260 458	88.0 1897 0.1213	0.773 261 460	88.5 1938 0.1191	0.775 262 461	89.2 1985 0.1167	0.778 263 463	89.9 2038 0.1141	0.781 264 465
330	85.7 1822 0.1235	0.749 264 450	86.2 1870 0.1213	0.755 267 453	86.7 1916 0.1192	0.760 269 456	87.1 1960 0.1172	0.764 270 459	87.6 2005 0.1151	0.768 272 461	88.0 2045 0.1132	0.771 273 463
310	84.3 1820 0.1207	0.725 267 439	84.8 1870 0.1187	0.733 270 443	85.4 1921 0.1167	0.740 273 448	85.9 1968 0.1148	0.746 275 452	86.3 2012 0.1130	0.751 277 454	86.8 2061 0.1112	0.757 279 458
290	82.8 1811 0.1176	0.697 267 425	83.4 1860 0.1158	0.705 270 430	83.9 1910 0.1139	0.713 273 435	84.5 1962 0.1122	0.721 277 440	85.0 2014 0.1104	0.728 280 444	85.5 2064 0.1088	0.735 283 449
280	82.1 1807 0.1160	0.684 267 419	82.6 1857 0.1142	0.692 271 424	83.2 1907 0.1124	0.699 274 428	83.7 1957 0.1108	0.707 277 433	84.3 2010 0.1091	0.715 280 438	84.8 2060 0.1075	0.722 283 442
270	81.3 1806 0.1144	0.671 268 413	81.9 1855 0.1126	0.679 271 418	82.4 1903 0.1110	0.686 274 422	83.0 1953 0.1093	0.694 277 427	83.5 2004 0.1077	0.702 281 431	84.0 2053 0.1062	0.708 284 436
260	80.6 1805 0.1127	0.658 268 407	81.1 1853 0.1111	0.666 271 411	81.7 1902 0.1094	0.674 274 416	82.3 1952 0.1078	0.681 278 421	82.8 1998 0.1063	0.687 280 425	83.3 2049 0.1048	0.695 284 429
250	79.8 1801 0.1112	0.645 268 400	80.4 1849 0.1095	0.653 271 405	80.9 1898 0.1079	0.660 274 409	81.5 1949 0.1064	0.668 278 414	82.0 1996 0.1049	0.675 281 418	82.6 2045 0.1034	0.682 284 423
240	79.0 1800 0.1095	0.633 268 394	79.6 1849 0.1079	0.641 271 399	80.2 1895 0.1064	0.647 274 403	80.8 1947 0.1048	0.655 278 408	81.3 1995 0.1034	0.662 281 412	81.8 2043 0.1020	0.669 284 416
230	78.2 1794 0.1079	0.619 267 387	78.9 1845 0.1063	0.628 271 392	79.4 1894 0.1048	0.635 274 397	80.0 1943 0.1034	0.642 278 401	80.5 1991 0.1020	0.649 281 406	81.1 2040 0.1006	0.656 284 410

CRJ900_IF_CRLRCI_HW_HFL_15.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+15 °C (Page 2 of 4)
Figure 04-08-59



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-164

Sep 09/02

LONG RANGE CRUISE

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 15 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	73.3	0.559	74.1	0.567	74.8	0.576	75.5	0.583	76.1	0.592	76.8	0.599
	1506	245	1554	249	1601	253	1648	256	1696	260	1744	264
	0.1165	350	0.1146	356	0.1128	361	0.1111	366	0.1095	371	0.1078	376
210	72.5	0.548	73.3	0.556	74.0	0.564	74.7	0.572	75.4	0.580	76.0	0.587
	1506	245	1555	249	1601	253	1648	256	1696	260	1742	263
	0.1145	345	0.1127	350	0.1110	355	0.1094	360	0.1077	365	0.1062	370
200	71.7	0.537	72.5	0.545	73.2	0.553	73.9	0.561	74.6	0.569	75.2	0.576
	1508	245	1554	249	1601	252	1649	256	1696	260	1740	263
	0.1126	339	0.1109	344	0.1093	349	0.1076	355	0.1061	359	0.1046	364
190	71.0	0.528	71.7	0.535	72.4	0.542	73.1	0.550	73.8	0.558	74.4	0.565
	1512	245	1558	249	1602	252	1650	256	1696	260	1742	263
	0.1107	334	0.1090	339	0.1074	344	0.1058	349	0.1043	354	0.1029	358
180	70.3	0.518	70.9	0.525	71.6	0.532	72.3	0.539	73.0	0.546	73.6	0.553
	1518	246	1560	249	1603	252	1650	256	1696	260	1741	263
	0.1088	330	0.1072	334	0.1057	338	0.1041	343	0.1026	348	0.1012	352
170	69.6	0.510	70.2	0.517	70.9	0.523	71.5	0.529	72.2	0.536	72.8	0.543
	1527	247	1569	250	1610	253	1652	256	1698	260	1744	263
	0.1068	326	0.1053	330	0.1038	334	0.1024	338	0.1010	343	0.0996	347
160	69.0	0.504	69.6	0.509	70.2	0.515	70.8	0.520	71.4	0.527	72.1	0.533
	1542	248	1580	251	1620	254	1658	257	1704	260	1746	263
	0.1048	323	0.1034	326	0.1020	330	0.1006	333	0.0993	338	0.0980	342
150	68.4	0.497	68.9	0.502	69.5	0.507	70.1	0.512	70.7	0.518	71.4	0.525
	1557	250	1592	252	1630	255	1669	258	1710	261	1755	264
	0.1029	320	0.1015	323	0.1002	326	0.0989	330	0.0976	333	0.0963	338
140	67.8	0.490	68.4	0.495	69.0	0.500	69.5	0.505	70.1	0.511	70.7	0.516
	1570	251	1609	254	1646	256	1682	259	1724	262	1764	265
	0.1008	316	0.0995	320	0.0983	323	0.0970	326	0.0958	330	0.0946	333
130	67.2	0.484	67.8	0.489	68.4	0.494	68.9	0.499	69.5	0.504	70.0	0.508
	1587	252	1624	255	1663	258	1699	261	1737	263	1774	266
	0.0989	313	0.0976	317	0.0964	320	0.0952	323	0.0941	326	0.0930	329
120	66.6	0.477	67.2	0.482	67.7	0.487	68.3	0.492	68.9	0.497	69.4	0.501
	1601	253	1640	257	1677	259	1716	262	1752	265	1789	267
	0.0969	310	0.0957	314	0.0946	317	0.0934	320	0.0923	323	0.0913	326
110	66.0	0.471	66.6	0.475	67.2	0.481	67.7	0.486	68.3	0.490	68.8	0.495
	1620	255	1655	258	1694	261	1732	263	1769	266	1806	268
	0.0949	307	0.0938	310	0.0927	314	0.0916	317	0.0906	320	0.0895	323
100	65.4	0.464	66.0	0.470	66.5	0.474	67.1	0.479	67.7	0.484	68.2	0.488
	1636	256	1675	259	1709	262	1747	264	1785	267	1822	270
	0.0930	304	0.0919	308	0.0909	310	0.0899	314	0.0888	317	0.0879	320

CRJ900_IF_CRLRCI_LW_LFL_15.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+15 °C (Page 3 of 4)
Figure 04-08-59



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-165

Sep 09/02

LONG RANGE CRUISE			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH
			KIAS
			KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	77.4	0.607	78.0	0.614	78.6	0.622	79.2	0.630	79.8	0.637	80.4	0.645
	1793	267	1839	270	1890	274	1940	278	1990	281	2042	285
	0.1063	381	0.1048	385	0.1033	390	0.1019	395	0.1005	400	0.0991	404
210	76.6	0.595	77.2	0.602	77.8	0.609	78.4	0.617	79.0	0.624	79.6	0.632
	1789	267	1836	270	1885	274	1935	277	1985	281	2037	284
	0.1047	374	0.1032	379	0.1018	383	0.1004	388	0.0990	393	0.0977	398
200	75.8	0.582	76.4	0.591	77.0	0.597	77.6	0.604	78.2	0.612	78.8	0.620
	1785	266	1837	270	1882	273	1931	277	1983	281	2034	284
	0.1031	368	0.1017	373	0.1003	377	0.0990	382	0.0976	387	0.0963	391
190	75.0	0.571	75.6	0.579	76.3	0.586	76.8	0.593	77.5	0.600	78.0	0.607
	1787	266	1835	270	1886	274	1931	277	1981	280	2029	284
	0.1015	362	0.1001	367	0.0987	372	0.0974	376	0.0962	381	0.0949	385
180	74.3	0.561	74.9	0.568	75.5	0.575	76.1	0.582	76.7	0.589	77.2	0.595
	1789	267	1836	270	1885	274	1934	277	1981	281	2026	283
	0.0998	357	0.0985	361	0.0972	366	0.0959	371	0.0947	375	0.0935	379
170	73.5	0.550	74.1	0.557	74.7	0.564	75.3	0.571	75.9	0.578	76.5	0.584
	1792	267	1838	270	1885	274	1933	277	1981	280	2027	283
	0.0982	352	0.0969	356	0.0957	360	0.0944	365	0.0932	369	0.0921	373
160	72.7	0.540	73.3	0.547	73.9	0.553	74.5	0.560	75.1	0.566	75.7	0.572
	1794	267	1839	270	1885	273	1932	277	1979	280	2026	283
	0.0966	346	0.0954	350	0.0942	355	0.0930	359	0.0918	363	0.0907	367
150	71.9	0.530	72.5	0.537	73.1	0.543	73.7	0.549	74.3	0.555	74.9	0.562
	1795	267	1842	270	1886	273	1933	277	1980	280	2026	283
	0.0951	341	0.0938	345	0.0927	349	0.0915	353	0.0904	357	0.0893	361
140	71.3	0.522	71.8	0.527	72.4	0.532	73.0	0.539	73.6	0.545	74.1	0.551
	1806	268	1846	270	1888	273	1935	277	1983	280	2029	283
	0.0934	337	0.0923	340	0.0912	344	0.0900	348	0.0889	352	0.0878	356
130	70.6	0.514	71.1	0.519	71.6	0.523	72.2	0.529	72.8	0.535	73.3	0.541
	1815	268	1854	271	1894	274	1938	277	1986	280	2029	283
	0.0918	333	0.0907	336	0.0897	339	0.0886	343	0.0875	347	0.0865	351
120	69.9	0.506	70.4	0.511	71.0	0.516	71.5	0.521	72.0	0.526	72.6	0.532
	1827	269	1866	272	1906	275	1949	278	1990	280	2036	284
	0.0902	329	0.0891	332	0.0881	335	0.0870	339	0.0861	342	0.0850	346
110	69.3	0.499	69.8	0.504	70.3	0.508	70.9	0.513	71.4	0.518	71.9	0.524
	1843	271	1881	273	1920	276	1961	279	2001	281	2046	284
	0.0885	326	0.0875	329	0.0865	332	0.0855	335	0.0846	338	0.0836	342
100	68.7	0.493	69.2	0.497	69.7	0.501	70.2	0.506	70.7	0.510	71.2	0.515
	1861	272	1897	275	1935	277	1973	280	2013	282	2055	285
	0.0869	323	0.0859	326	0.0850	328	0.0840	331	0.0831	334	0.0822	338

CRJ900_IF_CRLRCI_HW_LFL_15.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+15 °C (Page 4 of 4)
Figure 04-08-59



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-166

Sep 09/02

LONG RANGE CRUISE

POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C	%N1	MACH
	25% C.G.	LB/HR/ENG	KIAS
		NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410												
390	88.3	0.768	89.0	0.772	89.7	0.775						
	1579	237	1621	238	1665	239						
	0.1459	460	0.1426	462	0.1394	464						
370	86.2	0.752	86.8	0.758	87.3	0.763	87.9	0.768	88.5	0.771	89.2	0.774
	1568	242	1613	244	1659	246	1705	248	1748	249	1790	250
	0.1438	450	0.1408	454	0.1379	457	0.1350	460	0.1323	462	0.1296	464
350	84.5	0.728	85.1	0.737	85.7	0.745	86.3	0.752	86.8	0.757	87.3	0.762
	1558	245	1608	248	1658	251	1705	254	1751	255	1796	257
	0.1407	438	0.1380	443	0.1353	448	0.1327	452	0.1302	456	0.1277	459
330	82.9	0.700	83.6	0.709	84.2	0.718	84.9	0.728	85.5	0.735	86.0	0.742
	1548	245	1600	249	1650	252	1703	256	1752	259	1801	262
	0.1371	424	0.1346	430	0.1321	436	0.1297	441	0.1274	446	0.1252	450
310	81.4	0.673	82.0	0.681	82.7	0.690	83.3	0.698	84.0	0.707	84.6	0.716
	1544	246	1590	249	1641	253	1690	256	1742	260	1793	263
	0.1333	411	0.1310	416	0.1287	422	0.1265	427	0.1243	433	0.1222	438
290	79.8	0.645	80.5	0.655	81.2	0.664	81.8	0.672	82.5	0.681	83.1	0.689
	1537	246	1588	250	1637	253	1686	257	1737	260	1785	264
	0.1295	398	0.1272	404	0.1251	409	0.1230	414	0.1209	420	0.1190	425
280	79.0	0.632	79.7	0.642	80.4	0.651	81.1	0.660	81.7	0.667	82.3	0.676
	1535	246	1588	250	1635	253	1686	257	1733	260	1785	264
	0.1275	391	0.1253	397	0.1232	403	0.1212	408	0.1192	413	0.1173	418
270	78.2	0.619	78.9	0.629	79.6	0.638	80.3	0.646	80.9	0.655	81.5	0.663
	1531	245	1583	250	1633	253	1683	257	1731	261	1782	264
	0.1256	384	0.1235	391	0.1214	396	0.1194	402	0.1175	407	0.1157	412
260	77.4	0.606	78.1	0.615	78.8	0.624	79.5	0.633	80.1	0.642	80.8	0.650
	1530	245	1579	249	1629	253	1680	257	1729	261	1779	264
	0.1236	378	0.1216	384	0.1196	389	0.1176	395	0.1158	400	0.1140	405
250	76.5	0.594	77.2	0.602	77.9	0.611	78.7	0.620	79.3	0.629	80.0	0.638
	1529	245	1574	249	1623	253	1676	257	1726	260	1779	264
	0.1217	372	0.1198	377	0.1178	382	0.1159	388	0.1141	393	0.1123	399
240	75.7	0.582	76.5	0.591	77.1	0.599	77.9	0.607	78.5	0.615	79.2	0.624
	1528	245	1577	249	1623	253	1672	256	1719	260	1772	264
	0.1198	366	0.1178	371	0.1160	376	0.1142	381	0.1124	386	0.1107	392
230	74.9	0.571	75.7	0.579	76.4	0.587	77.1	0.595	77.7	0.603	78.3	0.611
	1528	245	1575	249	1623	253	1672	256	1719	260	1767	263
	0.1179	360	0.1160	365	0.1142	370	0.1124	376	0.1107	380	0.1091	385

CRJ900_IF_CRLRCI_LW_HFL_20.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+20 °C (Page 1 of 4)
Figure 04-08-60



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-167

Sep 09/02

LONG RANGE CRUISE			
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C		%N1
	25% C.G.		LB/HR/ENG
			NAM/LB
			MACH KIAS KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410												
390												
370	89.8 1837 0.1268	0.777 251 466										
350	87.9 1842 0.1253	0.767 259 461	88.3 1885 0.1230	0.770 260 463	88.8 1925 0.1208	0.772 261 465	89.5 1970 0.1185	0.776 262 467	90.1 2016 0.1161	0.778 263 468		
330	86.6 1850 0.1230	0.749 264 454	87.1 1895 0.1208	0.754 266 458	87.5 1939 0.1188	0.759 268 460	88.0 1986 0.1167	0.763 270 463	88.5 2032 0.1146	0.768 271 466	88.9 2078 0.1127	0.771 273 468
310	85.2 1847 0.1201	0.725 267 443	85.7 1896 0.1181	0.732 269 448	86.3 1950 0.1161	0.740 273 453	86.8 2000 0.1142	0.747 275 457	87.2 2046 0.1125	0.752 277 460	87.7 2093 0.1107	0.757 279 463
290	83.7 1836 0.1171	0.697 267 430	84.2 1887 0.1152	0.705 270 434	84.8 1938 0.1134	0.713 273 439	85.3 1990 0.1117	0.721 277 444	85.8 2041 0.1100	0.728 280 449	86.3 2092 0.1083	0.735 283 453
280	82.9 1834 0.1155	0.684 267 423	83.5 1883 0.1137	0.691 270 428	84.0 1933 0.1120	0.699 274 432	84.6 1983 0.1103	0.706 277 437	85.1 2036 0.1086	0.714 280 442	85.6 2089 0.1070	0.722 283 447
270	82.1 1831 0.1139	0.671 268 417	82.7 1880 0.1122	0.678 271 421	83.3 1929 0.1105	0.686 274 426	83.8 1978 0.1089	0.693 277 430	84.4 2029 0.1073	0.700 280 435	84.9 2081 0.1057	0.708 283 440
260	81.4 1829 0.1123	0.658 268 410	82.0 1878 0.1106	0.666 271 415	82.5 1929 0.1090	0.674 274 420	83.1 1977 0.1074	0.680 277 424	83.6 2028 0.1059	0.688 281 429	84.1 2076 0.1044	0.694 284 433
250	80.6 1827 0.1107	0.645 268 404	81.2 1877 0.1090	0.653 271 409	81.8 1924 0.1075	0.660 274 413	82.3 1975 0.1060	0.668 278 418	82.9 2025 0.1045	0.675 281 423	83.4 2074 0.1030	0.682 284 427
240	79.8 1824 0.1090	0.632 268 397	80.4 1874 0.1074	0.640 271 402	81.0 1923 0.1059	0.648 275 407	81.6 1974 0.1044	0.655 278 412	82.1 2022 0.1030	0.662 281 416	82.6 2071 0.1016	0.669 284 420
230	79.0 1819 0.1074	0.619 267 390	79.6 1872 0.1059	0.628 271 396	80.2 1921 0.1044	0.635 275 401	80.8 1972 0.1029	0.643 278 406	81.4 2019 0.1015	0.649 281 410	81.9 2067 0.1002	0.656 284 414

CRJ900_IF_CRLRCI_HW_HFL_20.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+20 °C (Page 2 of 4)
Figure 04-08-60



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-168

Sep 09/02

LONG RANGE CRUISE

**POWER FOR LEVEL FLIGHT
MCR LIMITS (AVG)
NORMAL ACU'S
A/I OFF**

ISA + 20 C

25% C.G.

%N1
LB/HR/ENG
NAM/LB

MACH
KIAS
KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
220	74.1	0.559	74.8	0.567	75.5	0.575	76.2	0.583	76.9	0.591	77.5	0.599
	1528	245	1574	249	1622	253	1668	256	1717	260	1765	263
	0.1159	354	0.1141	359	0.1124	364	0.1107	369	0.1090	374	0.1074	379
210	73.3	0.548	74.0	0.556	74.7	0.564	75.4	0.572	76.1	0.580	76.8	0.588
	1528	245	1574	249	1623	253	1670	256	1718	260	1768	264
	0.1140	348	0.1123	353	0.1105	358	0.1089	363	0.1073	368	0.1057	373
200	72.4	0.537	73.2	0.545	73.9	0.553	74.6	0.561	75.3	0.569	76.0	0.576
	1529	245	1575	249	1622	252	1670	256	1721	260	1766	264
	0.1122	343	0.1104	348	0.1088	353	0.1072	358	0.1056	363	0.1041	368
190	71.7	0.527	72.4	0.535	73.1	0.543	73.8	0.550	74.5	0.558	75.2	0.565
	1532	245	1578	249	1626	253	1673	256	1720	260	1768	264
	0.1102	337	0.1086	342	0.1070	347	0.1054	352	0.1039	357	0.1024	362
180	70.9	0.518	71.6	0.525	72.3	0.532	73.0	0.540	73.7	0.547	74.3	0.554
	1538	246	1582	249	1626	253	1674	256	1720	260	1767	263
	0.1083	333	0.1067	337	0.1052	342	0.1037	347	0.1022	351	0.1008	356
170	70.3	0.510	70.9	0.517	71.6	0.523	72.2	0.529	72.9	0.536	73.5	0.543
	1547	247	1590	250	1633	253	1675	256	1720	260	1765	263
	0.1064	329	0.1049	333	0.1034	337	0.1020	341	0.1006	346	0.0992	350
160	69.6	0.503	70.3	0.509	70.9	0.515	71.5	0.521	72.1	0.527	72.7	0.533
	1561	248	1601	251	1642	254	1683	257	1725	260	1769	263
	0.1044	326	0.1030	329	0.1016	333	0.1002	337	0.0989	341	0.0976	345
150	69.0	0.497	69.6	0.502	70.2	0.507	70.8	0.513	71.4	0.518	72.0	0.524
	1575	249	1612	252	1650	255	1692	258	1732	261	1774	264
	0.1025	322	0.1011	326	0.0998	329	0.0985	333	0.0972	336	0.0960	340
140	68.4	0.490	69.0	0.495	69.6	0.500	70.1	0.505	70.8	0.511	71.3	0.516
	1592	251	1629	254	1665	256	1703	259	1745	262	1784	264
	0.1004	319	0.0992	323	0.0979	326	0.0967	329	0.0955	333	0.0943	336
130	67.8	0.483	68.4	0.489	69.0	0.494	69.6	0.499	70.1	0.504	70.7	0.508
	1606	252	1644	255	1681	258	1721	261	1759	263	1797	266
	0.0985	316	0.0973	320	0.0961	323	0.0949	326	0.0937	330	0.0926	333
120	67.2	0.477	67.8	0.482	68.4	0.487	69.0	0.493	69.5	0.497	70.0	0.501
	1621	253	1658	256	1698	259	1738	262	1773	264	1810	267
	0.0966	313	0.0954	316	0.0942	320	0.0931	323	0.0920	326	0.0909	329
110	66.6	0.470	67.2	0.475	67.8	0.481	68.4	0.485	68.9	0.490	69.4	0.494
	1638	255	1676	258	1715	261	1752	263	1791	266	1827	268
	0.0946	310	0.0935	313	0.0924	316	0.0913	320	0.0902	323	0.0892	326
100	66.0	0.465	66.6	0.470	67.2	0.474	67.8	0.479	68.3	0.483	68.8	0.488
	1658	256	1695	259	1732	262	1769	264	1805	267	1842	269
	0.0927	307	0.0916	310	0.0906	313	0.0895	316	0.0885	319	0.0875	322

CRJ900_IF_CRLRCI_LW_LFL_20.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+20 °C (Page 3 of 4)
Figure 04-08-60



**IN-FLIGHT PERFORMANCE
Cruise Control**

04-08-169

Sep 09/02

LONG RANGE CRUISE				
POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C		%N1	MACH
	25% C.G.		LB/HR/ENG	KIAS
			NAM/LB	KTAS

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
220	78.2	0.607	78.8	0.614	79.4	0.622	80.0	0.630	80.6	0.637	81.1	0.643
	1815	267	1865	270	1916	274	1967	278	2016	281	2064	284
	0.1059	384	0.1043	389	0.1029	394	0.1014	399	0.1001	403	0.0988	407
210	77.4	0.594	78.0	0.602	78.6	0.610	79.2	0.617	79.8	0.624	80.4	0.631
	1813	267	1861	270	1913	274	1961	277	2011	281	2063	284
	0.1043	378	0.1028	382	0.1013	387	0.1000	392	0.0986	396	0.0973	401
200	76.6	0.583	77.2	0.590	77.8	0.597	78.4	0.604	79.0	0.611	79.5	0.618
	1812	267	1860	270	1908	274	1957	277	2007	280	2056	284
	0.1027	372	0.1013	376	0.0999	381	0.0986	385	0.0972	390	0.0960	394
190	75.8	0.572	76.4	0.579	77.0	0.586	77.6	0.593	78.2	0.599	78.7	0.606
	1812	267	1860	270	1908	273	1958	277	2005	280	2054	283
	0.1011	366	0.0997	370	0.0983	375	0.0970	380	0.0958	384	0.0946	388
180	75.0	0.561	75.6	0.568	76.2	0.574	76.8	0.581	77.4	0.588	78.0	0.595
	1815	267	1861	270	1907	273	1954	277	2006	280	2054	284
	0.0994	361	0.0981	365	0.0969	369	0.0956	373	0.0943	378	0.0931	382
170	74.2	0.550	74.8	0.557	75.4	0.564	76.0	0.570	76.6	0.577	77.1	0.583
	1813	267	1862	270	1909	273	1955	277	2004	280	2050	283
	0.0979	355	0.0966	359	0.0953	364	0.0941	368	0.0929	372	0.0918	376
160	73.4	0.540	74.0	0.546	74.6	0.553	75.2	0.559	75.8	0.566	76.4	0.572
	1816	267	1861	270	1909	273	1956	277	2003	280	2052	283
	0.0963	349	0.0950	353	0.0938	358	0.0926	362	0.0915	366	0.0903	370
150	72.6	0.530	73.2	0.536	73.8	0.543	74.5	0.549	75.0	0.555	75.6	0.562
	1817	267	1862	270	1912	273	1959	277	2003	280	2054	283
	0.0947	344	0.0935	348	0.0923	353	0.0911	357	0.0900	360	0.0889	365
140	71.9	0.521	72.5	0.527	73.1	0.533	73.7	0.539	74.2	0.545	74.8	0.550
	1826	267	1869	270	1913	273	1962	277	2006	280	2050	283
	0.0931	340	0.0919	343	0.0908	347	0.0897	351	0.0886	355	0.0876	359
130	71.2	0.513	71.7	0.518	72.3	0.523	72.9	0.529	73.4	0.535	74.0	0.540
	1836	268	1876	271	1917	274	1964	277	2008	280	2052	283
	0.0915	336	0.0904	339	0.0893	342	0.0882	346	0.0872	350	0.0862	353
120	70.5	0.506	71.1	0.510	71.6	0.516	72.2	0.521	72.7	0.526	73.2	0.531
	1848	269	1888	272	1930	275	1971	277	2013	280	2055	283
	0.0899	332	0.0888	335	0.0878	338	0.0868	342	0.0858	345	0.0848	348
110	69.9	0.499	70.5	0.504	71.0	0.508	71.5	0.513	72.0	0.518	72.5	0.522
	1864	271	1904	273	1944	276	1986	279	2024	281	2066	284
	0.0882	328	0.0872	332	0.0862	335	0.0852	338	0.0843	341	0.0834	344
100	69.3	0.492	69.8	0.497	70.4	0.501	70.9	0.507	71.4	0.510	71.9	0.515
	1880	272	1920	275	1958	277	2002	280	2038	282	2081	285
	0.0866	325	0.0856	328	0.0847	331	0.0837	335	0.0828	337	0.0819	341

CRJ900_IF_CRLRCI_HW_LFL_20.PS - 30/08/2002

Cruise Control (Long Range Cruise), ISA+20 °C (Page 4 of 4)
Figure 04-08-60

ANTI-ICE CORRECTION

	FUEL FLOW INCREMENT		
	LRC	Constant CAS	Constant MACH
COWL ANTI - ICE ON BELOW OR AT 33000 FT	+1.5 %	+1.5 %	+1.5 %
TOTAL ANTI - ICE ON BELOW OR AT 33000 FT	+13.0 %	+13.0 %	+13.0 %

CRJ900_IF_CRCTL_AICECORR - 17/10/02

 Cruise Control - Anti-Ice Correction
 Figure 04-08-61



IN-FLIGHT PERFORMANCE Descent Data

04-09-1

Sep 09/02

1. INTRODUCTION

The descent data are presented in tabular form and are based on the use of partial cruise power at high altitude in order to maintain a comfortable cabin rate of descent using normal air- conditioning on and anti-ice off. The information is supplied in tables for the following descent speed schedules:

- 0.70 M/250 KIAS “Long Range Descent Speed”
- 0.74 M/290/250 KIAS “Normal Descent Speed”
- 0.77 M/320/250 KIAS “High Speed Descent”

The following data are presented as a function of initial descent weight from a maximum operating altitude of 41,000 ft down to 1500 ft for each descent speed schedule for -10, 0, 10 and 20°C temperature deviations from ISA.

- Time : In minutes
- Distance : In nautical miles
- Fuel : In pounds
- Airspeed : Mach
- ATAS : Average true airspeed in knots
- ROD : Rate of descent at start of descent in fpm

Time, distance and fuel required to decelerate the airplane from the end of descent speed to the ATC limited speed of 250 KIAS below 10,000 ft is included. The distance represents the air distance covered and ATAS represents the average true airspeed during descent to enable air to ground distance correction for winds. The double line transition altitude indicates where idle thrust setting should be selected. Above the transition altitude, airplane rate of descent should be maintained at approximately 1000 to 1200 fpm in order to meet the 300 fpm maximum cabin rate of descent limitation.

Typical time and fuel allowances for a straight-in approach from 1500 ft pressure altitude are 4 minutes and 150 lb respectively.

A separate table gives fuel flow correction factors for all engine operation at 0.70 M / 250 KIAS descent speed with cowl anti-ice on and with total anti-ice on (cowl and wing) for pressure altitudes up to 33,000 ft.



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-2

Sep 09/02

DESCENT 0.70 M /250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	19.3	307	19.6	311	19.9	316	20.1	319	20.3	323	20.5	326
	105.7	328	107.2	328	108.5	328	109.7	328	110.7	328	111.7	327
	2118	0.700	2143	0.700	2167	0.700	2191	0.700	2214	0.700	2236	0.700
390	18.4	295	18.7	300	19.0	304	19.2	308	19.4	312	19.6	315
	99.9	325	101.4	325	102.7	325	104.0	325	105.1	325	106.1	325
	2140	0.700	2153	0.700	2169	0.700	2189	0.700	2209	0.700	2229	0.700
370	17.5	284	17.8	289	18.1	293	18.3	297	18.6	301	18.8	304
	94.1	322	95.6	322	97.0	322	98.3	322	99.5	322	100.5	321
	2210	0.700	2204	0.700	2204	0.700	2209	0.700	2218	0.700	2231	0.700
350	16.7	274	17.0	279	17.3	283	17.5	287	17.7	291	17.9	294
	88.8	318	90.3	318	91.7	318	93.0	318	94.1	318	95.2	318
	2509	0.700	2487	0.700	2469	0.700	2456	0.700	2448	0.700	2445	0.700
330	16.0	265	16.3	269	16.5	274	16.8	278	17.0	281	17.2	284
	84.0	315	85.4	315	86.8	315	88.0	315	89.1	315	90.1	315
	2699	0.700	2662	0.700	2631	0.700	2605	0.700	2582	0.700	2564	0.700
310	15.2	254	15.4	258	15.7	263	15.9	266	16.1	270	16.3	273
	78.5	310	79.8	311	81.1	311	82.3	311	83.3	310	84.3	310
	2084	0.682	2050	0.682	2021	0.682	1997	0.682	1977	0.682	1959	0.682
290	14.2	242	14.5	246	14.7	250	14.9	254	15.1	257	15.3	260
	72.6	306	73.8	306	75.0	306	76.1	306	77.1	306	78.0	306
	2064	0.655	2030	0.655	2000	0.655	1975	0.655	1954	0.655	1936	0.655
270	13.3	230	13.5	234	13.8	237	14.0	241	14.1	244	14.3	247
	66.8	301	67.9	301	69.0	301	70.1	301	71.0	301	71.8	301
	2043	0.628	2009	0.628	1978	0.628	1952	0.628	1931	0.628	1912	0.628
250	12.4	217	12.6	221	12.8	224	13.0	228	13.2	231	13.3	234
	61.1	296	62.2	296	63.2	297	64.1	297	65.0	297	65.8	297
	2022	0.604	1987	0.604	1957	0.604	1930	0.604	1908	0.604	1889	0.604
200	10.0	184	10.1	187	10.3	190	10.5	192	10.6	195	10.7	198
	47.4	286	48.2	286	49.0	286	49.8	286	50.4	286	51.1	286
	1963	0.547	1929	0.547	1898	0.547	1870	0.547	1846	0.547	1826	0.547
150	7.5	146	7.6	148	7.7	151	7.8	153	7.9	155	8.0	157
	34.3	275	34.9	275	35.4	275	35.9	275	36.5	275	36.9	275
	1884	0.497	1852	0.497	1822	0.497	1795	0.497	1770	0.497	1749	0.497
100	4.9	101	4.9	103	5.0	104	5.1	106	5.2	107	5.2	109
	21.5	266	21.9	266	22.2	266	22.5	266	22.9	266	23.1	266
	1800	0.452	1770	0.452	1741	0.452	1715	0.452	1691	0.452	1670	0.452
50	2.1	47	2.1	48	2.2	49	2.2	49	2.2	50	2.2	51
	8.9	257	9.1	257	9.2	257	9.4	257	9.5	257	9.6	257
	1669	0.413	1642	0.413	1617	0.413	1594	0.413	1572	0.413	1552	0.413

CRJ900_IF_DES250I_M10_LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.70 M / 250 KIAS), ISA-10 °C (Page 1 of 2)
Figure 04-09-1

Flight Planning and Cruise Control Manual CSP C -018	
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DESCENT 0.70 M /250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA - 10 C	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH
		25% C.G.	

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	20.6	329	20.8	331	20.9	333	20.9	334	21.0	335	21.0	336
	112.4	327	113.1	327	113.6	327	113.9	327	114.2	326	114.4	326
	2260	0.700	2284	0.700	2308	0.700	2333	0.700	2357	0.700	2381	0.700
390	19.8	318	19.9	320	20.0	322	20.1	324	20.2	325	20.2	326
	106.9	324	107.6	324	108.1	324	108.6	324	108.9	324	109.1	324
	2249	0.700	2268	0.700	2287	0.700	2306	0.700	2326	0.700	2347	0.700
370	18.9	307	19.1	310	19.2	312	19.3	313	19.3	315	19.4	316
	101.4	321	102.1	321	102.7	321	103.1	321	103.5	321	103.8	321
	2246	0.700	2262	0.700	2280	0.700	2296	0.700	2312	0.700	2328	0.700
350	18.1	297	18.3	300	18.4	302	18.5	303	18.6	305	18.6	306
	96.0	318	96.8	318	97.4	318	97.9	318	98.3	318	98.7	318
	2446	0.700	2451	0.700	2460	0.700	2472	0.700	2485	0.700	2500	0.700
330	17.3	287	17.5	290	17.6	292	17.7	294	17.8	295	17.9	296
	91.0	315	91.8	315	92.4	315	92.9	315	93.3	315	93.6	315
	2549	0.700	2537	0.700	2531	0.700	2527	0.700	2528	0.700	2532	0.700
310	16.5	276	16.6	278	16.7	280	16.8	282	16.9	283	17.0	284
	85.1	310	85.9	310	86.4	310	86.9	310	87.3	310	87.7	310
	1944	0.682	1931	0.682	1921	0.682	1913	0.682	1909	0.682	1906	0.682
290	15.5	263	15.6	265	15.7	267	15.8	269	15.9	270	15.9	271
	78.8	306	79.5	306	80.0	306	80.5	306	80.9	306	81.2	306
	1921	0.655	1909	0.655	1898	0.655	1890	0.655	1884	0.655	1880	0.655
270	14.5	250	14.6	252	14.7	254	14.8	255	14.9	257	14.9	258
	72.6	301	73.2	301	73.7	301	74.1	301	74.5	301	74.8	301
	1897	0.628	1884	0.628	1874	0.628	1865	0.628	1858	0.628	1852	0.628
250	13.4	236	13.6	238	13.7	240	13.7	241	13.8	243	13.9	244
	66.5	297	67.1	296	67.5	296	67.9	296	68.3	296	68.6	296
	1873	0.604	1860	0.604	1849	0.604	1840	0.604	1832	0.604	1826	0.604
200	10.8	200	10.9	202	11.0	203	11.1	204	11.1	205	11.2	206
	51.6	286	52.1	286	52.5	286	52.8	286	53.1	286	53.3	286
	1809	0.547	1794	0.547	1783	0.547	1773	0.547	1765	0.547	1757	0.547
150	8.1	159	8.2	160	8.3	162	8.3	163	8.4	163	8.4	164
	37.3	275	37.7	275	38.0	275	38.2	275	38.4	275	38.6	275
	1731	0.497	1716	0.497	1703	0.497	1694	0.497	1686	0.497	1678	0.497
100	5.3	110	5.3	111	5.4	112	5.4	113	5.4	113	5.5	114
	23.4	266	23.6	266	23.8	266	24.0	266	24.1	266	24.2	266
	1651	0.452	1635	0.452	1623	0.452	1613	0.452	1605	0.452	1597	0.452
50	2.3	51	2.3	52	2.3	52	2.3	52	2.3	53	2.3	53
	9.7	257	9.8	257	9.9	257	10.0	257	10.0	257	10.0	257
	1535	0.413	1520	0.413	1507	0.413	1498	0.413	1491	0.413	1483	0.413

CRJ900_IF_DES250I_M10_HWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.70 M / 250 KIAS), ISA-10 °C (Page 2 of 2)
Figure 04-09-1



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-4

Sep 09/02

DESCENT 0.70 M /250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	19.7	321	19.9	325	20.2	330	20.4	334	20.7	338	20.8	341
	109.9	335	111.4	335	112.8	335	114.0	335	115.1	335	116.1	334
	2178	0.700	2203	0.700	2227	0.700	2251	0.700	2274	0.700	2297	0.700
390	18.7	309	19.0	313	19.3	318	19.6	322	19.8	326	20.0	329
	103.8	332	105.3	332	106.8	332	108.1	332	109.3	332	110.3	331
	2201	0.700	2214	0.700	2231	0.700	2250	0.700	2271	0.700	2291	0.700
370	17.9	297	18.1	302	18.4	306	18.7	311	18.9	315	19.1	318
	97.8	329	99.4	329	100.8	329	102.2	328	103.4	328	104.4	328
	2275	0.700	2269	0.700	2268	0.700	2273	0.700	2282	0.700	2295	0.700
350	17.0	286	17.3	291	17.6	296	17.8	300	18.1	304	18.3	307
	92.2	325	93.8	325	95.2	325	96.6	325	97.8	325	98.9	325
	2574	0.700	2551	0.700	2533	0.700	2519	0.700	2510	0.700	2506	0.700
330	16.3	276	16.6	281	16.8	286	17.1	290	17.3	294	17.5	297
	87.2	321	88.7	321	90.1	321	91.4	321	92.5	321	93.6	321
	2768	0.700	2729	0.700	2697	0.700	2670	0.700	2647	0.700	2627	0.700
310	15.4	265	15.7	270	15.9	274	16.2	278	16.4	282	16.6	285
	81.5	317	82.9	317	84.2	317	85.4	317	86.5	317	87.5	317
	2138	0.682	2103	0.682	2073	0.682	2049	0.682	2028	0.682	2009	0.682
290	14.5	253	14.7	257	15.0	261	15.2	265	15.4	268	15.6	272
	75.3	312	76.6	312	77.8	312	79.0	312	80.0	312	81.0	312
	2118	0.655	2082	0.655	2051	0.655	2026	0.655	2004	0.655	1985	0.655
270	13.5	240	13.8	244	14.0	248	14.2	251	14.4	255	14.6	258
	69.3	307	70.5	307	71.6	307	72.7	307	73.6	307	74.5	307
	2095	0.628	2059	0.628	2028	0.628	2001	0.628	1979	0.628	1960	0.628
250	12.6	226	12.8	230	13.0	234	13.2	237	13.4	241	13.5	244
	63.4	302	64.5	302	65.5	302	66.5	302	67.4	302	68.2	302
	2072	0.604	2037	0.604	2005	0.604	1978	0.604	1955	0.604	1935	0.604
200	10.1	191	10.3	195	10.5	198	10.6	201	10.8	203	10.9	206
	49.1	291	50.0	291	50.8	291	51.6	291	52.3	291	52.9	291
	2011	0.547	1976	0.547	1944	0.547	1915	0.547	1890	0.547	1869	0.547
150	7.6	152	7.7	154	7.8	157	8.0	159	8.1	161	8.2	164
	35.5	281	36.1	281	36.7	281	37.2	281	37.7	281	38.2	281
	1928	0.497	1895	0.497	1864	0.497	1836	0.497	1811	0.497	1789	0.497
100	4.9	105	5.0	107	5.1	109	5.2	110	5.2	112	5.3	113
	22.3	271	22.6	271	23.0	271	23.3	271	23.7	271	24.0	271
	1841	0.452	1810	0.452	1781	0.452	1754	0.452	1729	0.452	1707	0.452
50	2.1	49	2.2	50	2.2	51	2.2	51	2.3	52	2.3	53
	9.2	261	9.4	261	9.5	261	9.7	261	9.8	261	9.9	261
	1701	0.413	1673	0.413	1647	0.413	1623	0.413	1601	0.413	1581	0.413

CRJ900_IF_DES250I_00_LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.70 M / 250 KIAS), ISA (Page 1 of 2)
Figure 04-09-2



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-5

Sep 09/02

DESCENT 0.70 M /250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	21.0	344	21.1	346	21.2	348	21.3	349	21.4	351	21.4	352
	116.9	334	117.6	334	118.1	334	118.5	334	118.8	333	119.0	333
	2321	0.700	2345	0.700	2370	0.700	2395	0.700	2420	0.700	2444	0.700
390	20.1	332	20.3	335	20.4	337	20.5	338	20.5	340	20.6	341
	111.1	331	111.9	331	112.4	331	112.9	331	113.2	331	113.5	331
	2311	0.700	2331	0.700	2350	0.700	2369	0.700	2389	0.700	2410	0.700
370	19.3	321	19.4	324	19.5	326	19.6	327	19.7	329	19.8	330
	105.4	328	106.1	328	106.8	328	107.2	328	107.6	328	107.9	328
	2310	0.700	2326	0.700	2344	0.700	2361	0.700	2377	0.700	2393	0.700
350	18.4	310	18.6	313	18.7	315	18.8	317	18.9	318	19.0	319
	99.8	325	100.6	325	101.2	325	101.8	325	102.2	325	102.5	325
	2507	0.700	2512	0.700	2521	0.700	2533	0.700	2546	0.700	2561	0.700
330	17.7	300	17.8	303	17.9	305	18.0	306	18.1	308	18.2	309
	94.5	321	95.3	321	96.0	321	96.5	321	96.9	321	97.3	321
	2612	0.700	2600	0.700	2592	0.700	2589	0.700	2589	0.700	2593	0.700
310	16.7	288	16.9	290	17.0	293	17.1	294	17.2	296	17.3	297
	88.4	317	89.1	317	89.8	317	90.3	317	90.7	317	91.1	317
	1994	0.682	1980	0.682	1970	0.682	1962	0.682	1957	0.682	1954	0.682
290	15.7	274	15.9	277	16.0	279	16.1	281	16.2	282	16.2	283
	81.8	312	82.5	312	83.1	312	83.5	312	83.9	312	84.3	312
	1970	0.655	1957	0.655	1946	0.655	1937	0.655	1931	0.655	1926	0.655
270	14.7	260	14.8	263	15.0	265	15.0	266	15.1	268	15.2	269
	75.3	307	76.0	307	76.5	307	76.9	307	77.3	307	77.7	307
	1944	0.628	1931	0.628	1920	0.628	1911	0.628	1903	0.628	1897	0.628
250	13.7	246	13.8	248	13.9	250	14.0	252	14.1	253	14.1	254
	68.9	302	69.5	302	70.1	302	70.5	302	70.8	302	71.1	302
	1919	0.604	1905	0.604	1893	0.604	1884	0.604	1876	0.604	1870	0.604
200	11.0	208	11.1	210	11.2	212	11.3	213	11.3	214	11.4	215
	53.5	291	54.0	291	54.4	291	54.7	291	55.0	291	55.3	291
	1852	0.547	1837	0.547	1825	0.547	1815	0.547	1806	0.547	1798	0.547
150	8.3	165	8.3	167	8.4	168	8.5	169	8.5	170	8.5	171
	38.6	281	39.0	281	39.3	281	39.6	281	39.8	281	40.0	281
	1770	0.497	1754	0.497	1742	0.497	1732	0.497	1723	0.497	1715	0.497
100	5.4	115	5.4	116	5.5	117	5.5	117	5.5	118	5.6	119
	24.2	271	24.5	271	24.7	271	24.8	271	25.0	271	25.1	271
	1688	0.452	1672	0.452	1659	0.452	1649	0.452	1640	0.452	1632	0.452
50	2.3	53	2.3	54	2.3	54	2.4	54	2.4	55	2.4	55
	10.0	261	10.1	261	10.2	261	10.3	261	10.3	261	10.4	261
	1564	0.413	1548	0.413	1535	0.413	1526	0.413	1518	0.413	1511	0.413

CRJ900_IF_DES250I_00_HWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.70 M / 250 KIAS), ISA (Page 2 of 2)
Figure 04-09-2



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-6

Sep 09/02

DESCENT 0.70 M /250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	20.0	334	20.3	339	20.5	344	20.8	348	21.0	352	21.2	356
	114.0	342	115.5	342	117.0	342	118.3	342	119.5	341	120.5	341
	2236	0.700	2262	0.700	2287	0.700	2311	0.700	2334	0.700	2358	0.700
390	19.1	322	19.3	327	19.6	332	19.9	336	20.1	340	20.3	343
	107.6	339	109.2	339	110.7	339	112.1	338	113.3	338	114.4	338
	2262	0.700	2275	0.700	2292	0.700	2312	0.700	2332	0.700	2353	0.700
370	18.1	310	18.4	315	18.7	319	19.0	324	19.2	328	19.4	332
	101.4	335	103.0	335	104.5	335	105.9	335	107.2	335	108.3	335
	2337	0.700	2331	0.700	2330	0.700	2334	0.700	2343	0.700	2356	0.700
350	17.3	298	17.6	303	17.9	308	18.1	312	18.3	317	18.6	320
	95.6	332	97.2	332	98.7	332	100.1	332	101.4	331	102.5	331
	2636	0.700	2613	0.700	2594	0.700	2579	0.700	2570	0.700	2566	0.700
330	16.5	288	16.8	293	17.1	297	17.3	302	17.6	306	17.8	309
	90.3	328	91.9	328	93.3	328	94.7	328	95.9	328	97.0	328
	2836	0.700	2796	0.700	2763	0.700	2735	0.700	2711	0.700	2691	0.700
310	15.7	276	15.9	281	16.2	285	16.4	289	16.6	293	16.8	297
	84.4	323	85.8	323	87.2	323	88.5	323	89.6	323	90.7	323
	2191	0.682	2155	0.682	2125	0.682	2099	0.682	2077	0.682	2058	0.682
290	14.7	263	15.0	267	15.2	272	15.4	276	15.6	279	15.8	283
	77.9	318	79.3	318	80.6	318	81.8	318	82.8	318	83.8	318
	2169	0.655	2133	0.655	2101	0.655	2075	0.655	2052	0.655	2033	0.655
270	13.7	249	14.0	254	14.2	258	14.4	262	14.6	265	14.8	268
	71.7	313	72.9	313	74.1	313	75.2	313	76.2	313	77.1	313
	2146	0.628	2109	0.628	2077	0.628	2049	0.628	2027	0.628	2007	0.628
250	12.8	235	13.0	239	13.2	243	13.4	247	13.6	250	13.7	253
	65.6	308	66.7	308	67.8	308	68.8	308	69.7	308	70.6	308
	2123	0.604	2086	0.604	2054	0.604	2025	0.604	2002	0.604	1981	0.604
200	10.3	199	10.4	202	10.6	205	10.8	208	10.9	211	11.1	214
	50.8	297	51.6	297	52.5	297	53.3	297	54.0	297	54.7	297
	2057	0.547	2021	0.547	1989	0.547	1960	0.547	1934	0.547	1912	0.547
150	7.7	158	7.8	160	8.0	163	8.1	165	8.2	168	8.3	170
	36.6	286	37.3	286	37.9	286	38.4	286	39.0	286	39.5	286
	1972	0.497	1938	0.497	1906	0.497	1877	0.497	1851	0.497	1829	0.497
100	5.0	109	5.1	111	5.2	113	5.2	114	5.3	116	5.4	118
	23.0	275	23.3	275	23.7	275	24.1	276	24.4	276	24.7	276
	1881	0.452	1850	0.452	1820	0.452	1792	0.452	1767	0.452	1744	0.452
50	2.2	51	2.2	52	2.2	52	2.3	53	2.3	54	2.3	55
	9.5	266	9.7	266	9.8	266	10.0	266	10.1	266	10.2	266
	1743	0.413	1715	0.413	1688	0.413	1663	0.413	1640	0.413	1620	0.413

CRJ900_IF_DES250I_10_LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.70 M / 250 KIAS), ISA+10 °C (Page 1 of 2)
Figure 04-09-3



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-7

Sep 09/02

DESCENT 0.70 M /250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 10 C	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH
25% C.G.			

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	21.3	358	21.5	361	21.6	363	21.7	365	21.7	366	21.8	367
	121.3	341	122.0	341	122.6	341	123.0	340	123.3	340	123.5	340
	2382	0.700	2406	0.700	2432	0.700	2457	0.700	2482	0.700	2507	0.700
390	20.5	347	20.6	349	20.7	351	20.8	353	20.9	354	21.0	355
	115.3	338	116.1	338	116.7	338	117.1	338	117.5	337	117.8	337
	2373	0.700	2393	0.700	2412	0.700	2432	0.700	2452	0.700	2473	0.700
370	19.6	335	19.7	337	19.9	340	20.0	341	20.0	343	20.1	344
	109.3	335	110.1	335	110.7	335	111.2	334	111.6	334	112.0	334
	2371	0.700	2388	0.700	2406	0.700	2423	0.700	2439	0.700	2456	0.700
350	18.7	323	18.9	326	19.0	328	19.1	330	19.2	332	19.3	333
	103.5	331	104.3	331	105.0	331	105.5	331	106.0	331	106.4	331
	2567	0.700	2571	0.700	2580	0.700	2592	0.700	2605	0.700	2620	0.700
330	17.9	313	18.1	315	18.2	318	18.3	319	18.4	321	18.5	322
	98.0	328	98.8	328	99.5	328	100.0	328	100.5	328	100.9	327
	2675	0.700	2662	0.700	2654	0.700	2650	0.700	2650	0.700	2654	0.700
310	17.0	300	17.2	303	17.3	305	17.4	307	17.5	308	17.5	310
	91.6	323	92.4	323	93.0	323	93.5	323	94.0	323	94.4	323
	2042	0.682	2028	0.682	2017	0.682	2009	0.682	2003	0.682	2000	0.682
290	16.0	286	16.1	288	16.2	290	16.3	292	16.4	294	16.5	295
	84.7	318	85.4	318	86.0	318	86.5	318	87.0	318	87.3	318
	2017	0.655	2003	0.655	1992	0.655	1983	0.655	1976	0.655	1971	0.655
270	14.9	271	15.1	274	15.2	276	15.3	277	15.4	279	15.4	280
	77.9	313	78.6	313	79.2	313	79.7	313	80.1	313	80.4	313
	1990	0.628	1977	0.628	1965	0.628	1956	0.628	1948	0.628	1942	0.628
250	13.9	256	14.0	259	14.1	261	14.2	262	14.3	263	14.3	265
	71.3	308	72.0	308	72.5	308	72.9	308	73.3	308	73.6	308
	1964	0.604	1950	0.604	1938	0.604	1928	0.604	1920	0.604	1913	0.604
200	11.2	216	11.3	219	11.4	220	11.5	222	11.5	223	11.6	224
	55.3	297	55.8	297	56.3	297	56.6	297	56.9	297	57.2	297
	1894	0.547	1878	0.547	1866	0.547	1856	0.547	1847	0.547	1839	0.547
150	8.4	172	8.5	173	8.5	175	8.6	176	8.6	177	8.7	178
	39.9	286	40.3	286	40.6	286	40.9	286	41.1	286	41.3	286
	1810	0.497	1794	0.497	1781	0.497	1770	0.497	1761	0.497	1753	0.497
100	5.4	119	5.5	120	5.5	121	5.6	122	5.6	123	5.6	123
	25.0	276	25.3	276	25.5	276	25.6	276	25.8	276	25.9	276
	1725	0.452	1708	0.452	1694	0.452	1684	0.452	1675	0.452	1667	0.452
50	2.3	55	2.4	56	2.4	56	2.4	57	2.4	57	2.4	57
	10.4	266	10.5	266	10.6	266	10.6	266	10.7	266	10.7	266
	1602	0.413	1585	0.413	1572	0.413	1562	0.413	1554	0.413	1547	0.413

CRJ900_IF_DES250I_10_HWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.70 M / 250 KIAS), ISA+10 °C (Page 2 of 2)
Figure 04-09-3



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-8

Sep 09/02

DESCENT 0.70 M /250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	20.3	348	20.6	354	20.9	358	21.1	363	21.3	367	21.5	371
	118.1	349	119.7	349	121.2	349	122.6	348	123.8	348	124.8	348
	2295	0.700	2321	0.700	2346	0.700	2370	0.700	2394	0.700	2418	0.700
390	19.4	335	19.7	340	19.9	345	20.2	350	20.4	354	20.6	358
	111.4	345	113.1	345	114.7	345	116.1	345	117.4	345	118.5	345
	2320	0.700	2333	0.700	2350	0.700	2370	0.700	2391	0.700	2412	0.700
370	18.4	322	18.7	328	19.0	333	19.3	337	19.5	342	19.7	345
	105.0	342	106.7	342	108.3	342	109.7	342	111.0	342	112.2	341
	2400	0.700	2394	0.700	2392	0.700	2396	0.700	2405	0.700	2418	0.700
350	17.6	310	17.9	316	18.1	321	18.4	325	18.6	330	18.9	333
	99.0	338	100.6	338	102.2	338	103.6	338	105.0	338	106.1	338
	2699	0.700	2675	0.700	2655	0.700	2640	0.700	2631	0.700	2626	0.700
330	16.8	300	17.1	305	17.3	310	17.6	314	17.8	318	18.0	322
	93.5	334	95.1	334	96.6	334	98.0	334	99.3	334	100.4	334
	2902	0.700	2861	0.700	2827	0.700	2798	0.700	2773	0.700	2752	0.700
310	15.9	287	16.2	292	16.4	297	16.7	301	16.9	305	17.1	309
	87.3	329	88.8	329	90.2	329	91.5	329	92.7	329	93.8	329
	2243	0.682	2206	0.682	2175	0.682	2149	0.682	2126	0.682	2106	0.682
290	14.9	273	15.2	278	15.4	283	15.7	287	15.9	291	16.1	294
	80.6	324	82.0	324	83.3	324	84.6	324	85.7	324	86.7	324
	2221	0.655	2183	0.655	2151	0.655	2123	0.655	2100	0.655	2080	0.655
270	13.9	259	14.2	264	14.4	268	14.6	272	14.8	276	15.0	279
	74.1	319	75.4	319	76.6	319	77.8	319	78.8	319	79.8	319
	2196	0.628	2158	0.628	2125	0.628	2097	0.628	2073	0.628	2053	0.628
250	13.0	245	13.2	249	13.4	253	13.6	257	13.8	260	13.9	263
	67.7	314	68.9	314	70.0	314	71.1	314	72.1	314	73.0	314
	2172	0.604	2134	0.604	2101	0.604	2071	0.604	2047	0.604	2026	0.604
200	10.4	206	10.6	210	10.8	213	10.9	217	11.1	220	11.2	222
	52.4	302	53.3	302	54.2	302	55.0	302	55.8	302	56.5	302
	2103	0.547	2067	0.547	2033	0.547	2003	0.547	1977	0.547	1954	0.547
150	7.8	164	7.9	166	8.1	169	8.2	172	8.3	174	8.4	176
	37.8	291	38.5	291	39.1	291	39.7	291	40.2	291	40.8	291
	2015	0.497	1981	0.497	1948	0.497	1918	0.497	1892	0.497	1868	0.497
100	5.1	113	5.2	115	5.2	117	5.3	119	5.4	120	5.5	122
	23.7	280	24.1	280	24.5	280	24.8	280	25.2	280	25.5	280
	1921	0.452	1889	0.452	1858	0.452	1830	0.452	1804	0.452	1781	0.452
50	2.2	53	2.2	53	2.2	54	2.3	55	2.3	56	2.3	57
	9.8	270	10.0	270	10.1	270	10.3	270	10.4	270	10.6	270
	1779	0.413	1750	0.413	1723	0.413	1698	0.413	1674	0.413	1653	0.413

CRJ900_IF_DES250I_20_LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.70 M / 250 KIAS), ISA+20 °C (Page 1 of 2)
Figure 04-09-4



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-9

Sep 09/02

DESCENT 0.70 M /250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 20 C	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH
		25% C.G.	

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	21.7	374	21.8	376	21.9	378	22.0	380	22.1	381	22.2	383
	125.7	348	126.5	348	127.0	347	127.5	347	127.8	347	128.1	347
	2442	0.700	2467	0.700	2493	0.700	2518	0.700	2544	0.700	2569	0.700
390	20.8	361	20.9	364	21.1	366	21.2	368	21.2	369	21.3	371
	119.5	345	120.3	344	120.9	344	121.4	344	121.8	344	122.1	344
	2433	0.700	2453	0.700	2472	0.700	2492	0.700	2513	0.700	2534	0.700
370	19.9	349	20.1	352	20.2	354	20.3	356	20.4	357	20.4	359
	113.2	341	114.0	341	114.7	341	115.3	341	115.7	341	116.0	341
	2433	0.700	2450	0.700	2468	0.700	2485	0.700	2501	0.700	2518	0.700
350	19.0	337	19.2	340	19.3	342	19.4	344	19.5	346	19.6	347
	107.1	338	108.0	338	108.7	338	109.3	338	109.8	337	110.2	337
	2626	0.700	2631	0.700	2639	0.700	2651	0.700	2665	0.700	2679	0.700
330	18.2	325	18.4	328	18.5	331	18.6	333	18.7	334	18.8	336
	101.4	334	102.3	334	103.0	334	103.6	334	104.1	334	104.5	334
	2736	0.700	2723	0.700	2714	0.700	2710	0.700	2710	0.700	2714	0.700
310	17.3	312	17.4	315	17.6	317	17.7	319	17.7	321	17.8	322
	94.8	329	95.6	329	96.3	329	96.8	329	97.3	329	97.7	329
	2090	0.682	2075	0.682	2064	0.682	2055	0.682	2049	0.682	2046	0.682
290	16.2	297	16.4	300	16.5	302	16.6	304	16.7	306	16.8	307
	87.6	324	88.4	324	89.0	324	89.5	324	90.0	324	90.4	324
	2064	0.655	2049	0.655	2038	0.655	2028	0.655	2021	0.655	2016	0.655
270	15.2	282	15.3	285	15.4	287	15.5	289	15.6	290	15.7	291
	80.6	319	81.3	319	81.9	319	82.4	319	82.8	319	83.2	319
	2036	0.628	2022	0.628	2010	0.628	2000	0.628	1992	0.628	1985	0.628
250	14.1	266	14.2	269	14.3	271	14.4	273	14.5	274	14.6	275
	73.7	314	74.4	314	75.0	314	75.4	314	75.8	314	76.2	314
	2009	0.604	1994	0.604	1981	0.604	1971	0.604	1963	0.604	1955	0.604
200	11.4	225	11.5	227	11.6	229	11.6	230	11.7	231	11.7	233
	57.1	302	57.7	302	58.1	302	58.5	302	58.8	302	59.1	302
	1935	0.547	1919	0.547	1907	0.547	1896	0.547	1887	0.547	1878	0.547
150	8.5	178	8.6	180	8.7	182	8.7	183	8.8	184	8.8	185
	41.2	291	41.6	291	42.0	291	42.2	291	42.5	291	42.7	291
	1849	0.497	1832	0.497	1819	0.497	1808	0.497	1799	0.497	1790	0.497
100	5.5	123	5.6	125	5.6	126	5.7	126	5.7	127	5.7	128
	25.8	280	26.1	280	26.3	280	26.4	280	26.6	280	26.7	280
	1761	0.452	1743	0.452	1730	0.452	1719	0.452	1709	0.452	1701	0.452
50	2.4	57	2.4	58	2.4	58	2.4	59	2.4	59	2.5	59
	10.7	270	10.8	270	10.9	270	10.9	270	11.0	270	11.1	270
	1634	0.413	1618	0.413	1604	0.413	1594	0.413	1585	0.413	1578	0.413

CRJ900_IF_DES250I_20_HWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.70 M / 250 KIAS), ISA+20 °C (Page 2 of 2)
Figure 04-09-4



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-10

Sep 09/02

DESCENT 0.74 M /290/250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	18.9	383	18.9	377	18.9	371	18.9	365	18.9	360	18.9	355
	113.6	360	113.3	359	113.0	358	112.7	357	112.4	356	112.2	355
	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1259	0.740
390	17.3	338	17.3	331	17.3	324	17.3	317	17.3	310	17.3	304
	102.3	355	101.9	354	101.6	353	101.3	352	101.1	351	100.8	350
	1144	0.740	1144	0.740	1144	0.740	1144	0.740	1144	0.740	1144	0.740
370	15.5	284	15.5	276	15.5	268	15.5	261	15.6	260	15.9	263
	89.7	348	89.4	347	89.1	345	88.8	344	89.6	344	90.9	344
	1039	0.740	1039	0.740	1039	0.740	1047	0.740	2165	0.740	2406	0.740
350	13.8	233	14.1	237	14.4	242	14.6	246	14.9	250	15.1	254
	78.2	340	79.9	340	81.4	340	82.9	340	84.4	340	85.7	340
	2884	0.740	2840	0.740	2804	0.740	2775	0.740	2749	0.740	2727	0.740
330	13.2	225	13.4	229	13.7	234	14.0	238	14.2	242	14.4	246
	73.8	336	75.4	336	76.9	336	78.3	337	79.7	337	81.0	337
	3151	0.740	3091	0.740	3035	0.740	2986	0.740	2943	0.740	2907	0.740
310	12.6	217	12.9	222	13.1	226	13.3	230	13.6	234	13.8	237
	69.7	332	71.2	332	72.6	332	74.0	333	75.3	333	76.6	333
	3434	0.740	3368	0.740	3306	0.740	3247	0.740	3191	0.740	3137	0.740
290	12.1	210	12.3	215	12.6	219	12.8	223	13.0	226	13.2	230
	65.9	328	67.3	328	68.7	328	70.0	329	71.2	329	72.4	329
	3742	0.740	3661	0.740	3586	0.740	3520	0.740	3457	0.740	3398	0.740
270	11.5	202	11.7	206	11.9	210	12.1	214	12.3	218	12.5	221
	61.6	323	62.9	323	64.2	323	65.4	323	66.5	323	67.6	324
	2816	0.722	2752	0.722	2694	0.722	2641	0.722	2592	0.722	2547	0.722
250	10.8	193	11.0	197	11.2	201	11.4	204	11.6	208	11.8	211
	56.9	317	58.1	317	59.2	317	60.3	318	61.4	318	62.4	318
	2788	0.694	2724	0.694	2666	0.694	2613	0.694	2564	0.694	2519	0.694
200	9.0	169	9.2	173	9.4	176	9.5	179	9.7	182	9.9	184
	45.5	302	46.4	302	47.3	303	48.2	303	49.0	303	49.8	303
	2722	0.631	2659	0.631	2601	0.631	2548	0.631	2499	0.631	2455	0.631
150	7.2	142	7.4	145	7.5	147	7.6	150	7.7	152	7.9	154
	34.6	287	35.2	287	35.9	287	36.5	287	37.1	287	37.6	287
	2631	0.574	2569	0.574	2512	0.574	2459	0.574	2411	0.574	2368	0.574
100	4.9	101	4.9	103	5.0	104	5.1	106	5.2	107	5.2	109
	21.5	266	21.9	266	22.2	266	22.5	266	22.8	266	23.1	266
	1801	0.452	1771	0.452	1742	0.452	1716	0.452	1691	0.452	1670	0.452
50	2.1	47	2.1	48	2.2	49	2.2	49	2.2	50	2.2	51
	8.9	257	9.1	257	9.2	257	9.4	257	9.5	257	9.6	257
	1670	0.413	1643	0.413	1618	0.413	1594	0.413	1572	0.413	1553	0.413

CRJ900_IF_DES290I_M10_LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.74 M / 290/250 KIAS), ISA-10 °C
Figure 04-09-5 (Page 1 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-11

Sep 09/02

DESCENT 0.74 M /290/250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA - 10 C	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH
25% C.G.			

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	18.9	350	18.9	346	18.9	341	18.9	336	18.9	332	18.9	327
	111.9	355	111.7	354	111.5	353	111.4	353	111.2	352	111.1	352
	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1259	0.740
390	17.3	298	17.3	291	17.3	285	17.4	286	17.6	289	17.7	291
	100.6	349	100.3	348	100.1	348	100.9	347	101.8	348	102.7	348
	1144	0.740	1147	0.740	1156	0.740	2244	0.740	2482	0.740	2503	0.740
370	16.1	267	16.3	270	16.5	274	16.6	276	16.8	279	17.0	281
	92.2	344	93.4	344	94.5	344	95.5	344	96.5	345	97.4	345
	2406	0.740	2410	0.740	2420	0.740	2435	0.740	2453	0.740	2472	0.740
350	15.3	258	15.5	261	15.7	264	15.9	267	16.1	270	16.2	272
	87.0	341	88.2	341	89.3	341	90.4	341	91.4	341	92.3	341
	2709	0.740	2693	0.740	2683	0.740	2677	0.740	2676	0.740	2680	0.740
330	14.6	249	14.8	252	15.0	255	15.2	258	15.4	261	15.5	263
	82.2	337	83.4	337	84.5	337	85.5	338	86.5	338	87.4	338
	2877	0.740	2850	0.740	2826	0.740	2806	0.740	2788	0.740	2774	0.740
310	14.0	241	14.2	244	14.4	247	14.5	250	14.7	252	14.8	255
	77.7	333	78.8	333	79.9	333	80.9	334	81.8	334	82.7	334
	3089	0.740	3045	0.740	3008	0.740	2976	0.740	2948	0.740	2923	0.740
290	13.4	233	13.6	236	13.8	239	13.9	242	14.1	244	14.2	246
	73.5	329	74.6	329	75.5	329	76.5	330	77.3	330	78.2	330
	3343	0.740	3289	0.740	3237	0.740	3188	0.740	3144	0.740	3105	0.740
270	12.7	224	12.9	227	13.1	230	13.2	232	13.3	234	13.5	237
	68.6	324	69.6	324	70.5	324	71.4	324	72.2	325	72.9	325
	2504	0.722	2464	0.722	2426	0.722	2389	0.722	2353	0.722	2320	0.722
250	12.0	214	12.1	217	12.3	219	12.4	221	12.5	223	12.6	226
	63.3	318	64.2	318	65.0	318	65.8	319	66.5	319	67.2	319
	2478	0.694	2438	0.694	2400	0.694	2364	0.694	2330	0.694	2297	0.694
200	10.0	187	10.1	189	10.2	191	10.3	193	10.4	195	10.5	196
	50.5	303	51.1	303	51.8	303	52.3	304	52.8	304	53.3	304
	2413	0.631	2374	0.631	2338	0.631	2302	0.631	2269	0.631	2237	0.631
150	8.0	156	8.1	158	8.1	160	8.2	161	8.3	162	8.3	163
	38.1	287	38.6	288	39.0	288	39.4	288	39.7	288	40.0	288
	2328	0.574	2291	0.574	2256	0.574	2223	0.574	2191	0.574	2161	0.574
100	5.3	110	5.3	111	5.4	112	5.4	113	5.4	113	5.5	114
	23.4	266	23.6	266	23.8	266	24.0	266	24.1	266	24.2	266
	1651	0.452	1635	0.452	1623	0.452	1613	0.452	1605	0.452	1597	0.452
50	2.3	51	2.3	52	2.3	52	2.3	52	2.3	53	2.3	53
	9.7	257	9.8	257	9.9	257	10.0	257	10.0	257	10.0	257
	1535	0.413	1520	0.413	1507	0.413	1498	0.413	1491	0.413	1483	0.413

CRJ900_IF_DES290I_M10_HWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.74 M / 290/250 KIAS), ISA-10 °C
Figure 04-09-5 (Page 2 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-12

Sep 09/02

DESCENT 0.74 M /290/250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	18.9	389	18.9	382	18.9	375	18.9	369	18.9	363	18.9	357
	115.8	367	115.5	366	115.1	365	114.8	364	114.5	363	114.2	362
	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1259	0.740
390	17.3	342	17.3	334	17.3	326	17.3	318	17.3	310	17.3	303
	104.1	361	103.8	360	103.5	359	103.2	358	102.9	357	102.6	356
	1144	0.740	1144	0.740	1144	0.740	1144	0.740	1144	0.740	1144	0.740
370	15.5	285	15.5	276	15.5	267	15.6	267	15.9	271	16.1	275
	91.3	354	91.0	353	90.7	351	91.5	351	93.0	351	94.4	351
	1039	0.740	1039	0.740	1047	0.740	2225	0.740	2482	0.740	2475	0.740
350	14.1	243	14.3	248	14.6	252	14.9	257	15.1	261	15.4	265
	81.2	347	82.9	347	84.6	347	86.1	347	87.6	347	89.1	348
	2957	0.740	2912	0.740	2875	0.740	2844	0.740	2818	0.740	2795	0.740
330	13.4	234	13.7	239	13.9	244	14.2	248	14.4	252	14.7	256
	76.6	343	78.2	343	79.8	343	81.3	343	82.7	344	84.1	344
	3231	0.740	3169	0.740	3112	0.740	3061	0.740	3016	0.740	2979	0.740
310	12.8	227	13.1	231	13.3	236	13.6	240	13.8	244	14.0	248
	72.4	339	73.9	339	75.4	339	76.8	339	78.2	340	79.5	340
	3518	0.740	3450	0.740	3387	0.740	3327	0.740	3268	0.740	3213	0.740
290	12.3	219	12.5	224	12.8	228	13.0	232	13.2	236	13.4	240
	68.4	335	69.9	335	71.3	335	72.6	335	73.9	335	75.1	335
	3834	0.740	3750	0.740	3674	0.740	3605	0.740	3541	0.740	3481	0.740
270	11.6	211	11.9	215	12.1	219	12.3	223	12.5	227	12.7	230
	63.9	329	65.2	329	66.6	330	67.8	330	69.0	330	70.1	330
	2886	0.722	2821	0.722	2761	0.722	2706	0.722	2656	0.722	2609	0.722
250	10.9	201	11.2	205	11.4	209	11.6	213	11.8	216	12.0	220
	59.0	323	60.2	323	61.4	324	62.6	324	63.7	324	64.7	324
	2857	0.694	2791	0.694	2732	0.694	2677	0.694	2627	0.694	2580	0.694
200	9.2	176	9.4	180	9.5	183	9.7	186	9.9	189	10.0	192
	47.1	308	48.1	308	49.0	308	49.9	309	50.8	309	51.6	309
	2787	0.631	2723	0.631	2663	0.631	2608	0.631	2558	0.631	2512	0.631
150	7.3	148	7.5	151	7.6	153	7.7	156	7.9	158	8.0	161
	35.8	292	36.5	292	37.1	292	37.8	293	38.4	293	39.0	293
	2692	0.574	2629	0.574	2570	0.574	2516	0.574	2466	0.574	2422	0.574
100	4.9	105	5.0	107	5.1	109	5.2	110	5.2	112	5.3	113
	22.2	271	22.6	271	23.0	271	23.3	271	23.6	271	24.0	271
	1842	0.452	1811	0.452	1782	0.452	1755	0.452	1729	0.452	1707	0.452
50	2.1	49	2.2	50	2.2	50	2.2	51	2.3	52	2.3	53
	9.2	261	9.4	261	9.5	261	9.7	261	9.8	261	9.9	261
	1702	0.413	1674	0.413	1648	0.413	1624	0.413	1601	0.413	1581	0.413

CRJ900_IF_DES290I_00_LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.74 M / 290/250 KIAS), ISA
Figure 04-09-6 (Page 1 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-13

Sep 09/02

DESCENT 0.74 M /290/250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	18.9	351	18.9	345	18.9	339	18.9	333	18.9	327	18.9	321
	114.0	361	113.8	360	113.6	360	113.4	359	113.2	359	113.1	358
	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1266	0.740
390	17.3	297	17.4	294	17.6	296	17.7	299	17.9	302	18.1	304
	102.5	355	102.9	355	103.9	355	104.9	355	105.9	355	106.8	355
	1436	0.740	2330	0.740	2504	0.740	2528	0.740	2550	0.740	2572	0.740
370	16.4	279	16.6	282	16.8	286	16.9	289	17.1	291	17.3	294
	95.8	351	97.0	351	98.2	351	99.3	352	100.3	352	101.3	352
	2475	0.740	2479	0.740	2489	0.740	2504	0.740	2522	0.740	2542	0.740
350	15.6	269	15.8	273	16.0	276	16.2	279	16.4	281	16.5	284
	90.4	348	91.6	348	92.8	348	93.9	348	94.9	348	95.9	349
	2776	0.740	2760	0.740	2750	0.740	2743	0.740	2741	0.740	2746	0.740
330	14.9	260	15.1	263	15.3	267	15.5	269	15.6	272	15.8	275
	85.4	344	86.6	344	87.7	344	88.8	344	89.8	345	90.8	345
	2948	0.740	2920	0.740	2896	0.740	2874	0.740	2856	0.740	2841	0.740
310	14.2	251	14.4	255	14.6	258	14.8	260	15.0	263	15.1	266
	80.7	340	81.8	340	82.9	340	83.9	341	84.9	341	85.9	341
	3163	0.740	3118	0.740	3080	0.740	3047	0.740	3018	0.740	2992	0.740
290	13.6	243	13.8	246	14.0	249	14.2	252	14.3	255	14.5	257
	76.3	336	77.4	336	78.4	336	79.3	336	80.3	337	81.2	337
	3424	0.740	3368	0.740	3315	0.740	3265	0.740	3220	0.740	3179	0.740
270	12.9	234	13.1	237	13.3	240	13.4	242	13.6	244	13.7	247
	71.2	330	72.2	330	73.2	331	74.0	331	74.9	331	75.7	331
	2566	0.722	2524	0.722	2485	0.722	2447	0.722	2410	0.722	2377	0.722
250	12.2	223	12.3	226	12.5	228	12.6	231	12.7	233	12.9	235
	65.7	324	66.6	324	67.4	325	68.2	325	69.0	325	69.7	325
	2538	0.694	2497	0.694	2458	0.694	2421	0.694	2386	0.694	2353	0.694
200	10.2	195	10.3	197	10.4	199	10.5	201	10.6	203	10.7	205
	52.3	309	53.0	309	53.6	309	54.2	310	54.8	310	55.3	310
	2470	0.631	2430	0.631	2392	0.631	2356	0.631	2322	0.631	2289	0.631
150	8.1	163	8.2	165	8.3	166	8.3	168	8.4	169	8.5	170
	39.5	293	40.0	293	40.4	293	40.8	293	41.1	293	41.5	293
	2381	0.574	2343	0.574	2307	0.574	2273	0.574	2241	0.574	2210	0.574
100	5.4	115	5.4	116	5.5	117	5.5	117	5.5	118	5.6	119
	24.2	271	24.5	271	24.7	271	24.8	271	25.0	271	25.1	271
	1688	0.452	1672	0.452	1659	0.452	1649	0.452	1640	0.452	1632	0.452
50	2.3	53	2.3	54	2.3	54	2.4	54	2.4	55	2.4	55
	10.0	261	10.1	261	10.2	261	10.3	261	10.3	261	10.4	261
	1564	0.413	1548	0.413	1535	0.413	1526	0.413	1518	0.413	1511	0.413

CRJ900_IF_DES290I_00_HWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.74 M / 290/250 KIAS), ISA
Figure 04-09-6 (Page 2 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-14

Sep 09/02

DESCENT 0.74 M /290/250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	18.9	395	18.9	387	18.9	379	18.9	372	18.9	365	18.9	358
	117.9	374	117.6	372	117.2	371	116.9	370	116.6	369	116.3	368
	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1259	0.740
390	17.3	345	17.3	336	17.3	327	17.3	318	17.3	310	17.3	301
	106.0	368	105.6	367	105.3	365	105.0	364	104.7	363	104.4	362
	1144	0.740	1144	0.740	1144	0.740	1144	0.740	1144	0.740	1154	0.740
370	15.5	285	15.5	276	15.6	274	15.9	278	16.2	282	16.4	287
	92.9	360	92.5	359	93.3	358	94.8	358	96.4	358	97.9	358
	1040	0.740	1046	0.740	2287	0.740	2564	0.740	2552	0.740	2544	0.740
350	14.3	253	14.6	258	14.9	263	15.1	268	15.4	272	15.6	276
	84.2	354	85.9	354	87.6	354	89.3	354	90.8	354	92.3	355
	3030	0.740	2983	0.740	2945	0.740	2913	0.740	2886	0.740	2862	0.740
330	13.6	244	13.9	249	14.2	254	14.4	258	14.7	263	14.9	267
	79.4	350	81.0	350	82.7	350	84.2	350	85.7	350	87.1	351
	3308	0.740	3245	0.740	3186	0.740	3133	0.740	3088	0.740	3050	0.740
310	13.0	236	13.3	241	13.5	245	13.8	250	14.0	254	14.3	258
	74.9	346	76.5	346	78.1	346	79.5	346	81.0	346	82.3	346
	3603	0.740	3532	0.740	3467	0.740	3405	0.740	3345	0.740	3289	0.740
290	12.5	228	12.7	233	13.0	237	13.2	242	13.4	246	13.6	249
	70.8	341	72.3	341	73.8	342	75.2	342	76.5	342	77.8	342
	3923	0.740	3838	0.740	3759	0.740	3689	0.740	3623	0.740	3561	0.740
270	11.8	219	12.1	224	12.3	228	12.5	232	12.7	236	12.9	240
	66.1	336	67.5	336	68.9	336	70.2	336	71.4	336	72.6	336
	2955	0.722	2888	0.722	2827	0.722	2770	0.722	2719	0.722	2671	0.722
250	11.1	209	11.3	214	11.6	218	11.8	221	12.0	225	12.2	229
	61.0	329	62.3	330	63.5	330	64.7	330	65.9	330	66.9	330
	2924	0.694	2857	0.694	2796	0.694	2740	0.694	2688	0.694	2641	0.694
200	9.3	183	9.5	187	9.7	190	9.8	193	10.0	197	10.2	200
	48.7	314	49.7	314	50.6	314	51.6	314	52.5	315	53.3	315
	2852	0.631	2786	0.631	2725	0.631	2669	0.631	2617	0.631	2570	0.631
150	7.4	154	7.6	156	7.7	159	7.9	162	8.0	164	8.1	167
	36.9	298	37.7	298	38.3	298	39.0	298	39.6	298	40.2	298
	2752	0.574	2688	0.574	2628	0.574	2572	0.574	2522	0.574	2476	0.574
100	5.0	109	5.1	111	5.2	113	5.2	114	5.3	116	5.4	118
	22.9	275	23.3	275	23.7	275	24.1	276	24.4	276	24.7	276
	1882	0.452	1850	0.452	1820	0.452	1793	0.452	1767	0.452	1744	0.452
50	2.1	51	2.2	52	2.2	52	2.3	53	2.3	54	2.3	55
	9.5	266	9.7	266	9.8	266	10.0	266	10.1	266	10.2	266
	1744	0.413	1715	0.413	1689	0.413	1664	0.413	1641	0.413	1620	0.413

CRJ900_IF_DES290I_10_LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.74 M / 290/250 KIAS), ISA+10 °C
Figure 04-09-7 (Page 1 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-15

Sep 09/02

DESCENT 0.74 M /290/250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 10 C	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH
25% C.G.			

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	18.9	350	18.9	343	18.9	336	18.9	329	19.0	326	19.1	328
	116.0	368	115.8	367	115.5	366	115.4	365	115.7	365	116.5	365
	1259	0.740	1259	0.740	1259	0.740	1267	0.740	2425	0.740	2672	0.740
390	17.5	302	17.7	305	17.9	309	18.0	312	18.2	314	18.4	317
	105.3	362	106.6	362	107.8	362	108.8	362	109.9	362	110.8	362
	2524	0.740	2547	0.740	2572	0.740	2596	0.740	2619	0.740	2640	0.740
370	16.6	291	16.8	294	17.0	298	17.2	301	17.4	304	17.6	306
	99.3	358	100.6	358	101.9	359	103.0	359	104.0	359	105.0	359
	2543	0.740	2548	0.740	2557	0.740	2573	0.740	2591	0.740	2611	0.740
350	15.9	280	16.1	284	16.3	287	16.4	290	16.6	293	16.8	296
	93.7	355	95.0	355	96.2	355	97.4	355	98.4	355	99.5	356
	2843	0.740	2826	0.740	2815	0.740	2808	0.740	2806	0.740	2810	0.740
330	15.1	271	15.3	274	15.5	278	15.7	281	15.9	283	16.1	286
	88.5	351	89.7	351	90.9	351	92.0	351	93.1	352	94.1	352
	3017	0.740	2989	0.740	2963	0.740	2941	0.740	2923	0.740	2907	0.740
310	14.5	262	14.7	265	14.9	268	15.0	271	15.2	274	15.4	277
	83.6	347	84.8	347	85.9	347	87.0	347	88.0	347	89.0	348
	3238	0.740	3192	0.740	3152	0.740	3118	0.740	3088	0.740	3062	0.740
290	13.8	253	14.0	256	14.2	260	14.4	262	14.5	265	14.7	268
	79.0	342	80.1	342	81.2	343	82.2	343	83.1	343	84.1	343
	3502	0.740	3445	0.740	3390	0.740	3339	0.740	3293	0.740	3252	0.740
270	13.1	243	13.3	246	13.5	249	13.6	252	13.8	254	13.9	257
	73.7	337	74.8	337	75.7	337	76.6	337	77.5	338	78.4	338
	2626	0.722	2584	0.722	2543	0.722	2504	0.722	2467	0.722	2432	0.722
250	12.3	232	12.5	235	12.7	238	12.8	240	12.9	243	13.1	245
	67.9	330	68.9	331	69.8	331	70.6	331	71.4	331	72.2	332
	2597	0.694	2555	0.694	2515	0.694	2478	0.694	2441	0.694	2407	0.694
200	10.3	202	10.4	205	10.6	207	10.7	209	10.8	211	10.9	213
	54.1	315	54.8	315	55.5	315	56.1	315	56.6	315	57.2	316
	2527	0.631	2486	0.631	2447	0.631	2410	0.631	2374	0.631	2341	0.631
150	8.2	169	8.3	171	8.4	173	8.5	174	8.5	176	8.6	177
	40.8	298	41.3	298	41.7	298	42.1	299	42.5	299	42.8	299
	2434	0.574	2395	0.574	2358	0.574	2324	0.574	2290	0.574	2259	0.574
100	5.4	119	5.5	120	5.5	121	5.6	122	5.6	123	5.6	123
	25.0	276	25.3	276	25.5	276	25.6	276	25.8	276	25.9	276
	1725	0.452	1707	0.452	1694	0.452	1684	0.452	1675	0.452	1667	0.452
50	2.3	55	2.4	56	2.4	56	2.4	57	2.4	57	2.4	57
	10.4	266	10.5	266	10.6	266	10.6	266	10.7	266	10.7	266
	1601	0.413	1585	0.413	1572	0.413	1562	0.413	1554	0.413	1546	0.413

CRJ900_IF_DES290I_10_HWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.74 M / 290/250 KIAS), ISA+10 °C
Figure 04-09-7 (Page 2 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-16

Sep 09/02

DESCENT 0.74 M /290/250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	18.9	400	18.9	391	18.9	382	18.9	374	18.9	365	18.9	357
	119.9	380	119.6	379	119.2	378	118.9	377	118.5	376	118.2	375
	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1259	0.740	1259	0.740
390	17.3	347	17.3	337	17.3	328	17.3	318	17.3	308	17.5	310
	107.8	374	107.4	373	107.0	371	106.7	370	106.4	369	107.7	369
	1144	0.740	1144	0.740	1144	0.740	1144	0.740	2295	0.740	2567	0.740
370	15.5	287	15.6	281	15.9	284	16.1	289	16.4	294	16.7	299
	94.6	366	94.9	365	96.4	365	98.2	365	99.8	365	101.4	365
	1364	0.740	2453	0.740	2648	0.740	2631	0.740	2618	0.740	2610	0.740
350	14.5	263	14.8	269	15.1	274	15.4	279	15.6	283	15.9	288
	87.1	361	89.0	361	90.7	361	92.4	361	94.0	361	95.6	361
	3101	0.740	3054	0.740	3015	0.740	2981	0.740	2953	0.740	2929	0.740
330	13.8	254	14.1	259	14.4	264	14.7	269	14.9	273	15.1	278
	82.1	356	83.9	357	85.5	357	87.2	357	88.7	357	90.2	357
	3385	0.740	3320	0.740	3260	0.740	3206	0.740	3159	0.740	3120	0.740
310	13.2	245	13.5	250	13.7	255	14.0	260	14.2	264	14.5	268
	77.5	352	79.1	352	80.7	352	82.3	353	83.7	353	85.1	353
	3684	0.740	3613	0.740	3545	0.740	3482	0.740	3420	0.740	3362	0.740
290	12.6	237	12.9	242	13.2	247	13.4	251	13.6	255	13.9	259
	73.2	348	74.8	348	76.3	348	77.7	348	79.1	348	80.4	348
	4012	0.740	3924	0.740	3844	0.740	3772	0.740	3704	0.740	3640	0.740
270	12.0	228	12.2	233	12.5	237	12.7	241	12.9	245	13.1	249
	68.3	342	69.8	342	71.2	342	72.5	342	73.8	343	75.1	343
	3023	0.722	2955	0.722	2891	0.722	2834	0.722	2781	0.722	2732	0.722
250	11.3	218	11.5	222	11.7	226	11.9	230	12.1	234	12.3	238
	63.0	335	64.4	336	65.7	336	66.9	336	68.1	336	69.2	336
	2992	0.694	2923	0.694	2861	0.694	2803	0.694	2750	0.694	2701	0.694
200	9.4	190	9.6	194	9.8	197	10.0	201	10.2	204	10.3	207
	50.3	320	51.3	320	52.3	320	53.3	320	54.2	320	55.0	320
	2915	0.631	2847	0.631	2784	0.631	2727	0.631	2674	0.631	2626	0.631
150	7.6	159	7.7	162	7.8	165	8.0	168	8.1	171	8.2	173
	38.1	303	38.9	303	39.6	303	40.3	303	40.9	303	41.5	303
	2813	0.574	2747	0.574	2685	0.574	2628	0.574	2577	0.574	2530	0.574
100	5.1	113	5.2	115	5.2	117	5.3	119	5.4	120	5.5	122
	23.7	280	24.1	280	24.4	280	24.8	280	25.2	280	25.5	280
	1922	0.452	1889	0.452	1859	0.452	1830	0.452	1804	0.452	1781	0.452
50	2.2	53	2.2	53	2.2	54	2.3	55	2.3	56	2.3	57
	9.8	270	10.0	270	10.1	270	10.3	270	10.4	270	10.6	270
	1780	0.413	1751	0.413	1723	0.413	1698	0.413	1674	0.413	1653	0.413

CRJ900_IF_DES2901_20_LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.74 M / 290/250 KIAS), ISA+20 °C
Figure 04-09-8 (Page 1 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-17

Sep 09/02

DESCENT 0.74 M /290/250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 20 C	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH
25% C.G.			

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	18.9	348	18.9	339	19.0	334	19.1	336	19.3	339	19.5	341
	118.0	374	117.7	373	117.9	372	118.8	372	119.8	372	120.7	372
	1260	0.740	1264	0.740	2433	0.740	2688	0.740	2713	0.740	2739	0.740
390	17.7	314	18.0	318	18.2	322	18.3	325	18.5	328	18.7	330
	109.1	369	110.4	369	111.7	369	112.8	369	113.8	369	114.8	369
	2589	0.740	2612	0.740	2637	0.740	2662	0.740	2684	0.740	2706	0.740
370	16.9	303	17.1	307	17.3	310	17.5	313	17.7	316	17.8	319
	102.9	365	104.2	365	105.5	366	106.7	366	107.8	366	108.8	366
	2609	0.740	2613	0.740	2623	0.740	2638	0.740	2657	0.740	2677	0.740
350	16.1	292	16.3	296	16.5	299	16.7	302	16.9	305	17.1	308
	97.0	361	98.4	362	99.6	362	100.8	362	101.9	362	103.0	362
	2908	0.740	2891	0.740	2879	0.740	2872	0.740	2869	0.740	2874	0.740
330	15.4	282	15.6	285	15.8	289	16.0	292	16.1	295	16.3	298
	91.6	357	92.9	358	94.1	358	95.3	358	96.4	358	97.4	359
	3087	0.740	3057	0.740	3031	0.740	3008	0.740	2989	0.740	2973	0.740
310	14.7	272	14.9	276	15.1	279	15.3	282	15.4	285	15.6	288
	86.5	353	87.7	353	88.9	354	90.0	354	91.1	354	92.1	354
	3310	0.740	3263	0.740	3222	0.740	3187	0.740	3157	0.740	3130	0.740
290	14.1	263	14.3	267	14.4	270	14.6	273	14.8	276	14.9	278
	81.7	349	82.9	349	84.0	349	85.0	349	86.0	350	87.0	350
	3580	0.740	3522	0.740	3465	0.740	3413	0.740	3366	0.740	3324	0.740
270	13.3	253	13.5	256	13.7	259	13.8	262	14.0	265	14.1	267
	76.2	343	77.3	343	78.3	343	79.3	344	80.2	344	81.0	344
	2686	0.722	2642	0.722	2601	0.722	2561	0.722	2523	0.722	2487	0.722
250	12.5	241	12.7	244	12.8	247	13.0	250	13.1	252	13.3	254
	70.2	337	71.2	337	72.1	337	73.0	337	73.8	337	74.6	338
	2656	0.694	2613	0.694	2572	0.694	2534	0.694	2497	0.694	2462	0.694
200	10.5	210	10.6	213	10.7	215	10.8	217	10.9	219	11.0	221
	55.8	320	56.6	321	57.3	321	57.9	321	58.5	321	59.1	321
	2581	0.631	2539	0.631	2500	0.631	2462	0.631	2426	0.631	2392	0.631
150	8.3	175	8.4	177	8.5	179	8.6	181	8.7	182	8.7	184
	42.1	303	42.6	304	43.1	304	43.5	304	43.9	304	44.2	304
	2487	0.574	2447	0.574	2409	0.574	2374	0.574	2340	0.574	2308	0.574
100	5.5	123	5.6	125	5.6	126	5.7	126	5.7	127	5.7	128
	25.8	280	26.1	280	26.3	280	26.4	280	26.6	280	26.7	280
	1760	0.452	1743	0.452	1729	0.452	1718	0.452	1709	0.452	1701	0.452
50	2.4	57	2.4	58	2.4	58	2.4	59	2.4	59	2.5	59
	10.7	270	10.8	270	10.9	270	10.9	270	11.0	270	11.1	270
	1634	0.413	1617	0.413	1604	0.413	1594	0.413	1585	0.413	1577	0.413

CRJ900_IF_DES290I_20_HWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.74 M / 290/250 KIAS), ISA+20 °C
Figure 04-09-8 (Page 2 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-18

Sep 09/02

DESCENT 0.77 M /320/250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	18.9	448	18.9	441	18.9	434	18.9	428	18.9	422	18.9	417
	119.4	378	119.1	377	118.8	376	118.5	376	118.3	375	118.0	374
	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770
390	17.3	399	17.3	392	17.3	384	17.3	377	17.3	370	17.3	364
	107.6	373	107.3	372	107.0	371	106.7	370	106.4	369	106.2	368
	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770
370	15.5	340	15.5	332	15.5	324	15.5	316	15.5	309	15.5	301
	94.6	367	94.2	365	93.9	364	93.7	363	93.4	362	93.1	361
	1039	0.770	1039	0.770	1039	0.770	1039	0.770	1039	0.770	1039	0.770
350	13.5	268	13.5	259	13.5	251	13.5	242	13.5	234	13.6	233
	80.2	357	79.9	356	79.6	354	79.3	353	79.0	352	79.8	351
	955	0.770	955	0.770	955	0.770	957	0.770	962	0.770	2577	0.770
330	11.8	205	12.1	209	12.3	213	12.5	217	12.8	221	13.0	225
	68.1	346	69.6	346	71.1	346	72.5	347	73.9	347	75.2	347
	3543	0.770	3475	0.770	3411	0.770	3348	0.770	3289	0.770	3236	0.770
310	11.3	198	11.5	202	11.8	206	12.0	210	12.2	214	12.4	218
	64.3	342	65.7	342	67.1	342	68.5	343	69.8	343	71.1	343
	3866	0.770	3785	0.770	3711	0.770	3642	0.770	3577	0.770	3516	0.770
290	10.8	192	11.0	196	11.3	200	11.5	204	11.7	207	11.9	211
	60.8	337	62.2	338	63.5	338	64.8	338	66.0	339	67.2	339
	4230	0.770	4131	0.770	4039	0.770	3955	0.770	3878	0.770	3809	0.770
270	10.4	187	10.6	190	10.8	194	11.0	198	11.2	201	11.4	205
	57.6	333	58.9	333	60.1	333	61.3	334	62.5	334	63.6	334
	4625	0.770	4512	0.770	4406	0.770	4307	0.770	4215	0.770	4129	0.770
250	9.9	181	10.1	185	10.4	188	10.5	192	10.7	195	10.9	198
	54.3	328	55.5	328	56.6	328	57.8	328	58.9	329	59.9	329
	3513	0.761	3425	0.761	3342	0.761	3266	0.761	3195	0.761	3127	0.761
200	8.6	162	8.7	165	8.9	168	9.1	171	9.2	174	9.4	177
	44.4	311	45.3	311	46.2	311	47.1	312	48.0	312	48.8	312
	3442	0.692	3355	0.692	3274	0.692	3198	0.692	3126	0.692	3059	0.692
150	7.1	141	7.3	143	7.4	146	7.5	148	7.7	151	7.8	153
	34.9	293	35.6	293	36.3	293	36.9	294	37.5	294	38.1	294
	3330	0.631	3246	0.631	3167	0.631	3095	0.631	3026	0.631	2962	0.631
100	4.9	101	4.9	103	5.0	104	5.1	106	5.2	107	5.2	109
	21.5	266	21.8	266	22.2	266	22.5	266	22.8	266	23.1	266
	1802	0.452	1772	0.452	1743	0.452	1717	0.452	1692	0.452	1671	0.452
50	2.1	47	2.1	48	2.2	49	2.2	49	2.2	50	2.2	51
	8.9	257	9.1	257	9.2	257	9.4	257	9.5	257	9.6	257
	1671	0.413	1644	0.413	1619	0.413	1595	0.413	1573	0.413	1553	0.413

CRJ900_IF_DES320I_M10_LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.77 M / 320/250 KIAS), ISA-10 °C
Figure 04-09-9 (Page 1 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-19

Sep 09/02

DESCENT 0.77 M /320/250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA - 10 C	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH
		25% C.G.	

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	18.9	412	18.9	408	18.9	405	18.9	402	18.9	399	18.9	396
	117.8	373	117.5	372	117.4	372	117.2	371	117.1	371	116.9	370
	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770
390	17.3	357	17.3	352	17.3	346	17.3	342	17.3	337	17.3	333
	105.9	368	105.7	367	105.5	366	105.4	366	105.2	365	105.1	365
	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770
370	15.5	294	15.5	287	15.5	280	15.5	274	15.5	268	15.5	262
	92.9	360	92.7	359	92.5	359	92.3	358	92.2	357	92.1	357
	1039	0.770	1039	0.770	1039	0.770	1039	0.770	1043	0.770	1051	0.770
350	13.8	236	14.0	240	14.2	243	14.4	246	14.6	248	14.7	251
	81.0	352	82.3	352	83.5	352	84.7	353	85.7	353	86.8	353
	2981	0.770	2955	0.770	2930	0.770	2906	0.770	2888	0.770	2876	0.770
330	13.2	228	13.4	232	13.6	235	13.8	238	13.9	240	14.1	243
	76.5	348	77.8	348	78.9	348	80.0	349	81.1	349	82.1	349
	3189	0.770	3149	0.770	3114	0.770	3086	0.770	3060	0.770	3034	0.770
310	12.6	221	12.8	224	13.0	227	13.2	230	13.3	232	13.5	235
	72.3	344	73.5	344	74.6	344	75.7	345	76.6	345	77.6	345
	3458	0.770	3400	0.770	3347	0.770	3299	0.770	3257	0.770	3221	0.770
290	12.1	214	12.3	217	12.5	220	12.6	223	12.8	225	12.9	227
	68.4	339	69.5	340	70.6	340	71.5	340	72.5	341	73.4	341
	3744	0.770	3682	0.770	3623	0.770	3567	0.770	3512	0.770	3459	0.770
270	11.6	208	11.8	211	11.9	214	12.1	216	12.2	218	12.4	221
	64.7	335	65.8	335	66.8	335	67.7	336	68.6	336	69.4	337
	4050	0.770	3976	0.770	3909	0.770	3846	0.770	3787	0.770	3730	0.770
250	11.1	201	11.3	204	11.4	207	11.6	209	11.7	211	11.8	213
	60.9	329	61.9	330	62.8	330	63.7	330	64.5	331	65.3	331
	3064	0.761	3004	0.761	2949	0.761	2897	0.761	2849	0.761	2803	0.761
200	9.5	180	9.7	182	9.8	184	9.9	186	10.0	188	10.1	190
	49.6	312	50.3	313	51.0	313	51.6	313	52.2	314	52.8	314
	2996	0.692	2936	0.692	2880	0.692	2828	0.692	2780	0.692	2735	0.692
150	7.9	155	8.0	157	8.1	159	8.2	160	8.2	162	8.3	163
	38.7	294	39.2	294	39.7	295	40.1	295	40.5	295	40.9	295
	2901	0.631	2844	0.631	2789	0.631	2738	0.631	2690	0.631	2646	0.631
100	5.3	110	5.3	111	5.4	112	5.4	113	5.4	113	5.5	114
	23.4	266	23.6	266	23.8	266	24.0	266	24.1	266	24.2	266
	1652	0.452	1636	0.452	1623	0.452	1613	0.452	1605	0.452	1597	0.452
50	2.3	51	2.3	52	2.3	52	2.3	52	2.3	53	2.3	53
	9.7	257	9.8	257	9.9	257	9.9	257	10.0	257	10.0	257
	1536	0.413	1520	0.413	1508	0.413	1498	0.413	1491	0.413	1484	0.413

CRJ900 IF DES3201 M10 HWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.77 M / 320/250 KIAS), ISA-10 °C

Figure 04-09-9 (Page 2 of 2)

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-20

Sep 09/02

DESCENT 0.77 M /320/250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	18.9	457	18.9	449	18.9	442	18.9	435	18.9	429	18.9	423
	121.7	386	121.4	385	121.1	384	120.8	383	120.5	382	120.2	381
	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770
390	17.3	406	17.3	397	17.3	389	17.3	382	17.3	374	17.3	367
	109.6	380	109.3	379	109.0	378	108.7	377	108.4	376	108.1	375
	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770
370	15.5	344	15.5	335	15.5	326	15.5	318	15.5	310	15.5	301
	96.3	373	95.9	372	95.6	371	95.3	370	95.0	368	94.7	367
	1039	0.770	1039	0.770	1039	0.770	1039	0.770	1039	0.770	1039	0.770
350	13.5	268	13.5	259	13.5	250	13.5	241	13.6	239	13.8	243
	81.6	363	81.3	362	80.9	360	80.6	359	81.4	358	82.7	359
	955	0.770	955	0.770	957	0.770	962	0.770	2648	0.770	3082	0.770
330	12.0	214	12.3	218	12.5	223	12.8	227	13.0	231	13.2	235
	70.6	353	72.2	353	73.7	354	75.2	354	76.7	354	78.1	354
	3631	0.770	3561	0.770	3495	0.770	3431	0.770	3370	0.770	3315	0.770
310	11.5	207	11.7	211	12.0	215	12.2	219	12.4	223	12.6	227
	66.7	349	68.2	349	69.6	349	71.1	350	72.4	350	73.8	350
	3961	0.770	3877	0.770	3801	0.770	3731	0.770	3664	0.770	3602	0.770
290	11.0	200	11.2	205	11.5	209	11.7	212	11.9	216	12.1	220
	63.1	344	64.5	344	65.8	345	67.2	345	68.5	345	69.7	346
	4331	0.770	4229	0.770	4135	0.770	4049	0.770	3970	0.770	3898	0.770
270	10.6	195	10.8	198	11.0	202	11.2	206	11.4	210	11.6	213
	59.7	339	61.0	340	62.3	340	63.6	340	64.8	341	66.0	341
	4735	0.770	4619	0.770	4510	0.770	4409	0.770	4314	0.770	4226	0.770
250	10.1	188	10.3	192	10.5	196	10.7	200	10.9	203	11.1	206
	56.2	334	57.5	334	58.7	335	59.9	335	61.0	335	62.1	336
	3598	0.761	3508	0.761	3424	0.761	3345	0.761	3272	0.761	3203	0.761
200	8.7	169	8.9	172	9.0	175	9.2	179	9.4	182	9.5	184
	46.0	317	46.9	317	47.9	317	48.8	318	49.7	318	50.5	318
	3523	0.692	3434	0.692	3350	0.692	3273	0.692	3200	0.692	3131	0.692
150	7.3	146	7.4	149	7.5	152	7.7	154	7.8	157	7.9	159
	36.1	299	36.8	299	37.5	299	38.2	299	38.8	299	39.5	300
	3407	0.631	3321	0.631	3241	0.631	3166	0.631	3096	0.631	3030	0.631
100	4.9	105	5.0	107	5.1	109	5.2	110	5.2	112	5.3	113
	22.2	271	22.6	271	23.0	271	23.3	271	23.6	271	23.9	271
	1843	0.452	1812	0.452	1783	0.452	1755	0.452	1730	0.452	1708	0.452
50	2.1	49	2.2	50	2.2	50	2.2	51	2.3	52	2.3	53
	9.2	261	9.4	261	9.5	261	9.7	261	9.8	261	9.9	261
	1703	0.413	1675	0.413	1649	0.413	1625	0.413	1602	0.413	1582	0.413

CRJ900 IF DES3201 00 LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.77 M / 320/250 KIAS), ISA
Figure 04-09-10 (Page 1 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-21

Sep 09/02

DESCENT 0.77 M /320/250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB													
	75		77		79		81		83		85			
410	18.9	418	18.9	413	18.9	409	18.9	405	18.9	401	18.9	398		
	120.0	380	119.7	379	119.5	379	119.4	378	119.2	378	119.1	377		
	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770		
390	17.3	360	17.3	354	17.3	348	17.3	342	17.3	336	17.3	331		
	107.8	374	107.6	373	107.4	373	107.3	372	107.1	372	107.0	371		
	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770		
370	15.5	294	15.5	286	15.5	278	15.5	271	15.6	269	15.7	271		
	94.5	366	94.3	365	94.1	365	93.9	364	94.4	364	95.4	364		
	1039	0.770	1039	0.770	1041	0.770	1047	0.770	2333	0.770	2665	0.770		
350	14.1	247	14.3	250	14.5	253	14.7	256	14.8	259	15.0	262		
	84.1	359	85.5	359	86.8	359	87.9	360	89.1	360	90.1	360		
	3054	0.770	3027	0.770	3000	0.770	2976	0.770	2957	0.770	2945	0.770		
330	13.4	238	13.6	242	13.8	245	14.0	248	14.2	251	14.3	253		
	79.4	355	80.7	355	82.0	355	83.1	356	84.2	356	85.2	357		
	3267	0.770	3225	0.770	3190	0.770	3160	0.770	3133	0.770	3107	0.770		
310	12.8	231	13.0	234	13.2	237	13.4	240	13.6	243	13.7	245		
	75.0	350	76.3	351	77.4	351	78.5	352	79.6	352	80.5	352		
	3541	0.770	3482	0.770	3427	0.770	3378	0.770	3335	0.770	3297	0.770		
290	12.3	223	12.5	227	12.7	230	12.8	232	13.0	235	13.1	237		
	71.0	346	72.1	346	73.2	347	74.2	347	75.2	348	76.1	348		
	3831	0.770	3768	0.770	3707	0.770	3650	0.770	3593	0.770	3539	0.770		
270	11.8	217	12.0	220	12.1	223	12.3	225	12.4	228	12.6	230		
	67.1	341	68.2	342	69.3	342	70.2	342	71.1	343	72.0	343		
	4145	0.770	4069	0.770	4000	0.770	3936	0.770	3875	0.770	3817	0.770		
250	11.3	210	11.5	213	11.6	215	11.8	218	11.9	220	12.0	222		
	63.2	336	64.2	336	65.1	337	66.0	337	66.9	337	67.7	338		
	3138	0.761	3077	0.761	3020	0.761	2967	0.761	2917	0.761	2870	0.761		
200	9.7	187	9.8	190	9.9	192	10.1	194	10.2	196	10.3	198		
	51.3	318	52.1	319	52.8	319	53.5	319	54.1	320	54.7	320		
	3066	0.692	3005	0.692	2947	0.692	2894	0.692	2844	0.692	2798	0.692		
150	8.0	161	8.1	163	8.2	165	8.3	167	8.4	168	8.4	170		
	40.0	300	40.6	300	41.1	300	41.5	300	41.9	301	42.3	301		
	2968	0.631	2909	0.631	2853	0.631	2801	0.631	2752	0.631	2706	0.631		
100	5.4	115	5.4	116	5.5	117	5.5	117	5.5	118	5.6	119		
	24.2	271	24.5	271	24.7	271	24.8	271	25.0	271	25.1	271		
	1689	0.452	1672	0.452	1659	0.452	1649	0.452	1640	0.452	1632	0.452		
50	2.3	53	2.3	54	2.3	54	2.4	54	2.4	55	2.4	55		
	10.0	261	10.1	261	10.2	261	10.3	261	10.3	261	10.4	261		
	1564	0.413	1549	0.413	1536	0.413	1526	0.413	1518	0.413	1511	0.413		

CRJ900 IF DES3201 00 HWDDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.77 M / 320/250 KIAS), ISA
Figure 04-09-10 (Page 2 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-22

Sep 09/02

DESCENT 0.77 M /320/250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	18.9	466	18.9	458	18.9	450	18.9	442	18.9	435	18.9	429
	124.0	393	123.7	392	123.3	391	123.0	390	122.7	389	122.4	388
	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770
390	17.3	412	17.3	403	17.3	394	17.3	386	17.3	378	17.3	370
	111.6	387	111.3	386	110.9	385	110.6	384	110.3	383	110.0	382
	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770
370	15.5	347	15.5	338	15.5	328	15.5	319	15.5	310	15.5	301
	98.0	380	97.6	378	97.3	377	96.9	376	96.6	375	96.4	374
	1039	0.770	1039	0.770	1039	0.770	1039	0.770	1039	0.770	1039	0.770
350	13.5	268	13.5	258	13.5	248	13.6	246	13.8	249	14.1	253
	82.9	369	82.6	367	82.3	366	82.8	365	84.3	365	85.8	366
	956	0.770	956	0.770	961	0.770	2722	0.770	3191	0.770	3156	0.770
330	12.2	222	12.5	227	12.7	232	13.0	236	13.2	240	13.4	244
	73.2	360	74.8	360	76.4	361	78.0	361	79.5	361	80.9	362
	3718	0.770	3646	0.770	3578	0.770	3512	0.770	3450	0.770	3393	0.770
310	11.7	215	11.9	220	12.2	224	12.4	228	12.6	232	12.8	236
	69.1	355	70.6	356	72.1	356	73.6	356	75.0	357	76.4	357
	4054	0.770	3968	0.770	3890	0.770	3818	0.770	3749	0.770	3685	0.770
290	11.2	208	11.4	213	11.6	217	11.9	221	12.1	225	12.3	229
	65.3	351	66.8	351	68.2	351	69.6	352	70.9	352	72.2	352
	4433	0.770	4328	0.770	4232	0.770	4143	0.770	4062	0.770	3989	0.770
270	10.7	202	10.9	206	11.2	210	11.4	214	11.6	218	11.8	222
	61.8	346	63.2	346	64.5	347	65.8	347	67.1	347	68.3	348
	4841	0.770	4723	0.770	4611	0.770	4508	0.770	4411	0.770	4320	0.770
250	10.3	196	10.5	200	10.7	204	10.9	208	11.1	211	11.3	215
	58.2	340	59.5	341	60.7	341	62.0	341	63.1	342	64.3	342
	3683	0.761	3590	0.761	3503	0.761	3423	0.761	3348	0.761	3277	0.761
200	8.8	175	9.0	179	9.2	182	9.3	185	9.5	189	9.7	192
	47.5	323	48.5	323	49.5	323	50.4	324	51.3	324	52.2	324
	3604	0.692	3513	0.692	3427	0.692	3348	0.692	3273	0.692	3202	0.692
150	7.4	152	7.5	155	7.6	158	7.8	160	7.9	163	8.0	165
	37.3	304	38.0	304	38.7	305	39.4	305	40.1	305	40.7	305
	3483	0.631	3395	0.631	3313	0.631	3236	0.631	3165	0.631	3097	0.631
100	5.0	109	5.1	111	5.2	113	5.2	114	5.3	116	5.4	118
	22.9	275	23.3	275	23.7	275	24.0	276	24.4	276	24.7	276
	1883	0.452	1851	0.452	1821	0.452	1794	0.452	1768	0.452	1745	0.452
50	2.1	51	2.2	52	2.2	52	2.3	53	2.3	54	2.3	55
	9.5	266	9.7	266	9.8	266	10.0	266	10.1	266	10.2	266
	1745	0.413	1716	0.413	1689	0.413	1665	0.413	1641	0.413	1621	0.413

CRJ900_IF_DES320I_10_LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.77 M / 320/250 KIAS), ISA+10 °C
Figure 04-09-11 (Page 1 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-23

Sep 09/02

DESCENT 0.77 M /320/250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 10 C	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH
		25% C.G.	

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	18.9	423	18.9	417	18.9	412	18.9	407	18.9	403	18.9	399
	122.2	387	121.9	386	121.7	386	121.5	385	121.4	385	121.2	384
	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770
390	17.3	362	17.3	355	17.3	348	17.3	341	17.3	335	17.3	328
	109.8	381	109.5	380	109.3	379	109.1	379	109.0	378	108.8	378
	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770
370	15.5	292	15.5	284	15.5	276	15.6	277	15.8	280	16.0	283
	96.1	373	95.9	372	95.7	371	96.7	371	97.9	371	99.0	372
	1040	0.770	1043	0.770	2370	0.770	2718	0.770	2726	0.770	2737	0.770
350	14.3	257	14.5	261	14.7	264	14.9	267	15.1	270	15.3	273
	87.3	366	88.7	366	90.0	367	91.2	367	92.4	367	93.5	368
	3127	0.770	3099	0.770	3071	0.770	3047	0.770	3027	0.770	3014	0.770
330	13.7	248	13.9	252	14.1	255	14.2	258	14.4	261	14.6	264
	82.3	362	83.7	362	85.0	363	86.2	363	87.3	363	88.4	364
	3344	0.770	3301	0.770	3265	0.770	3234	0.770	3206	0.770	3179	0.770
310	13.1	240	13.3	243	13.4	247	13.6	250	13.8	253	13.9	255
	77.8	357	79.0	358	80.2	358	81.4	359	82.5	359	83.5	359
	3623	0.770	3563	0.770	3506	0.770	3456	0.770	3411	0.770	3373	0.770
290	12.5	232	12.7	236	12.9	239	13.0	242	13.2	244	13.3	247
	73.5	353	74.7	353	75.8	354	76.9	354	77.9	354	78.9	355
	3920	0.770	3855	0.770	3793	0.770	3734	0.770	3676	0.770	3621	0.770
270	12.0	225	12.2	229	12.3	232	12.5	234	12.6	237	12.8	239
	69.5	348	70.7	348	71.7	349	72.7	349	73.7	350	74.6	350
	4237	0.770	4160	0.770	4089	0.770	4023	0.770	3960	0.770	3901	0.770
250	11.5	218	11.6	221	11.8	224	11.9	227	12.1	229	12.2	231
	65.4	342	66.4	343	67.4	343	68.4	344	69.2	344	70.1	344
	3210	0.761	3148	0.761	3089	0.761	3035	0.761	2984	0.761	2936	0.761
200	9.8	194	10.0	197	10.1	200	10.2	202	10.3	204	10.4	206
	53.1	324	53.9	325	54.6	325	55.3	325	56.0	326	56.6	326
	3136	0.692	3073	0.692	3014	0.692	2960	0.692	2909	0.692	2861	0.692
150	8.1	168	8.2	170	8.3	172	8.4	173	8.5	175	8.6	176
	41.4	305	41.9	305	42.4	306	42.9	306	43.3	306	43.7	306
	3033	0.631	2973	0.631	2916	0.631	2862	0.631	2812	0.631	2765	0.631
100	5.4	119	5.5	120	5.5	121	5.6	122	5.6	123	5.6	123
	25.0	276	25.2	276	25.5	276	25.6	276	25.8	276	25.9	276
	1725	0.452	1708	0.452	1695	0.452	1684	0.452	1675	0.452	1667	0.452
50	2.3	55	2.4	56	2.4	56	2.4	57	2.4	57	2.4	57
	10.4	266	10.5	266	10.6	266	10.6	266	10.7	266	10.7	266
	1602	0.413	1586	0.413	1573	0.413	1563	0.413	1554	0.413	1547	0.413

CRJ900_IF_DES320I_10_HWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.77 M / 320/250 KIAS), ISA+10 °C
Figure 04-09-11 (Page 2 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-24

Sep 09/02

DESCENT 0.77 M /320/250 KIAS

IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	63		65		67		69		71		73	
410	18.9	474	18.9	465	18.9	457	18.9	448	18.9	441	18.9	433
	126.2	400	125.8	399	125.5	398	125.1	396	124.8	395	124.5	395
	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770
390	17.3	418	17.3	408	17.3	399	17.3	390	17.3	381	17.3	372
	113.5	394	113.2	393	112.8	391	112.5	390	112.2	389	111.9	388
	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770
370	15.5	350	15.5	340	15.5	330	15.5	320	15.5	310	15.5	300
	99.6	386	99.2	385	98.9	383	98.5	382	98.2	381	97.9	380
	1039	0.770	1039	0.770	1039	0.770	1039	0.770	1039	0.770	1039	0.770
350	13.5	268	13.5	257	13.6	252	13.8	254	14.0	259	14.3	263
	84.2	375	83.9	373	84.1	372	85.5	372	87.2	372	88.8	373
	956	0.770	960	0.770	2800	0.770	3306	0.770	3264	0.770	3228	0.770
330	12.4	231	12.6	236	12.9	241	13.2	245	13.4	250	13.6	254
	75.7	367	77.4	367	79.0	367	80.6	368	82.2	368	83.7	368
	3803	0.770	3729	0.770	3660	0.770	3592	0.770	3528	0.770	3470	0.770
310	11.8	224	12.1	228	12.3	233	12.6	237	12.8	242	13.0	246
	71.4	362	73.0	362	74.6	363	76.1	363	77.6	363	79.0	364
	4147	0.770	4058	0.770	3978	0.770	3904	0.770	3834	0.770	3768	0.770
290	11.3	217	11.6	221	11.8	225	12.0	230	12.3	234	12.5	238
	67.5	357	69.0	358	70.5	358	71.9	358	73.3	359	74.7	359
	4531	0.770	4424	0.770	4325	0.770	4235	0.770	4151	0.770	4076	0.770
270	10.9	210	11.1	214	11.3	219	11.5	223	11.8	227	12.0	231
	63.8	352	65.3	353	66.7	353	68.0	353	69.3	354	70.6	354
	4949	0.770	4828	0.770	4714	0.770	4608	0.770	4508	0.770	4415	0.770
250	10.4	203	10.6	208	10.8	212	11.0	216	11.2	219	11.4	223
	60.1	347	61.4	347	62.7	347	64.0	348	65.2	348	66.4	348
	3766	0.761	3671	0.761	3582	0.761	3500	0.761	3423	0.761	3351	0.761
200	9.0	182	9.1	186	9.3	189	9.5	193	9.6	196	9.8	199
	49.0	329	50.1	329	51.1	329	52.1	329	53.0	330	53.9	330
	3684	0.692	3590	0.692	3503	0.692	3421	0.692	3344	0.692	3272	0.692
150	7.5	158	7.6	161	7.7	164	7.9	166	8.0	169	8.1	172
	38.5	309	39.2	310	40.0	310	40.7	310	41.4	310	42.1	310
	3558	0.631	3468	0.631	3384	0.631	3306	0.631	3233	0.631	3164	0.631
100	5.1	113	5.1	115	5.2	117	5.3	119	5.4	120	5.5	122
	23.6	280	24.0	280	24.4	280	24.8	280	25.2	280	25.5	280
	1923	0.452	1891	0.452	1860	0.452	1831	0.452	1805	0.452	1781	0.452
50	2.2	53	2.2	53	2.2	54	2.3	55	2.3	56	2.3	57
	9.8	270	10.0	270	10.1	270	10.3	270	10.4	270	10.6	270
	1781	0.413	1752	0.413	1724	0.413	1699	0.413	1675	0.413	1654	0.413

CRJ900_IF_DES320I_20_LWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.77 M / 320/250 KIAS), ISA+20 °C
Figure 04-09-12 (Page 1 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-25

Sep 09/02

DESCENT 0.77 M /320/250 KIAS			
IDLE THRUST / PARTIAL CRUISE NORMAL ACU'S A/I OFF	ISA + 20 C	CABIN RATE OF DESCENT 300 FPM MAXIMUM	
		1500 FT FINAL ALTITUDE	
		TIME(MIN) DIST(NAM) ROD(FPM)	FUEL(LB) ATAS(KTS) MACH
25% C.G.			

FLIGHT LEVEL	INITIAL DESCENT WEIGHT - 1000 LB											
	75		77		79		81		83		85	
410	18.9	427	18.9	420	18.9	414	18.9	408	18.9	403	18.9	398
	124.3	394	124.0	393	123.8	392	123.6	392	123.4	391	123.3	391
	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770	1259	0.770
390	17.3	363	17.3	355	17.3	347	17.3	339	17.3	332	17.3	324
	111.6	387	111.3	386	111.1	386	110.9	385	110.7	384	110.6	384
	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770	1144	0.770
370	15.5	291	15.5	284	15.7	285	15.9	288	16.1	291	16.2	294
	97.7	379	97.7	378	98.8	378	100.1	378	101.3	378	102.5	379
	1374	0.770	2546	0.770	2788	0.770	2790	0.770	2798	0.770	2809	0.770
350	14.5	267	14.7	271	15.0	275	15.1	278	15.3	281	15.5	284
	90.3	373	91.7	373	93.1	374	94.4	374	95.6	374	96.8	375
	3198	0.770	3169	0.770	3141	0.770	3115	0.770	3095	0.770	3081	0.770
330	13.9	258	14.1	262	14.3	265	14.5	269	14.6	272	14.8	275
	85.2	369	86.6	369	87.9	369	89.1	370	90.3	370	91.4	371
	3420	0.770	3376	0.770	3338	0.770	3306	0.770	3278	0.770	3250	0.770
310	13.2	250	13.5	253	13.6	257	13.8	260	14.0	263	14.2	265
	80.4	364	81.7	364	83.0	365	84.2	365	85.3	366	86.4	366
	3704	0.770	3642	0.770	3584	0.770	3533	0.770	3487	0.770	3447	0.770
290	12.7	242	12.9	245	13.1	248	13.2	251	13.4	254	13.5	257
	76.0	359	77.2	360	78.4	360	79.5	360	80.6	361	81.6	361
	4006	0.770	3939	0.770	3876	0.770	3815	0.770	3756	0.770	3699	0.770
270	12.2	234	12.4	238	12.5	241	12.7	244	12.8	246	13.0	249
	71.8	354	73.0	355	74.1	355	75.2	356	76.1	356	77.1	356
	4330	0.770	4251	0.770	4178	0.770	4111	0.770	4047	0.770	3985	0.770
250	11.6	227	11.8	230	12.0	233	12.1	236	12.3	238	12.4	241
	67.5	349	68.6	349	69.7	349	70.6	350	71.5	350	72.4	351
	3282	0.761	3218	0.761	3158	0.761	3102	0.761	3050	0.761	3001	0.761
200	10.0	202	10.1	205	10.2	207	10.4	210	10.5	212	10.6	214
	54.8	330	55.7	331	56.4	331	57.1	331	57.8	332	58.5	332
	3204	0.692	3140	0.692	3080	0.692	3024	0.692	2972	0.692	2923	0.692
150	8.2	174	8.4	176	8.4	178	8.5	180	8.6	182	8.7	183
	42.7	311	43.3	311	43.8	311	44.3	311	44.7	312	45.1	312
	3099	0.631	3037	0.631	2978	0.631	2923	0.631	2872	0.631	2824	0.631
100	5.5	123	5.6	125	5.6	126	5.7	126	5.7	127	5.7	128
	25.8	280	26.0	280	26.3	280	26.4	280	26.6	280	26.7	280
	1761	0.452	1744	0.452	1730	0.452	1719	0.452	1710	0.452	1701	0.452
50	2.4	57	2.4	58	2.4	58	2.4	59	2.4	59	2.5	59
	10.7	270	10.8	270	10.9	270	10.9	270	11.0	270	11.1	270
	1635	0.413	1618	0.413	1604	0.413	1594	0.413	1585	0.413	1578	0.413

CRJ900_IF_DES320I_20_HWDET.PS - 26/08/2002

Descent Performance (Descent Speed Schedule 0.77 M / 320/250 KIAS), ISA+20 °C
Figure 04-09-12 (Page 2 of 2)



**IN-FLIGHT PERFORMANCE
Descent Data**

04-09-26

Sep 09/02

ANTI-ICE CORRECTION

	TIME	DISTANCE	FUEL
COWL ANTI - ICE ON BELOW OR AT 33000 FT	+ 20 %	+ 20 %	+ 60 %
TOTAL ANTI - ICE ON BELOW OR AT 33000 FT	+ 20 %	+ 20 %	+75 %

CRJ900_IF_DES_AICECORR - 17/10/02

Descent Performance (Descent Speed Schedule 0.70 M / 250 KIAS) - Anti-Ice Correction
Figure 04-09-13

1. INTRODUCTION

The all-engine holding data are presented in tabular form for 225 KIAS and for the minimum drag speed (V_{MD}) with the airplane in the clean configuration.

The following data are presented for each speed at pressure altitudes varying from 1500 to 31,000 ft and -10, 0, 5, 10, 15 and 20°C temperature deviations from ISA:

- N_1 : Percent fan rotor speed
- Fuel flow : In lb/hr per engine
- KIAS : Indicated airspeed in knots

The fuel flow is based on a racetrack holding pattern (20° bank angle). For holding in straight and level flight, the tabulated fuel flow values can be reduced by approximately 3% at 225 KIAS and 4% at V_{MD} .

N_1 and fuel flow correction factors are given for aircraft bank angle varying from 0° to 30°. The reference no-correction bank angle is 20°. Fuel flow correction factor for holding with cowl anti-ice on and with total anti-ice on (cowl and wing) for pressure altitudes up to 31,000 ft are provided in a separate table.

Example: At a given aircraft weight of 73,000 lb, pressure altitude of 10,000 ft, ISA -10°C and a bank angle of 30°, find the holding N_1 and fuel flow assuming 225 KIAS holding speed:

On Figure 04-10-1, enter the chart with airplane weight and altitude and read:

- N_1 : 62.0% (A)
- Fuel flow : 1505 lb/hr per engine (A)

On Figure 04-10-13, enter the chart with target bank angle, speed and read N_1 and fuel flow correction factors in percent:

- ΔN_1 : 2.90% (B)
- Δ Fuel flow : 8.90(C)

The corrected values for 30° bank angle are:

- N_1 : $62.0 \times 1.0290 = 63.8\%$
- Fuel flow : $1505 \times 1.0890 = 1639$ lb/hr per engine



**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-2

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.	%N1	FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	75.5	1339	76.0	1371	76.5	1404	77.1	1440	77.7	1478	78.3	1517
290	73.9	1335	74.5	1365	75.0	1397	75.6	1430	76.2	1465	76.7	1502
270	72.4	1331	72.9	1361	73.4	1391	74.0	1423	74.6	1456	75.1	1491
250	70.8	1330	71.4	1358	71.9	1387	72.4	1418	73.0	1450	73.5	1483
230	69.3	1330	69.8	1358	70.3	1386	70.8	1416	71.4	1446	71.9	1479
210	67.8	1331	68.3	1359	68.8	1386	69.3	1414	69.8	1444	70.3	1475
190	66.3	1335	66.7	1361	67.2	1388	67.7	1415	68.2	1444	68.7	1474
170	64.8	1341	65.2	1367	65.7	1393	66.2	1419	66.7	1447	67.2	1476
150	63.3	1350	63.8	1375	64.2	1400	64.7	1426	65.2	1452	65.7	1480
130	61.9	1363	62.4	1387	62.8	1412	63.3	1436	63.7	1462	64.2	1488
100	59.7	1384	60.2	1408	60.7	1431	61.1	1455	61.6	1479	62.0 ^(A)	1505
70	57.6	1410	58.1	1434	58.5	1457	59.0	1481	59.4	1504	59.8	1529
50	56.2	1428	56.6	1451	57.1	1475	57.5	1498	58.0	1522	58.4	1546
15	53.8	1464	54.3	1487	54.7	1510	55.1	1533	55.5	1556	56.0	1580

CRJ900_IF_CR225KIASI_LW_M10.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA-10 °C (Page 1 of 2)
Figure 04-10-1

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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-3

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.		%N1
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	79.0	1558	79.6	1600	80.2	1643	80.8	1688	81.4	1734	82.0	1782
290	77.3	1540	77.9	1580	78.5	1620	79.1	1662	79.7	1705	80.3	1748
270	75.7	1527	76.3	1564	76.9	1603	77.4	1643	78.0	1683	78.6	1725
250	74.1	1518	74.6	1553	75.2	1590	75.8	1628	76.4	1666	76.9	1706
230	72.5	1512	73.0	1546	73.6	1582	74.2	1618	74.7	1655	75.3	1693
210	70.9	1508	71.4	1541	72.0	1576	72.5	1611	73.1	1647	73.6	1685
190	69.3	1505	69.8	1538	70.3	1571	70.9	1605	71.4	1641	72.0	1677
170	67.7	1506	68.2	1537	68.7	1569	69.3	1602	69.8	1636	70.3	1671
150	66.2	1509	66.7	1539	67.2	1570	67.7	1602	68.2	1636	68.7	1669
130	64.7	1516	65.2	1545	65.7	1575	66.2	1606	66.7	1639	67.2	1671
100	62.5	1532	63.0	1559	63.4	1588	63.9	1618	64.4	1648	64.9	1680
70	60.3	1554	60.8	1581	61.2	1609	61.7	1638	62.2	1667	62.7	1697
50	58.8	1572	59.3	1598	59.8	1626	60.2	1654	60.7	1683	61.2	1713
15	56.4	1605	56.8	1631	57.3	1658	57.7	1686	58.2	1715	58.7	1745

CRJ900_IF_CR225KIASI_HW_M10.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA-10 °C (Page 2 of 2)
Figure 04-10-1



**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-4

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA 25% C.G.	%N1	FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	77.2	1383	77.8	1415	78.4	1449	79.0	1486	79.6	1525	80.2	1565
290	75.7	1377	76.2	1408	76.8	1441	77.3	1475	77.9	1511	78.5	1549
270	74.0	1372	74.6	1403	75.1	1434	75.7	1467	76.2	1501	76.8	1536
250	72.4	1370	73.0	1400	73.5	1429	74.0	1461	74.6	1494	75.2	1528
230	70.9	1370	71.4	1398	71.9	1427	72.4	1457	73.0	1489	73.5	1522
210	69.3	1370	69.8	1398	70.3	1427	70.8	1456	71.3	1486	71.9	1518
190	67.7	1374	68.2	1400	68.7	1428	69.2	1456	69.7	1485	70.2	1516
170	66.1	1379	66.6	1406	67.1	1432	67.6	1459	68.1	1487	68.6	1517
150	64.6	1387	65.1	1413	65.6	1439	66.1	1465	66.5	1492	67.0	1520
130	63.2	1399	63.7	1425	64.1	1450	64.6	1475	65.0	1501	65.5	1528
100	61.0	1420	61.4	1445	61.9	1469	62.3	1493	62.8	1518	63.3	1544
70	58.8	1446	59.2	1470	59.7	1494	60.1	1518	60.6	1542	61.0	1568
50	57.3	1463	57.8	1487	58.2	1511	58.6	1535	59.1	1559	59.5	1584
15	54.9	1500	55.3	1523	55.7	1547	56.2	1570	56.6	1594	57.0	1619

CRJ900_IF_CR225KIASI_LW_00.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA (Page 1 of 2)
Figure 04-10-2

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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-5

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA 25% C.G.	%N1	FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	80.8	1607	81.4	1651	82.0	1696	82.6	1741	83.3	1789	83.9	1838
290	79.1	1588	79.7	1629	80.3	1670	80.9	1714	81.5	1758	82.1	1802
270	77.4	1573	78.0	1612	78.6	1651	79.2	1692	79.8	1734	80.4	1777
250	75.7	1563	76.3	1599	76.9	1637	77.5	1676	78.0	1716	78.6	1757
230	74.1	1556	74.6	1592	75.2	1628	75.8	1666	76.3	1704	76.9	1743
210	72.4	1551	73.0	1586	73.5	1621	74.1	1657	74.7	1695	75.2	1733
190	70.8	1548	71.3	1581	71.9	1616	72.4	1651	73.0	1687	73.5	1724
170	69.1	1548	69.7	1579	70.2	1613	70.7	1646	71.3	1681	71.8	1717
150	67.5	1550	68.0	1581	68.6	1613	69.1	1646	69.6	1680	70.1	1714
130	66.0	1557	66.5	1587	67.0	1618	67.5	1649	68.0	1682	68.5	1716
100	63.7	1572	64.2	1600	64.7	1630	65.2	1660	65.7	1691	66.2	1723
70	61.5	1594	62.0	1621	62.4	1650	62.9	1679	63.4	1709	63.9	1740
50	60.0	1610	60.5	1638	60.9	1666	61.4	1695	61.9	1724	62.4	1755
15	57.5	1644	57.9	1671	58.4	1699	58.8	1727	59.3	1756	59.8	1787

CRJ900_IF_CR225KIASI_HW_00.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA (Page 2 of 2)
Figure 04-10-2

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-6

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.		%N1
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	78.1	1404	78.7	1437	79.2	1472	79.8	1509	80.5	1549	81.1	1589
290	76.5	1398	77.1	1430	77.6	1462	78.2	1497	78.8	1534	79.4	1572
270	74.9	1393	75.4	1424	76.0	1456	76.5	1488	77.1	1523	77.7	1559
250	73.2	1390	73.8	1420	74.3	1450	74.8	1482	75.4	1515	76.0	1550
230	71.6	1389	72.1	1418	72.7	1448	73.2	1478	73.7	1510	74.3	1544
210	70.0	1390	70.5	1418	71.0	1446	71.5	1476	72.1	1507	72.6	1539
190	68.4	1393	68.9	1420	69.4	1448	69.9	1476	70.4	1506	70.9	1537
170	66.8	1398	67.3	1425	67.8	1452	68.3	1479	68.8	1508	69.3	1537
150	65.3	1406	65.8	1432	66.2	1458	66.7	1484	67.2	1512	67.7	1541
130	63.8	1418	64.3	1444	64.8	1469	65.2	1494	65.7	1520	66.2	1548
100	61.6	1438	62.0	1463	62.5	1488	63.0	1512	63.4	1538	63.9	1564
70	59.3	1464	59.8	1489	60.3	1513	60.7	1537	61.2	1562	61.6	1587
50	57.9	1481	58.3	1506	58.8	1530	59.2	1554	59.6	1578	60.1	1604
15	55.4	1518	55.8	1541	56.3	1565	56.7	1589	57.1	1613	57.5	1638

CRJ900_IF_CR225KIASI_LW_05.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA+5 °C (Page 1 of 2)
Figure 04-10-3

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-7

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.		%N1
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	81.7	1632	82.3	1676	83.0	1721	83.6	1768	84.2	1816	84.8	1866
290	80.0	1613	80.6	1654	81.2	1696	81.8	1740	82.4	1784	83.0	1829
270	78.2	1597	78.8	1636	79.5	1676	80.0	1717	80.6	1760	81.2	1803
250	76.5	1586	77.1	1623	77.7	1661	78.3	1701	78.9	1741	79.5	1782
230	74.9	1578	75.4	1614	76.0	1651	76.6	1689	77.1	1728	77.7	1767
210	73.2	1573	73.7	1608	74.3	1644	74.9	1680	75.4	1718	76.0	1757
190	71.5	1569	72.0	1603	72.6	1638	73.2	1673	73.7	1710	74.3	1747
170	69.8	1569	70.4	1601	70.9	1634	71.4	1669	72.0	1704	72.5	1740
150	68.2	1571	68.7	1602	69.2	1634	69.8	1668	70.3	1702	70.8	1737
130	66.7	1577	67.2	1607	67.7	1638	68.2	1671	68.7	1704	69.2	1738
100	64.4	1592	64.8	1620	65.3	1650	65.8	1681	66.3	1713	66.8	1745
70	62.1	1614	62.5	1641	63.0	1670	63.5	1700	64.0	1730	64.5	1761
50	60.5	1630	61.0	1657	61.5	1686	62.0	1715	62.5	1745	63.0	1776
15	58.0	1664	58.4	1691	58.9	1718	59.4	1747	59.9	1777	60.3	1807

CRJ900_IF_CR225KIASI_HW_05.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA+5 °C (Page 2 of 2)
Figure 04-10-3



**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-8

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	%N1	FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	79.0	1426	79.5	1459	80.1	1494	80.7	1532	81.3	1572	82.0	1614
290	77.3	1419	77.9	1451	78.5	1484	79.0	1520	79.6	1557	80.2	1596
270	75.7	1413	76.2	1445	76.8	1477	77.3	1510	77.9	1545	78.5	1582
250	74.0	1410	74.5	1440	75.1	1471	75.6	1503	76.2	1537	76.8	1572
230	72.4	1409	72.9	1438	73.4	1468	74.0	1499	74.5	1531	75.1	1565
210	70.7	1409	71.3	1438	71.8	1467	72.3	1496	72.8	1528	73.4	1560
190	69.1	1412	69.6	1439	70.1	1468	70.6	1496	71.1	1526	71.7	1558
170	67.5	1417	68.0	1444	68.5	1471	69.0	1499	69.5	1528	70.0	1558
150	66.0	1425	66.4	1451	66.9	1477	67.4	1504	67.9	1532	68.4	1561
130	64.4	1436	64.9	1462	65.4	1488	65.9	1513	66.3	1540	66.8	1568
100	62.1	1456	62.6	1481	63.1	1506	63.5	1531	64.0	1557	64.5	1583
70	59.9	1482	60.4	1507	60.8	1532	61.3	1556	61.7	1580	62.2	1606
50	58.4	1499	58.9	1524	59.3	1548	59.8	1572	60.2	1597	60.6	1623
15	55.9	1535	56.3	1559	56.8	1583	57.2	1607	57.6	1631	58.1	1656

CRJ900_IF_CR225KIASI_LW_10.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA+10 °C (Page 1 of 2)
Figure 04-10-4

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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-9

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.	%N1	FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	82.6	1657	83.2	1701	83.9	1747	84.5	1794	85.1	1843	85.8	1894
290	80.9	1636	81.5	1678	82.1	1721	82.7	1765	83.3	1810	83.9	1856
270	79.1	1620	79.7	1659	80.3	1700	80.9	1742	81.5	1785	82.1	1829
250	77.4	1608	77.9	1646	78.5	1684	79.1	1724	79.7	1765	80.3	1807
230	75.6	1601	76.2	1637	76.8	1674	77.4	1713	77.9	1752	78.5	1792
210	73.9	1595	74.5	1630	75.1	1666	75.6	1703	76.2	1742	76.8	1780
190	72.2	1591	72.8	1624	73.3	1660	73.9	1695	74.4	1733	75.0	1770
170	70.5	1589	71.1	1622	71.6	1656	72.1	1691	72.7	1726	73.3	1763
150	68.9	1592	69.4	1623	69.9	1656	70.5	1689	71.0	1724	71.5	1759
130	67.3	1598	67.8	1628	68.3	1659	68.8	1692	69.4	1726	69.9	1760
100	65.0	1611	65.4	1640	65.9	1670	66.4	1702	67.0	1734	67.5	1767
70	62.7	1633	63.1	1661	63.6	1690	64.1	1720	64.6	1751	65.1	1783
50	61.1	1649	61.6	1677	62.1	1706	62.6	1735	63.0	1766	63.5	1797
15	58.5	1683	59.0	1710	59.4	1738	59.9	1767	60.4	1797	60.9	1828

CRJ900_IF_CR225KIASI_HW_10.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA+10 °C (Page 2 of 2)
Figure 04-10-4



**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-10

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	%N1	FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	79.8	1447	80.4	1481	81.0	1517	81.6	1555	82.2	1596	82.9	1638
290	78.2	1440	78.7	1472	79.3	1506	79.9	1542	80.5	1580	81.1	1619
270	76.5	1434	77.0	1465	77.6	1498	78.2	1532	78.7	1567	79.3	1604
250	74.8	1430	75.3	1461	75.9	1492	76.4	1525	77.0	1559	77.6	1594
230	73.1	1429	73.6	1458	74.2	1488	74.7	1520	75.3	1552	75.8	1587
210	71.4	1429	72.0	1458	72.5	1487	73.0	1517	73.6	1548	74.1	1581
190	69.8	1431	70.3	1459	70.8	1487	71.3	1516	71.8	1547	72.4	1578
170	68.2	1436	68.7	1463	69.2	1491	69.7	1519	70.2	1548	70.7	1578
150	66.6	1443	67.1	1470	67.6	1497	68.1	1524	68.5	1552	69.0	1581
130	65.1	1454	65.6	1480	66.0	1506	66.5	1532	67.0	1559	67.4	1587
100	62.7	1474	63.2	1500	63.7	1525	64.1	1550	64.6	1576	65.1	1603
70	60.4	1500	60.9	1525	61.4	1549	61.8	1574	62.3	1599	62.7	1625
50	58.9	1517	59.4	1542	59.9	1567	60.3	1591	60.7	1616	61.2	1642
15	56.4	1553	56.8	1577	57.3	1601	57.7	1625	58.1	1650	58.6	1675

CRJ900_IF_CR225KIASI_LW_15.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA+15 °C (Page 1 of 2)
Figure 04-10-5

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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-11

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.	%N1	FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	83.5	1682	84.1	1727	84.8	1773	85.4	1821	86.0	1871	86.6	1922
290	81.7	1660	82.3	1702	82.9	1746	83.6	1790	84.2	1836	84.8	1883
270	79.9	1643	80.5	1683	81.1	1724	81.7	1767	82.3	1810	82.9	1855
250	78.1	1631	78.7	1668	79.3	1707	79.9	1748	80.5	1790	81.1	1832
230	76.4	1622	77.0	1659	77.6	1697	78.1	1736	78.7	1775	79.3	1816
210	74.7	1616	75.3	1651	75.8	1688	76.4	1726	77.0	1764	77.5	1804
190	72.9	1611	73.5	1645	74.0	1681	74.6	1718	75.2	1755	75.8	1794
170	71.2	1611	71.8	1644	72.3	1678	72.9	1713	73.4	1749	74.0	1786
150	69.6	1612	70.1	1644	70.6	1677	71.1	1711	71.7	1746	72.2	1782
130	67.9	1617	68.4	1648	69.0	1680	69.5	1713	70.0	1747	70.5	1782
100	65.6	1631	66.1	1660	66.6	1691	67.1	1722	67.6	1755	68.1	1788
70	63.2	1653	63.7	1681	64.2	1711	64.7	1741	65.2	1772	65.7	1804
50	61.7	1669	62.1	1697	62.6	1726	63.1	1756	63.6	1787	64.1	1818
15	59.0	1702	59.5	1729	60.0	1758	60.4	1787	60.9	1817	61.4	1849

CRJ900_IF_CR225KIASI_HW_15.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA+15 °C (Page 2 of 2)
Figure 04-10-5



**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-12

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	%N1	FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	80.7	1468	81.3	1503	81.8	1539	82.5	1578	83.1	1619	83.7	1661
290	79.0	1460	79.6	1493	80.1	1528	80.7	1564	81.3	1602	81.9	1642
270	77.3	1454	77.8	1486	78.4	1519	78.9	1553	79.5	1589	80.1	1627
250	75.5	1450	76.1	1481	76.6	1513	77.2	1546	77.8	1580	78.4	1616
230	73.9	1448	74.4	1478	74.9	1508	75.5	1540	76.0	1573	76.6	1608
210	72.2	1448	72.7	1478	73.2	1507	73.7	1537	74.3	1569	74.8	1602
190	70.5	1450	71.0	1479	71.5	1507	72.0	1537	72.5	1567	73.1	1599
170	68.8	1455	69.3	1482	69.8	1510	70.3	1538	70.8	1568	71.4	1599
150	67.2	1462	67.7	1489	68.2	1516	68.7	1543	69.2	1571	69.7	1601
130	65.7	1472	66.2	1499	66.6	1525	67.1	1551	67.6	1579	68.1	1607
100	63.3	1493	63.8	1518	64.3	1544	64.7	1569	65.2	1595	65.7	1622
70	61.0	1517	61.5	1543	61.9	1568	62.4	1593	62.8	1618	63.3	1645
50	59.5	1535	59.9	1560	60.4	1585	60.8	1610	61.3	1635	61.8	1662
15	56.9	1570	57.3	1594	57.8	1619	58.2	1643	58.6	1669	59.1	1694

CRJ900_IF_CR225KIASI_LW_20.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA+20 °C (Page 1 of 2)
Figure 04-10-6

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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-13

Sep 09/02

HOLDING 225 KIAS			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.	%N1	FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	84.4	1706	85.0	1752	85.6	1799	86.3	1848	86.9	1898	87.5	1950
290	82.6	1684	83.2	1727	83.8	1771	84.4	1816	85.0	1862	85.6	1909
270	80.7	1666	81.3	1706	81.9	1748	82.6	1791	83.2	1835	83.8	1880
250	78.9	1653	79.5	1691	80.1	1731	80.7	1772	81.3	1813	81.9	1857
230	77.2	1644	77.7	1681	78.3	1720	78.9	1759	79.5	1799	80.1	1840
210	75.4	1637	76.0	1673	76.6	1711	77.1	1749	77.7	1788	78.3	1828
190	73.6	1633	74.2	1667	74.8	1703	75.3	1740	75.9	1778	76.5	1817
170	71.9	1631	72.4	1664	73.0	1699	73.5	1734	74.1	1771	74.7	1808
150	70.2	1632	70.7	1665	71.3	1698	71.8	1732	72.3	1768	72.9	1804
130	68.6	1637	69.1	1669	69.6	1701	70.1	1735	70.6	1769	71.2	1804
100	66.2	1651	66.7	1680	67.2	1711	67.7	1743	68.2	1776	68.7	1810
70	63.8	1672	64.3	1701	64.8	1731	65.3	1762	65.8	1793	66.3	1825
50	62.2	1689	62.7	1717	63.2	1746	63.7	1777	64.2	1807	64.7	1839
15	59.5	1721	60.0	1749	60.5	1778	61.0	1807	61.4	1838	61.9	1869

CRJ900_IF_CR225KIASI_HW_20.PS - 13/09/2002

Holding - Racetrack Pattern, 225 KIAS (20° Bank), ISA+20 °C (Page 2 of 2)
Figure 04-10-6



**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-14

Sep 09/02

HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C		%N1
	25% C.G.		FUEL FLOW (LB/HR/ENG)
		IAS (KTS)	

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	74.8	1278	75.6	1325	76.3	1373	77.0	1421	77.7	1470	78.4	1519
	205		210		214		218		222		226	
290	73.1	1265	73.8	1309	74.6	1354	75.3	1401	76.0	1448	76.7	1496
	203		207		211		215		219		223	
270	71.3	1253	72.1	1297	72.9	1341	73.6	1385	74.3	1430	75.0	1476
	201		204		208		212		216		220	
250	69.6	1246	70.4	1288	71.2	1331	71.9	1374	72.6	1418	73.3	1462
	199		203		206		210		213		217	
230	67.9	1241	68.7	1282	69.5	1323	70.2	1365	70.9	1408	71.6	1451
	198		201		205		208		212		215	
210	66.3	1240	67.1	1279	67.8	1319	68.5	1360	69.2	1401	69.9	1443
	197		200		204		207		210		213	
190	64.7	1242	65.4	1280	66.2	1318	66.9	1358	67.6	1398	68.3	1438
	197		200		203		206		209		212	
170	63.1	1246	63.9	1284	64.6	1322	65.3	1360	66.0	1398	66.7	1438
	197		200		203		206		209		212	
150	61.7	1256	62.4	1291	63.1	1328	63.8	1365	64.4	1403	65.1	1441
	197		200		203		206		209		212	
130	60.2	1270	60.9	1304	61.6	1340	62.3	1375	63.0	1412	63.6	1449
	198		201		204		206		209		212	
100	58.1	1294	58.7	1328	59.4	1362	60.1	1397	60.8	1432	61.4	1467
	200		202		205		208		210		213	
70	56.0	1323	56.7	1357	57.3	1391	58.0	1425	58.6	1460	59.3	1494
	202		205		207		209		212		214	
50	54.7	1346	55.3	1379	56.0	1413	56.6	1446	57.2	1480	57.9	1515
	204		207		209		211		213		216	
15	52.5	1395	53.2	1427	53.8	1459	54.4	1492	55.0	1525	55.6	1558
	208		210		213		215		217		219	

CRJ900_IF_CRVMDI_LW_M10.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA-10 °C (Page 1 of 2)
Figure 04-10-7

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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-15

Sep 09/02

HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA - 10 C 25% C.G.		%N1 IAS (KTS)
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	79.0	1569	79.6	1620	80.2	1671	80.8	1723	81.4	1776	82.0	1830
	230		234		238		243		247		251	
290	77.4	1544	78.0	1593	78.6	1642	79.2	1692	79.8	1742	80.4	1793
	226		230		234		238		242		246	
270	75.7	1522	76.3	1570	77.0	1617	77.6	1665	78.2	1714	78.8	1763
	223		227		231		235		238		242	
250	74.0	1506	74.6	1551	75.3	1597	75.9	1643	76.5	1690	77.1	1738
	221		224		228		232		235		239	
230	72.3	1495	73.0	1538	73.6	1582	74.2	1627	74.8	1672	75.4	1718
	218		222		225		229		232		236	
210	70.6	1485	71.3	1528	71.9	1571	72.6	1615	73.2	1659	73.8	1703
	217		220		223		227		230		233	
190	68.9	1479	69.6	1521	70.3	1563	70.9	1605	71.5	1648	72.1	1691
	216		219		222		225		228		231	
170	67.3	1477	68.0	1518	68.6	1558	69.2	1599	69.8	1641	70.5	1682
	215		218		221		224		227		230	
150	65.7	1479	66.4	1518	67.0	1558	67.6	1597	68.2	1638	68.8	1678
	214		217		220		223		226		229	
130	64.3	1486	64.9	1524	65.5	1562	66.1	1600	66.7	1639	67.3	1679
	214		217		220		223		225		228	
100	62.0	1503	62.6	1539	63.2	1575	63.8	1612	64.4	1649	65.0	1687
	215		218		220		223		225		228	
70	59.9	1529	60.5	1564	61.1	1599	61.7	1634	62.2	1670	62.8	1706
	217		219		221		224		226		229	
50	58.5	1549	59.1	1584	59.7	1619	60.2	1654	60.8	1689	61.4	1724
	218		220		223		225		227		229	
15	56.2	1591	56.7	1625	57.3	1660	57.9	1694	58.4	1729	59.0	1764
	221		223		225		227		230		232	

CRJ900_IF_CRVMDI_HW_M10.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA-10 °C (Page 2 of 2)
Figure 04-10-7

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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-16

Sep 09/02

HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA 25% C.G.		%N1 IAS (KTS)
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	76.6	1322	77.3	1368	78.1	1417	78.8	1466	79.5	1517	80.2	1568
	205		210		214		218		222		226	
290	74.7	1303	75.5	1350	76.3	1397	77.0	1445	77.8	1493	78.5	1542
	203		207		211		215		219		223	
270	73.0	1292	73.8	1336	74.5	1382	75.3	1428	76.0	1474	76.7	1521
	201		204		208		212		216		220	
250	71.2	1282	72.0	1326	72.8	1370	73.5	1415	74.2	1460	74.9	1505
	199		203		206		210		213		217	
230	69.5	1277	70.2	1319	71.0	1361	71.8	1405	72.5	1449	73.2	1494
	198		201		205		208		212		215	
210	67.7	1275	68.5	1315	69.3	1356	70.0	1398	70.7	1441	71.4	1484
	197		200		204		207		210		213	
190	66.1	1276	66.8	1315	67.6	1355	68.3	1396	69.0	1437	69.7	1479
	197		200		203		206		209		212	
170	64.5	1280	65.2	1319	66.0	1358	66.7	1397	67.4	1437	68.1	1477
	197		200		203		206		209		212	
150	63.0	1289	63.7	1326	64.4	1364	65.1	1402	65.8	1440	66.5	1480
	197		200		203		206		209		212	
130	61.4	1303	62.2	1339	62.9	1375	63.6	1412	64.2	1449	64.9	1487
	198		201		204		206		209		212	
100	59.2	1328	59.9	1362	60.6	1397	61.3	1433	62.0	1469	62.6	1505
	200		202		205		208		210		213	
70	57.1	1357	57.8	1391	58.5	1426	59.1	1461	59.8	1497	60.4	1532
	202		205		207		209		212		214	
50	55.7	1380	56.4	1413	57.1	1448	57.7	1482	58.4	1517	59.0	1552
	204		207		209		211		213		216	
15	53.5	1429	54.2	1462	54.8	1494	55.4	1528	56.0	1562	56.6	1595
	208		210		213		215		217		219	

CRJ900_IF_CRVMDI_LW_00.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA (Page 1 of 2)
Figure 04-10-8

Flight Planning and Cruise Control Manual CSP C -018	
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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-17

Sep 09/02

HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA 25% C.G.		%N1 IAS (KTS)
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	80.9	1620	81.5	1672	82.1	1725	82.7	1779	83.3	1833	83.9	1890
	230		234		238		243		247		251	
290	79.1	1592	79.8	1642	80.4	1693	81.0	1745	81.6	1797	82.2	1850
	226		230		234		238		242		246	
270	77.4	1569	78.0	1618	78.7	1667	79.3	1717	80.0	1767	80.5	1818
	223		227		231		235		238		242	
250	75.6	1551	76.3	1598	76.9	1645	77.6	1693	78.2	1741	78.8	1790
	221		224		228		232		235		239	
230	73.9	1538	74.5	1583	75.2	1629	75.9	1675	76.5	1722	77.1	1768
	218		222		225		229		232		236	
210	72.1	1528	72.8	1572	73.5	1617	74.1	1661	74.8	1706	75.4	1752
	217		220		223		227		230		233	
190	70.4	1521	71.1	1564	71.8	1607	72.4	1650	73.0	1694	73.6	1739
	216		219		222		225		228		231	
170	68.7	1518	69.4	1559	70.0	1601	70.7	1643	71.3	1686	71.9	1729
	215		218		221		224		227		230	
150	67.1	1519	67.8	1559	68.4	1600	69.0	1641	69.6	1682	70.2	1724
	214		217		220		223		226		229	
130	65.6	1525	66.2	1564	66.8	1603	67.4	1643	68.0	1683	68.6	1724
	214		217		220		223		225		228	
100	63.3	1542	63.9	1579	64.5	1616	65.1	1654	65.7	1692	66.3	1731
	215		218		220		223		225		228	
70	61.1	1568	61.7	1603	62.3	1639	62.9	1676	63.5	1712	64.0	1749
	217		219		221		224		226		229	
50	59.6	1587	60.2	1623	60.8	1658	61.4	1694	62.0	1730	62.5	1767
	218		220		223		225		227		229	
15	57.2	1630	57.8	1665	58.4	1700	59.0	1735	59.5	1771	60.1	1806
	221		223		225		227		230		232	

CRJ900_IF_CRVMDI_HW_00.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA (Page 2 of 2)
Figure 04-10-8

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-18

Sep 09/02

HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C 25% C.G.		%N1 IAS (KTS)
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	77.4	1341	78.2	1389	78.9	1439	79.7	1489	80.4	1540	81.1	1592
	205		210		214		218		222		226	
290	75.6	1323	76.4	1370	77.1	1417	77.9	1466	78.6	1516	79.3	1566
	203		207		211		215		219		223	
270	73.8	1311	74.6	1356	75.3	1402	76.1	1449	76.8	1496	77.5	1543
	201		204		208		212		216		220	
250	72.0	1301	72.8	1345	73.5	1390	74.3	1435	75.0	1481	75.7	1527
	199		203		206		210		213		217	
230	70.2	1294	71.0	1337	71.8	1381	72.5	1425	73.2	1470	74.0	1515
	198		201		205		208		212		215	
210	68.5	1292	69.2	1333	70.0	1375	70.7	1418	71.5	1461	72.2	1505
	197		200		204		207		210		213	
190	66.8	1294	67.5	1333	68.3	1374	69.0	1415	69.7	1456	70.4	1499
	197		200		203		206		209		212	
170	65.1	1297	65.9	1336	66.6	1376	67.4	1416	68.1	1456	68.8	1497
	197		200		203		206		209		212	
150	63.6	1306	64.3	1343	65.0	1381	65.7	1420	66.4	1459	67.1	1499
	197		200		203		206		209		212	
130	62.1	1320	62.8	1356	63.5	1393	64.2	1430	64.9	1468	65.6	1506
	198		201		204		206		209		212	
100	59.8	1344	60.5	1379	61.2	1415	61.9	1451	62.6	1487	63.2	1524
	200		202		205		208		210		213	
70	57.6	1373	58.3	1409	59.0	1444	59.7	1479	60.4	1515	61.0	1551
	202		205		207		209		212		214	
50	56.3	1396	56.9	1431	57.6	1465	58.3	1500	58.9	1535	59.6	1571
	204		207		209		211		213		216	
15	54.0	1446	54.7	1479	55.3	1512	55.9	1546	56.6	1580	57.2	1614
	208		210		213		215		217		219	

CRJ900_IF_CRVMDI_LW_05.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA+5 °C (Page 1 of 2)
Figure 04-10-9

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-19

Sep 09/02

HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 5 C		%N1
	25% C.G.		IAS (KTS)
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	81.8	1644	82.4	1698	83.0	1752	83.6	1806	84.2	1861	84.8	1919
	230		234		238		243		247		251	
290	80.0	1616	80.7	1668	81.3	1719	81.9	1771	82.5	1824	83.1	1878
	226		230		234		238		242		246	
270	78.2	1592	78.9	1642	79.6	1692	80.2	1742	80.8	1793	81.4	1845
	223		227		231		235		238		242	
250	76.4	1573	77.1	1621	77.8	1669	78.4	1717	79.0	1767	79.7	1817
	221		224		228		232		235		239	
230	74.7	1560	75.3	1606	76.0	1652	76.7	1699	77.3	1746	77.9	1794
	218		222		225		229		232		236	
210	72.9	1549	73.6	1594	74.3	1639	74.9	1684	75.5	1730	76.1	1776
	217		220		223		227		230		233	
190	71.1	1541	71.8	1585	72.5	1629	73.2	1673	73.8	1717	74.4	1762
	216		219		222		225		228		231	
170	69.4	1538	70.1	1580	70.8	1623	71.4	1665	72.0	1708	72.7	1752
	215		218		221		224		227		230	
150	67.8	1539	68.4	1580	69.1	1621	69.7	1662	70.3	1704	70.9	1746
	214		217		220		223		226		229	
130	66.2	1545	66.8	1584	67.5	1624	68.1	1664	68.7	1705	69.3	1746
	214		217		220		223		225		228	
100	63.9	1561	64.5	1598	65.1	1636	65.7	1675	66.3	1713	66.9	1753
	215		218		220		223		225		228	
70	61.6	1587	62.3	1623	62.9	1659	63.5	1696	64.1	1733	64.6	1771
	217		219		221		224		226		229	
50	60.2	1606	60.8	1642	61.4	1678	62.0	1715	62.6	1751	63.1	1788
	218		220		223		225		227		229	
15	57.8	1649	58.3	1684	58.9	1720	59.5	1755	60.1	1791	60.6	1827
	221		223		225		227		230		232	

CRJ900_IF_CRVMDI_HW_05.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA+5 °C (Page 2 of 2)
Figure 04-10-9

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-20

Sep 09/02

HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.		%N1 IAS (KTS)
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	78.3	1361	79.1	1410	79.8	1461	80.6	1512	81.3	1564	82.0	1616
	205		210		214		218		222		226	
290	76.4	1342	77.2	1390	78.0	1438	78.7	1488	79.5	1538	80.2	1589
	203		207		211		215		219		223	
270	74.6	1330	75.4	1376	76.1	1422	76.9	1469	77.6	1517	78.3	1565
	201		204		208		212		216		220	
250	72.8	1319	73.5	1364	74.3	1410	75.1	1456	75.8	1502	76.5	1549
	199		203		206		210		213		217	
230	70.9	1312	71.7	1356	72.5	1400	73.3	1445	74.0	1490	74.7	1536
	198		201		205		208		212		215	
210	69.2	1310	69.9	1351	70.7	1394	71.5	1437	72.2	1481	72.9	1526
	197		200		204		207		210		213	
190	67.5	1311	68.2	1351	69.0	1392	69.7	1434	70.5	1476	71.2	1519
	197		200		203		206		209		212	
170	65.8	1314	66.6	1354	67.3	1394	68.0	1434	68.7	1475	69.4	1517
	197		200		203		206		209		212	
150	64.2	1323	65.0	1361	65.7	1399	66.4	1439	67.1	1478	67.8	1519
	197		200		203		206		209		212	
130	62.7	1337	63.4	1373	64.1	1410	64.8	1448	65.5	1487	66.2	1526
	198		201		204		206		209		212	
100	60.4	1361	61.1	1396	61.8	1432	62.5	1469	63.2	1506	63.8	1543
	200		202		205		208		210		213	
70	58.2	1390	58.9	1426	59.6	1461	60.3	1497	60.9	1533	61.6	1569
	202		205		207		209		212		214	
50	56.8	1413	57.5	1447	58.1	1482	58.8	1518	59.5	1553	60.1	1589
	204		207		209		211		213		216	
15	54.5	1462	55.2	1496	55.8	1529	56.4	1564	57.1	1598	57.7	1633
	208		210		213		215		217		219	

CRJ900_IF_CRVMDI_LW_10.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA+10 °C (Page 1 of 2)
Figure 04-10-10

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-21

Sep 09/02

HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 10 C 25% C.G.		%N1 IAS (KTS)
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	82.6	1669	83.3	1724	83.9	1778	84.5	1833	85.1	1889	85.7	1948
	230		234		238		243		247		251	
290	80.9	1640	81.5	1692	82.2	1745	82.8	1798	83.4	1852	84.0	1906
	226		230		234		238		242		246	
270	79.0	1615	79.7	1665	80.4	1716	81.0	1767	81.7	1819	82.3	1872
	223		227		231		235		238		242	
250	77.2	1596	77.9	1644	78.6	1692	79.2	1741	79.9	1791	80.5	1842
	221		224		228		232		235		239	
230	75.5	1582	76.1	1628	76.8	1675	77.4	1722	78.1	1770	78.7	1819
	218		222		225		229		232		236	
210	73.7	1570	74.3	1616	75.0	1661	75.7	1707	76.3	1754	76.9	1801
	217		220		223		227		230		233	
190	71.9	1562	72.5	1606	73.2	1650	73.9	1695	74.5	1741	75.2	1786
	216		219		222		225		228		231	
170	70.1	1558	70.8	1601	71.5	1644	72.1	1687	72.7	1731	73.4	1775
	215		218		221		224		227		230	
150	68.5	1559	69.1	1600	69.8	1642	70.4	1684	71.0	1726	71.6	1769
	214		217		220		223		226		229	
130	66.9	1565	67.5	1605	68.1	1645	68.8	1685	69.4	1726	70.0	1768
	214		217		220		223		225		228	
100	64.5	1580	65.1	1618	65.8	1656	66.4	1695	67.0	1735	67.6	1774
	215		218		220		223		225		228	
70	62.2	1606	62.8	1642	63.5	1679	64.1	1717	64.7	1754	65.2	1792
	217		219		221		224		226		229	
50	60.7	1625	61.3	1662	62.0	1698	62.6	1735	63.1	1772	63.7	1809
	218		220		223		225		227		229	
15	58.3	1668	58.9	1703	59.5	1739	60.0	1776	60.6	1812	61.2	1849
	221		223		225		227		230		232	

CRJ900_IF_CRVMDI_HW_10.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA+10 °C (Page 2 of 2)
Figure 04-10-10

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-22

Sep 09/02

HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C 25% C.G.		%N1 IAS (KTS)
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	79.1	1380	79.9	1430	80.7	1482	81.4	1534	82.2	1587	82.9	1640
	205		210		214		218		222		226	
290	77.2	1361	78.0	1410	78.8	1459	79.6	1509	80.3	1561	81.0	1612
	203		207		211		215		219		223	
270	75.4	1349	76.2	1395	76.9	1443	77.7	1490	78.4	1539	79.2	1588
	201		204		208		212		216		220	
250	73.5	1338	74.3	1383	75.1	1430	75.9	1476	76.6	1523	77.3	1570
	199		203		206		210		213		217	
230	71.6	1330	72.5	1375	73.2	1419	74.0	1464	74.8	1510	75.5	1557
	198		201		205		208		212		215	
210	69.8	1327	70.6	1370	71.4	1413	72.2	1456	72.9	1501	73.7	1546
	197		200		204		207		210		213	
190	68.1	1327	68.9	1368	69.7	1410	70.4	1453	71.1	1496	71.9	1539
	197		200		203		206		209		212	
170	66.4	1331	67.2	1371	68.0	1412	68.7	1453	69.4	1495	70.1	1537
	197		200		203		206		209		212	
150	64.8	1340	65.6	1378	66.3	1418	67.0	1457	67.8	1497	68.4	1538
	197		200		203		206		209		212	
130	63.2	1353	64.0	1390	64.7	1428	65.4	1466	66.1	1504	66.8	1544
	198		201		204		206		209		212	
100	60.9	1377	61.6	1413	62.4	1450	63.1	1487	63.8	1524	64.4	1562
	200		202		205		208		210		213	
70	58.7	1407	59.4	1443	60.1	1479	60.8	1515	61.5	1551	62.1	1588
	202		205		207		209		212		214	
50	57.3	1430	58.0	1464	58.7	1500	59.3	1535	60.0	1572	60.6	1608
	204		207		209		211		213		216	
15	55.0	1479	55.7	1512	56.3	1546	57.0	1581	57.6	1616	58.2	1651
	208		210		213		215		217		219	

CRJ900_IF_CRVMDI_LW_15.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA+15 °C (Page 1 of 2)
Figure 04-10-11

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-23

Sep 09/02

HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 15 C		%N1
	25% C.G.		IAS (KTS)
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	83.5	1694	84.2	1749	84.8	1804	85.4	1861	86.0	1919	86.6	1977
	230		234		238		243		247		251	
290	81.7	1664	82.4	1717	83.1	1770	83.7	1824	84.3	1878	84.9	1933
	226		230		234		238		242		246	
270	79.9	1638	80.6	1689	81.3	1741	81.9	1793	82.5	1845	83.1	1898
	223		227		231		235		238		242	
250	78.0	1618	78.7	1666	79.4	1715	80.0	1765	80.7	1816	81.3	1868
	221		224		228		232		235		239	
230	76.2	1603	76.9	1650	77.6	1698	78.2	1746	78.9	1794	79.5	1843
	218		222		225		229		232		236	
210	74.4	1591	75.1	1637	75.8	1683	76.4	1730	77.1	1777	77.7	1824
	217		220		223		227		230		233	
190	72.6	1583	73.3	1627	73.9	1672	74.6	1717	75.3	1763	75.9	1810
	216		219		222		225		228		231	
170	70.8	1579	71.5	1622	72.2	1665	72.8	1709	73.5	1754	74.1	1798
	215		218		221		224		227		230	
150	69.1	1579	69.8	1621	70.4	1663	71.1	1705	71.7	1748	72.3	1792
	214		217		220		223		226		229	
130	67.5	1584	68.1	1624	68.8	1665	69.4	1706	70.0	1748	70.6	1790
	214		217		220		223		225		228	
100	65.1	1599	65.7	1638	66.4	1676	67.0	1716	67.6	1756	68.2	1796
	215		218		220		223		225		228	
70	62.8	1625	63.4	1662	64.0	1700	64.6	1737	65.2	1776	65.8	1814
	217		219		221		224		226		229	
50	61.3	1644	61.9	1681	62.5	1719	63.1	1756	63.7	1793	64.3	1831
	218		220		223		225		227		229	
15	58.8	1687	59.4	1723	60.0	1759	60.6	1796	61.1	1832	61.7	1869
	221		223		225		227		230		232	

CRJ900_IF_CRVMDI_HW_15.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA+15 °C (Page 2 of 2)
Figure 04-10-11

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-24

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HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.		%N1 IAS (KTS)
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	63		65		67		69		71		73	
310	80.0	1401	80.8	1451	81.5	1503	82.3	1556	83.0	1610	83.7	1664
	205		210		214		218		222		226	
290	78.0	1381	78.8	1430	79.6	1480	80.4	1531	81.2	1583	81.9	1635
	203		207		211		215		219		223	
270	76.1	1367	76.9	1415	77.7	1462	78.5	1511	79.2	1560	80.0	1610
	201		204		208		212		216		220	
250	74.3	1358	75.1	1403	75.9	1449	76.6	1496	77.4	1544	78.1	1592
	199		203		206		210		213		217	
230	72.4	1350	73.2	1394	74.0	1438	74.8	1484	75.5	1531	76.3	1578
	198		201		205		208		212		215	
210	70.6	1345	71.4	1388	72.1	1432	72.9	1476	73.7	1521	74.4	1566
	197		200		204		207		210		213	
190	68.8	1345	69.6	1387	70.3	1429	71.1	1472	71.8	1515	72.6	1559
	197		200		203		206		209		212	
170	67.1	1348	67.9	1389	68.6	1430	69.4	1472	70.1	1514	70.8	1556
	197		200		203		206		209		212	
150	65.4	1356	66.2	1395	66.9	1435	67.7	1475	68.4	1516	69.1	1557
	197		200		203		206		209		212	
130	63.8	1369	64.6	1407	65.3	1445	66.1	1484	66.8	1523	67.4	1563
	198		201		204		206		209		212	
100	61.5	1393	62.2	1430	62.9	1467	63.7	1505	64.3	1542	65.0	1580
	200		202		205		208		210		213	
70	59.3	1423	60.0	1459	60.7	1496	61.4	1532	62.0	1569	62.7	1607
	202		205		207		209		212		214	
50	57.8	1446	58.5	1481	59.2	1517	59.9	1553	60.5	1590	61.2	1627
	204		207		209		211		213		216	
15	55.5	1495	56.2	1529	56.8	1564	57.4	1599	58.1	1634	58.7	1670
	208		210		213		215		217		219	

CRJ900_IF_CRVMDI_LW_20.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA+20 °C (Page 1 of 2)
Figure 04-10-12

Flight Planning and Cruise Control Manual CSP C -018		
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**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-25

Sep 09/02

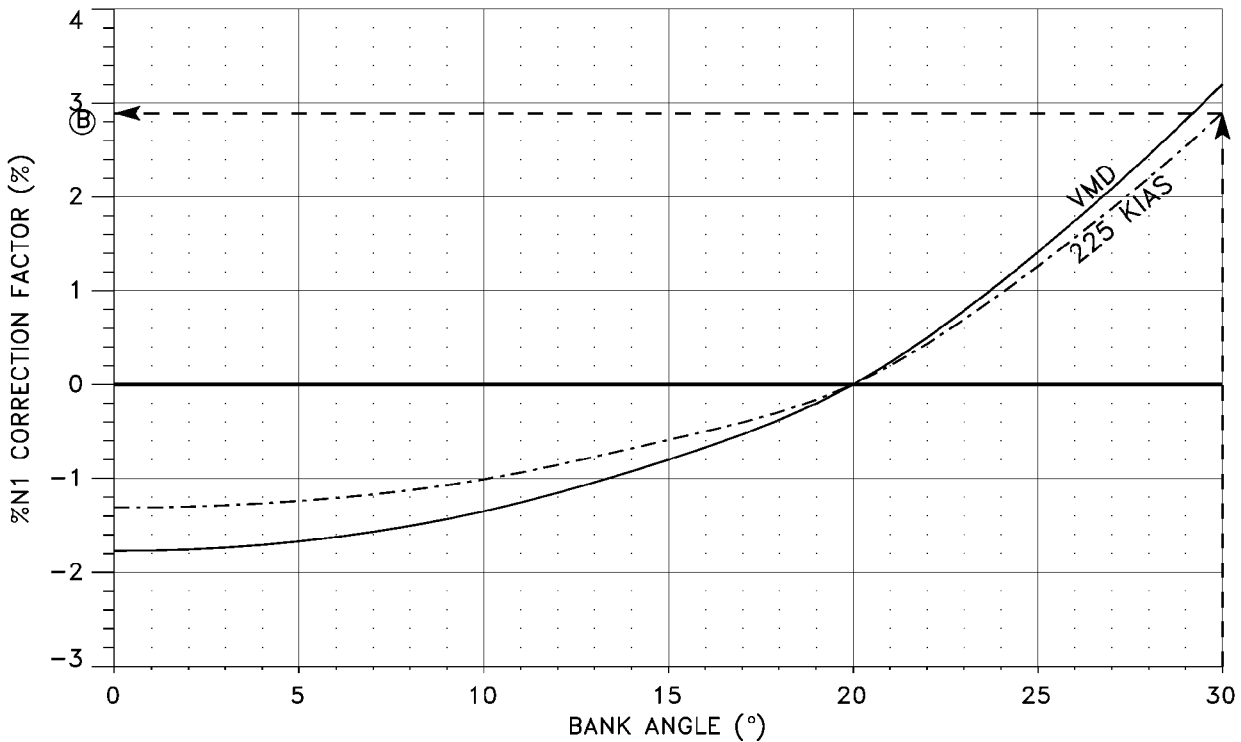
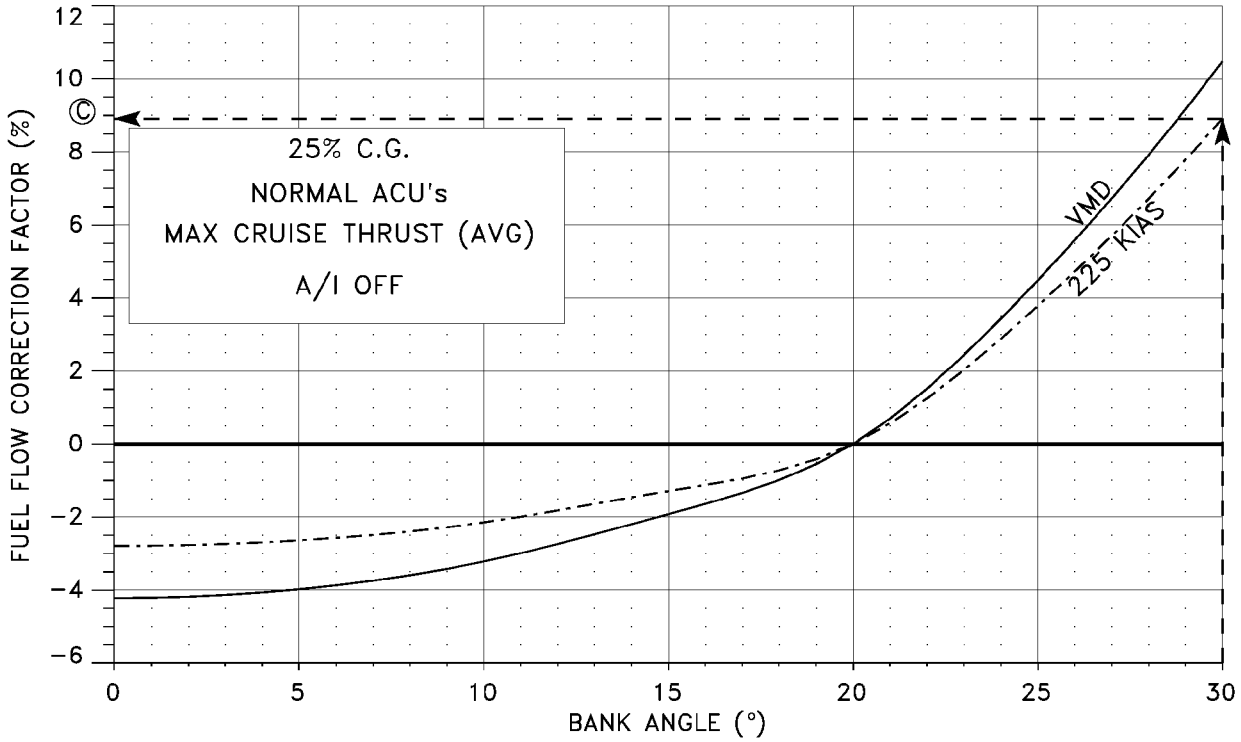
HOLDING VMD			
CLEAN CONFIGURATION POWER FOR LEVEL FLIGHT MCR LIMITS (AVG) NORMAL ACU'S A/I OFF	ISA + 20 C 25% C.G.		%N1 IAS (KTS)
			FUEL FLOW (LB/HR/ENG)

FLIGHT LEVEL	GROSS WEIGHT - 1000 LB											
	75		77		79		81		83		85	
310	84.4	1719	85.1	1775	85.7	1831	86.3	1888	86.9	1946	87.5	2006
	230		234		238		243		247		251	
290	82.6	1688	83.3	1741	83.9	1795	84.6	1850	85.2	1905	85.8	1961
	226		230		234		238		242		246	
270	80.7	1661	81.4	1713	82.1	1765	82.7	1817	83.4	1871	84.0	1925
	223		227		231		235		238		242	
250	78.8	1640	79.5	1689	80.2	1739	80.8	1789	81.5	1841	82.1	1893
	221		224		228		232		235		239	
230	77.0	1625	77.7	1673	78.3	1721	79.0	1769	79.7	1818	80.3	1868
	218		222		225		229		232		236	
210	75.1	1612	75.8	1659	76.5	1706	77.2	1753	77.8	1801	78.5	1849
	217		220		223		227		230		233	
190	73.3	1604	74.0	1649	74.7	1694	75.3	1740	76.0	1786	76.6	1833
	216		219		222		225		228		231	
170	71.5	1599	72.2	1642	72.8	1686	73.5	1731	74.2	1776	74.8	1821
	215		218		221		224		227		230	
150	69.8	1599	70.4	1641	71.1	1684	71.7	1727	72.4	1770	73.0	1814
	214		217		220		223		226		229	
130	68.1	1603	68.8	1644	69.4	1686	70.0	1728	70.7	1770	71.3	1813
	214		217		220		223		225		228	
100	65.7	1619	66.3	1657	67.0	1697	67.6	1736	68.2	1777	68.8	1818
	215		218		220		223		225		228	
70	63.3	1644	64.0	1682	64.6	1720	65.2	1758	65.8	1796	66.4	1835
	217		219		221		224		226		229	
50	61.8	1664	62.5	1701	63.1	1739	63.7	1776	64.3	1814	64.8	1852
	218		220		223		225		227		229	
15	59.3	1706	59.9	1742	60.5	1779	61.1	1816	61.7	1853	62.2	1890
	221		223		225		227		230		232	

CRJ900_IF_CRVMDI_HW_20.PS - 13/09/2002

Holding - Racetrack Pattern, V_{MD} (20° Bank), ISA+20 °C (Page 2 of 2)
Figure 04-10-12

Flight Planning and Cruise Control Manual CSP C -018		
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Holding - Racetrack Pattern - Bank Angle Correction
Figure 04-10-13

ANTI-ICE CORRECTION

	FUEL FLOW INCREMENT	
	225 KIAS	VMD
COWL ANTI - ICE ON BELOW OR AT 31000 FT	+1.5 %	+1.5 %
TOTAL ANTI - ICE ON BELOW OR AT 31000 FT	+14.5 %	+15.0 %

CRJ900_IF_HOL_AICECORR - 17/10/02

 Holding - Racetrack Pattern (20° Bank) - Anti-Ice Correction
 Figure 04-10-14



**IN-FLIGHT PERFORMANCE
Holding Data**

04-10-28

Sep 09/02

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IN-FLIGHT PERFORMANCE In-Cruise Quick Check

04-11-1

Sep 09/02

1. INTRODUCTION

The in-cruise quick check charts are provided for the crew to determine if the fuel remaining is sufficient to complete the trip and to approximate the time remaining. The charts are presented for 0.74 M, 0.77 M, 0.80 M and LRC for variable cruise altitudes. Figure 04-11-5 depicts the mission profile.

The charts are given for 0 to 500 NM, 500 to 1000 NM and for 1000 to 2200 NM, from 10,000 ft cruise altitude at LRC and from 25,000 ft cruise altitude at fixed Mach numbers. In-cruise quick check charts for a 0.77 M cruise speed are presented with both normal and high speed descent speed schedules. The charts are based on ISA temperature with normal air-conditioning on and anti-ice off.

The approach and landing segment distance is not included in distance to destination in order to be conservative. Distance to destination correction for wind is given for ± 100 kt wind variation.

Example: Fuel and time are read in a similar manner to the simplified flight planning charts in section 03-12, with distance to destination replacing total trip distance and gross weight at point of diversion replacing landing weight.

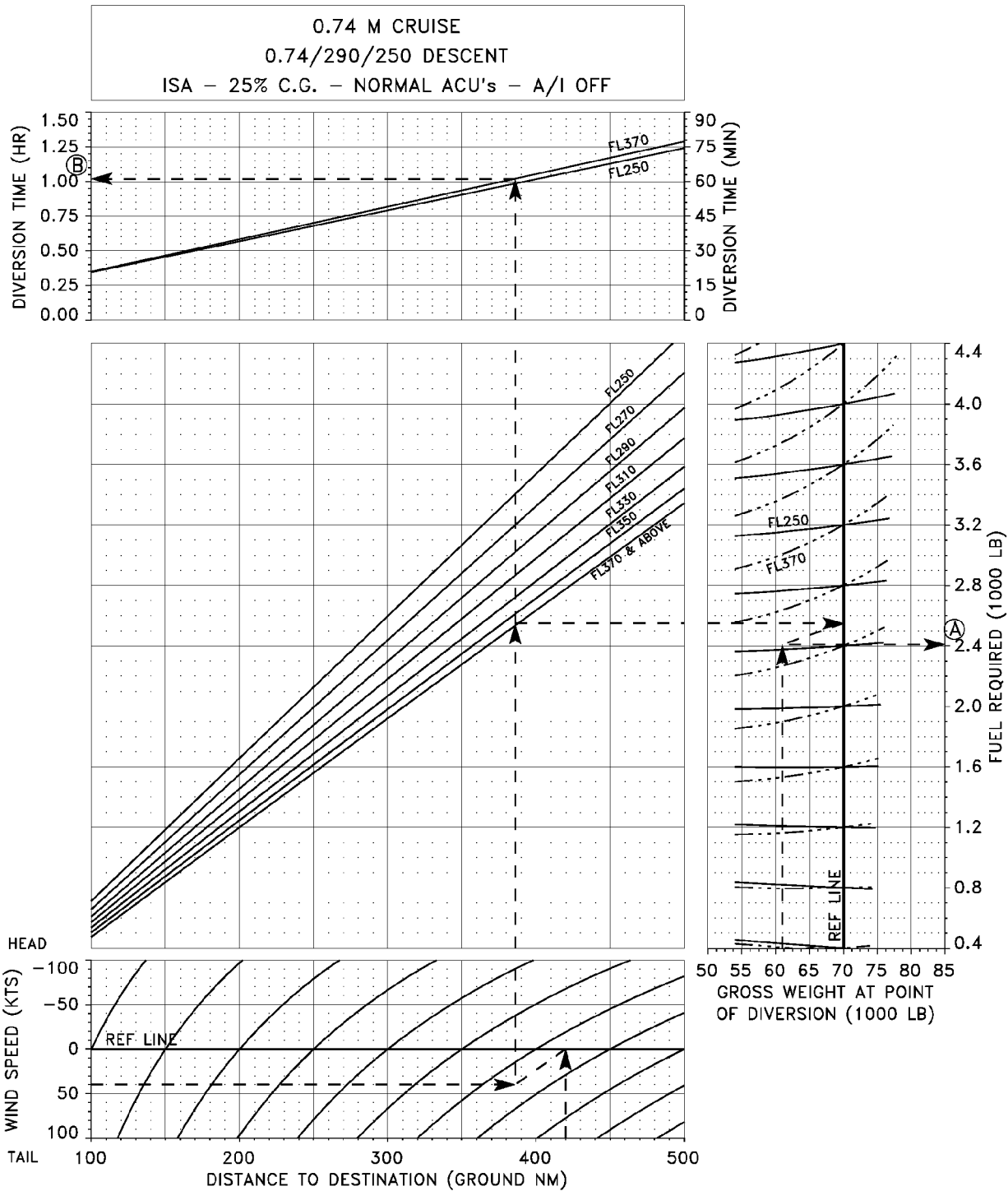
Figure 04-11-1 shows:

For the following conditions:

- Distance to destination : 420 NM
- Tailwind : 40 kt
- Cruise altitude : 37,000 ft
- Gross weight at point of diversion : 61,000 lb

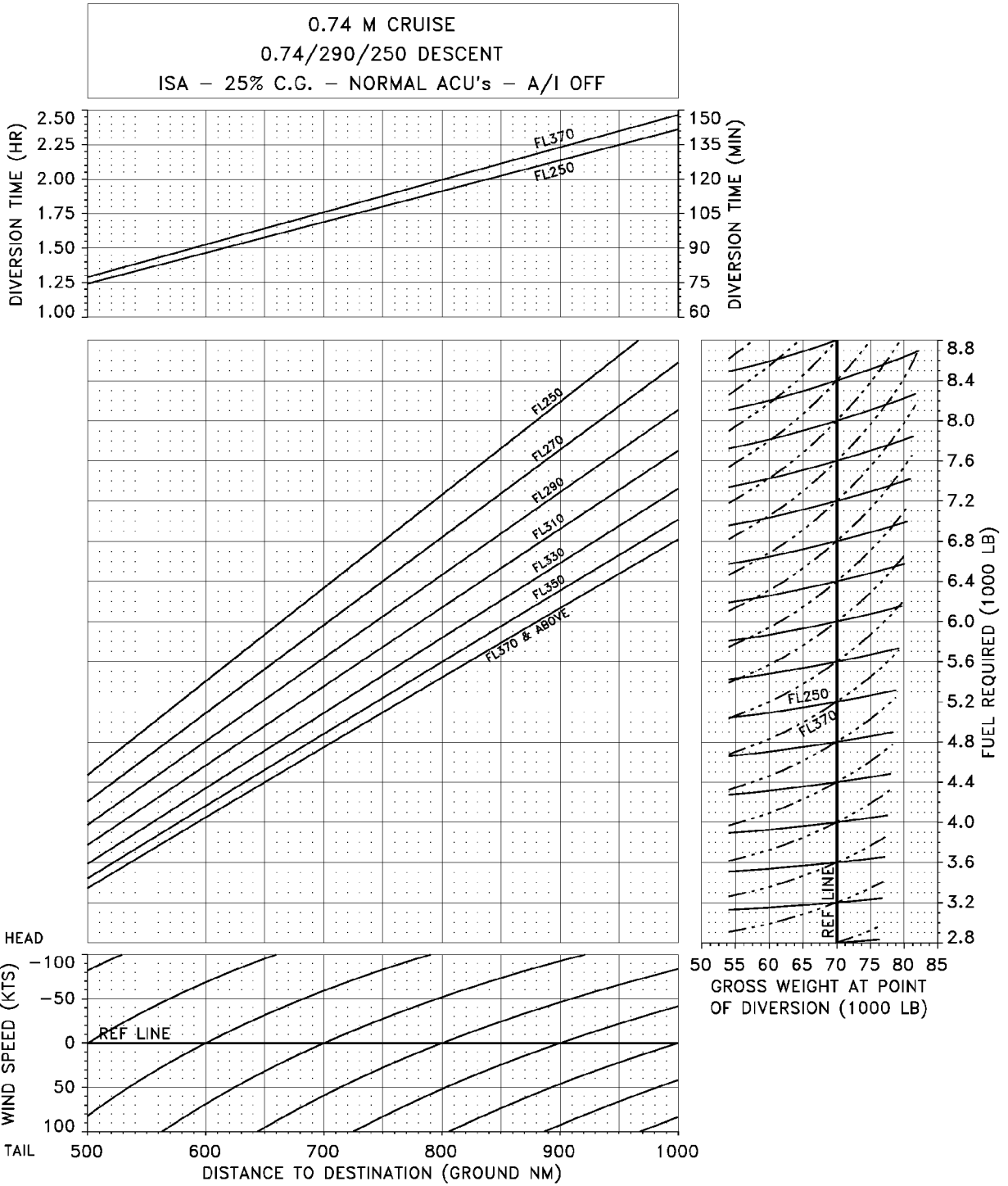
Read:

- Diversion fuel : 2410 lb (A)
- Diversion time : 1.02 hrs (61 min) (B)



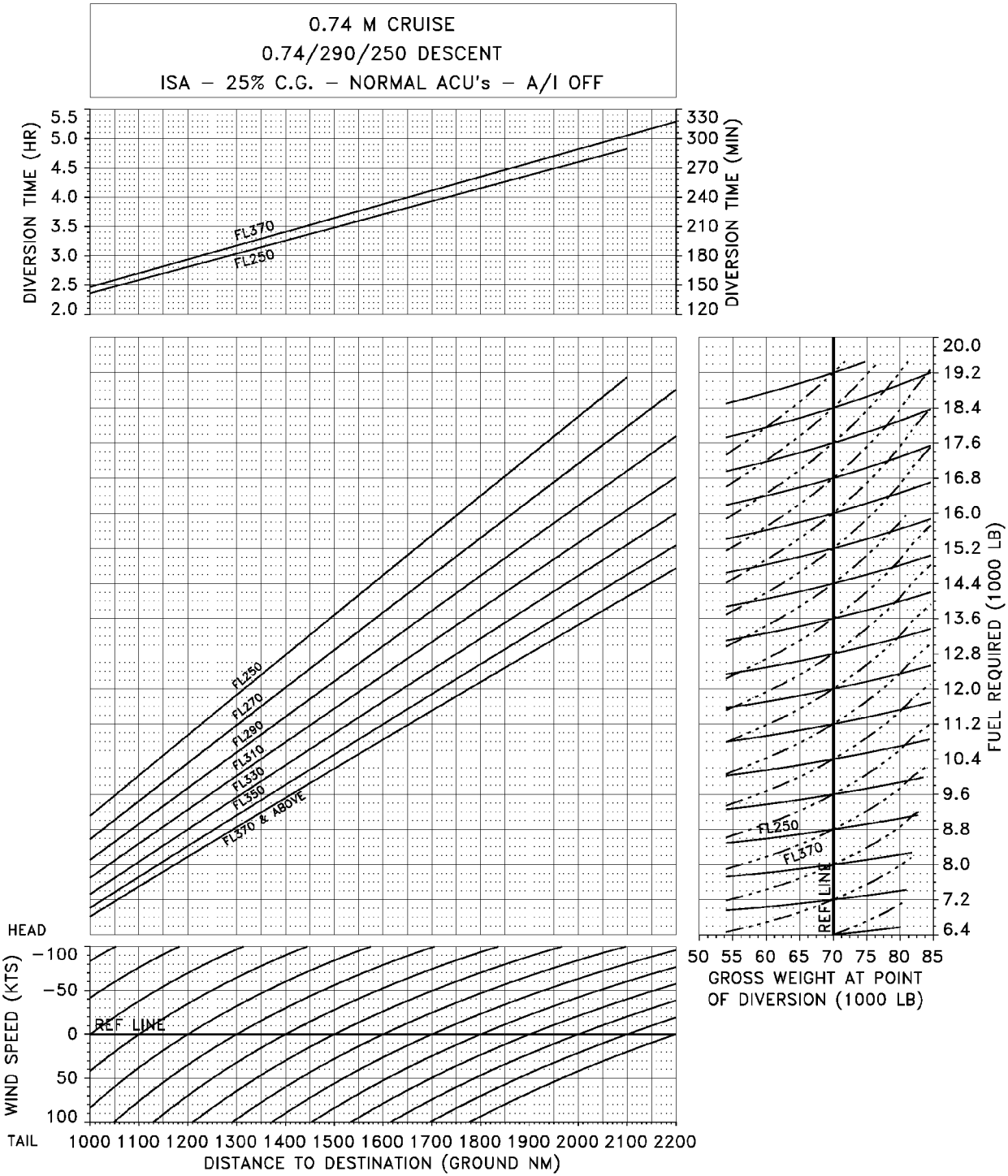
crj900_IF_C0741_N1.PS - 18/10/2002

In-Cruise Quick Check - 0.74 M (Page 1 of 3)
Figure 04-11-1



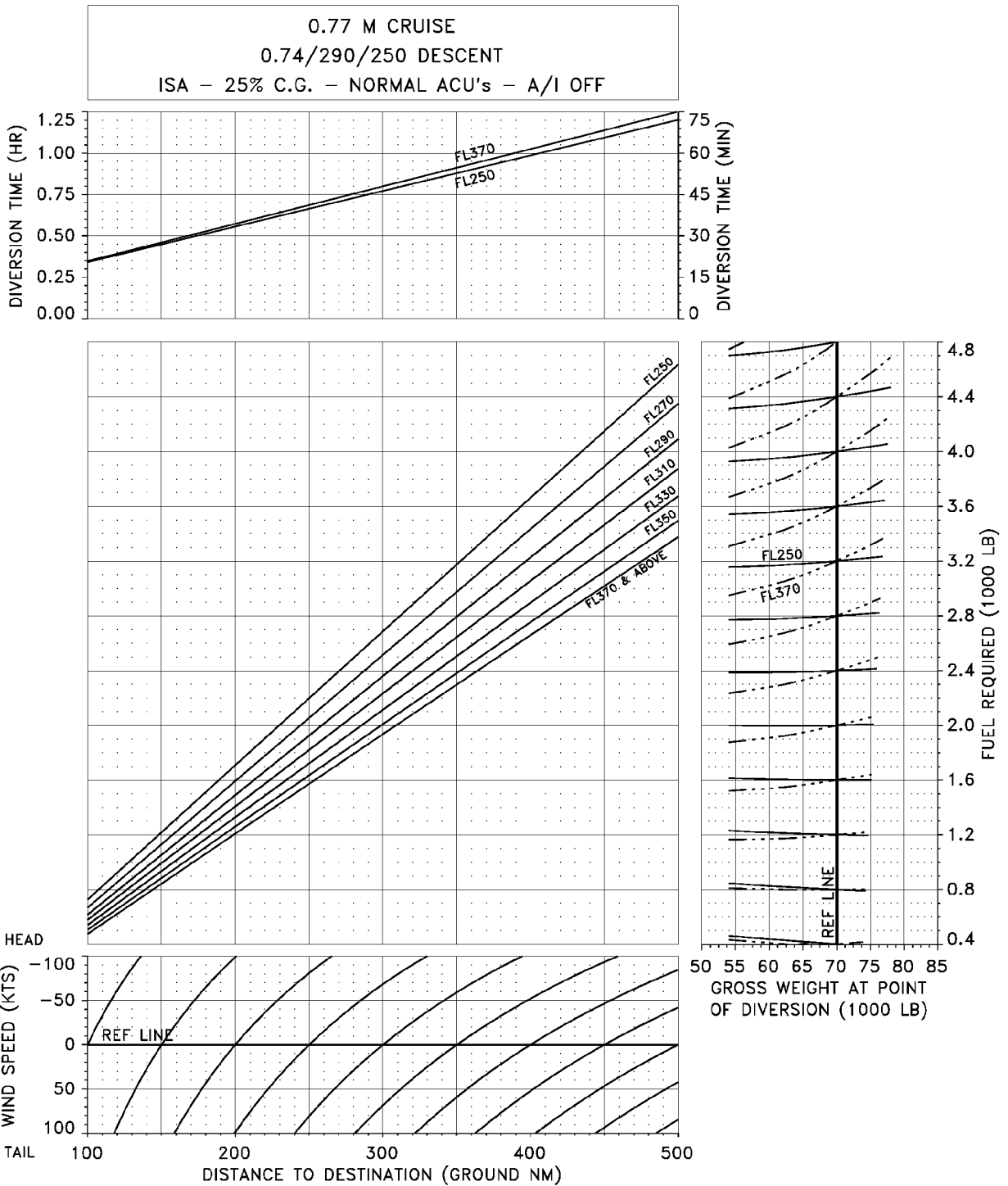
crj900_if_cq74l_n2.ps - 18/10/2002

In-Cruise Quick Check - 0.74 M (Page 2 of 3)
Figure 04-11-1



In-Cruise Quick Check - 0.74 M (Page 3 of 3)
Figure 04-11-1

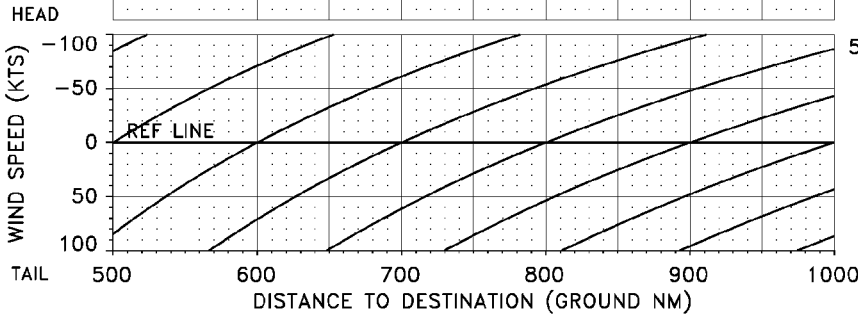
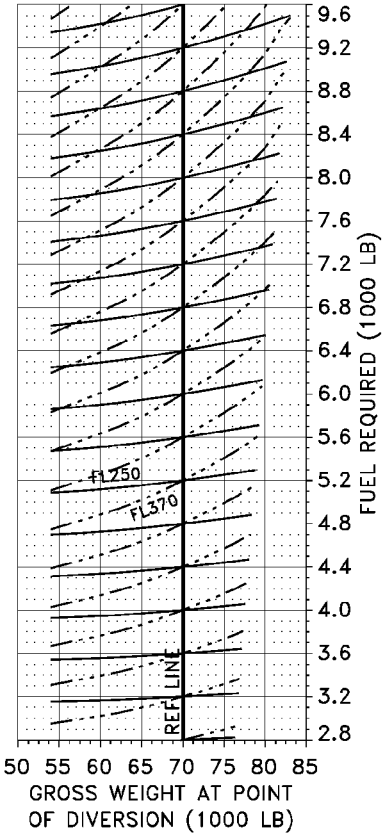
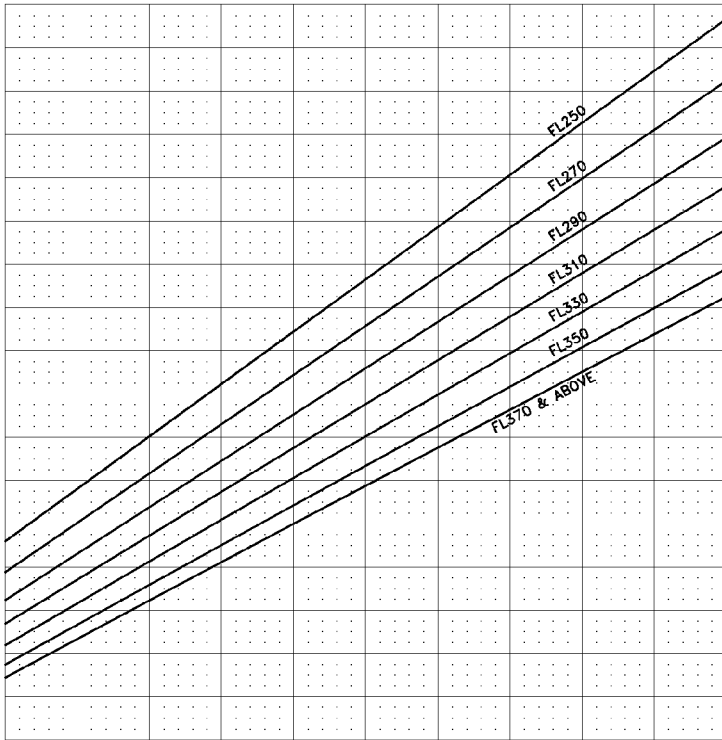
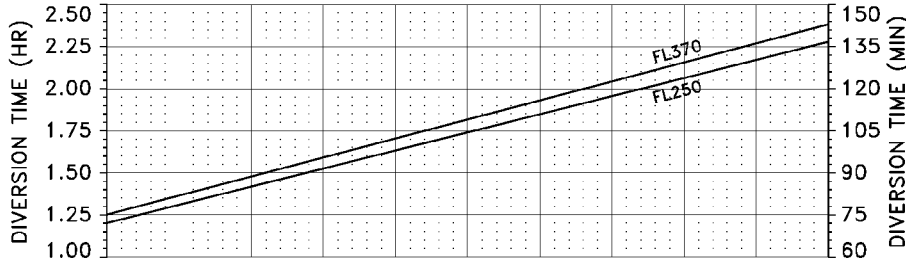
crj900_if_cq741_n3.ps - 18/10/2002



CRJ900_JF_C0771_M1.PS - 18/10/2002

In-Cruise Quick Check - 0.77 M (Page 1 of 6)
Figure 04-11-2

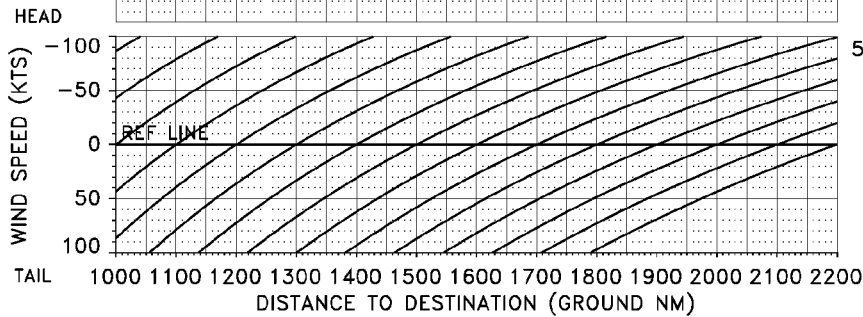
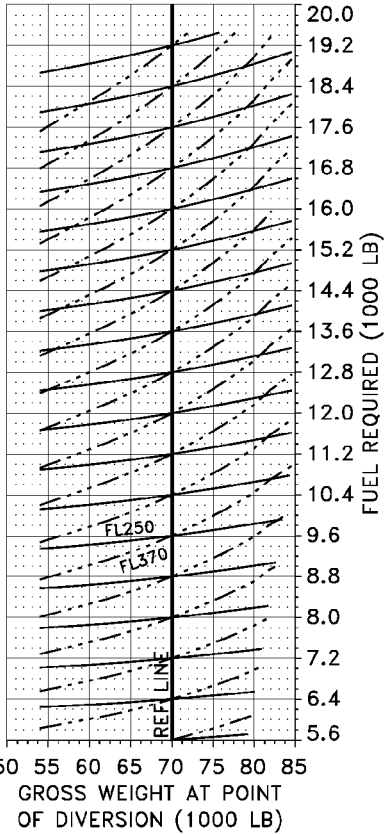
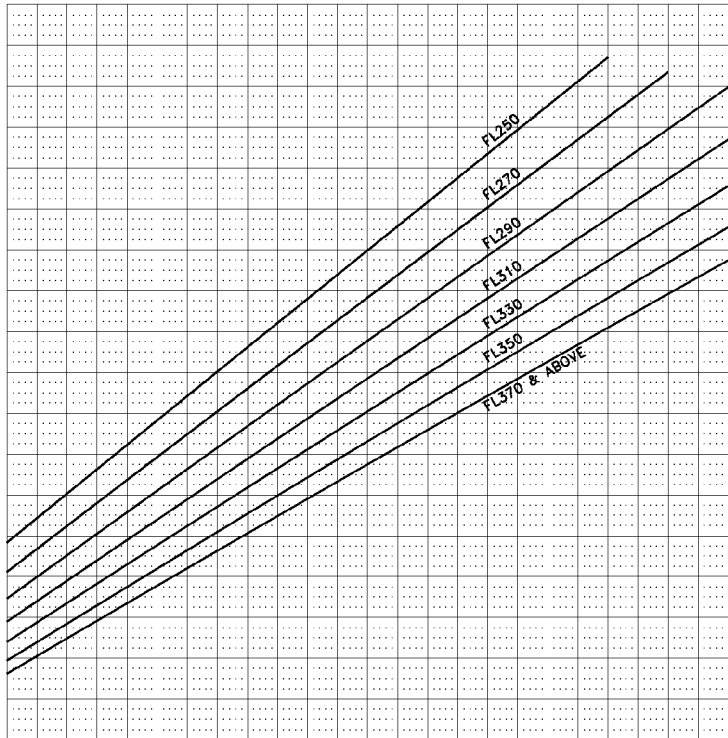
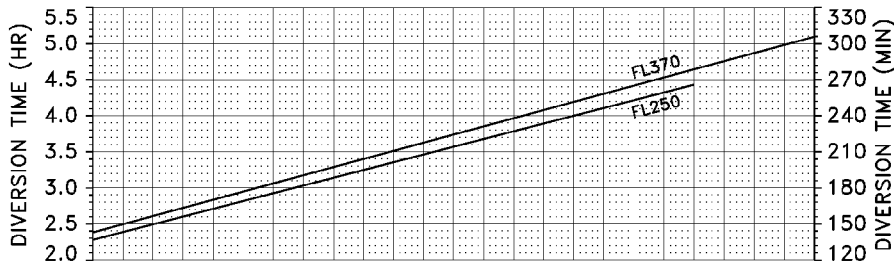
0.77 M CRUISE
0.77/290/250 DESCENT
ISA - 25% C.G. - NORMAL ACU's - A/I OFF



CRJ900_JF_C0771_N2.PS - 18/10/2002

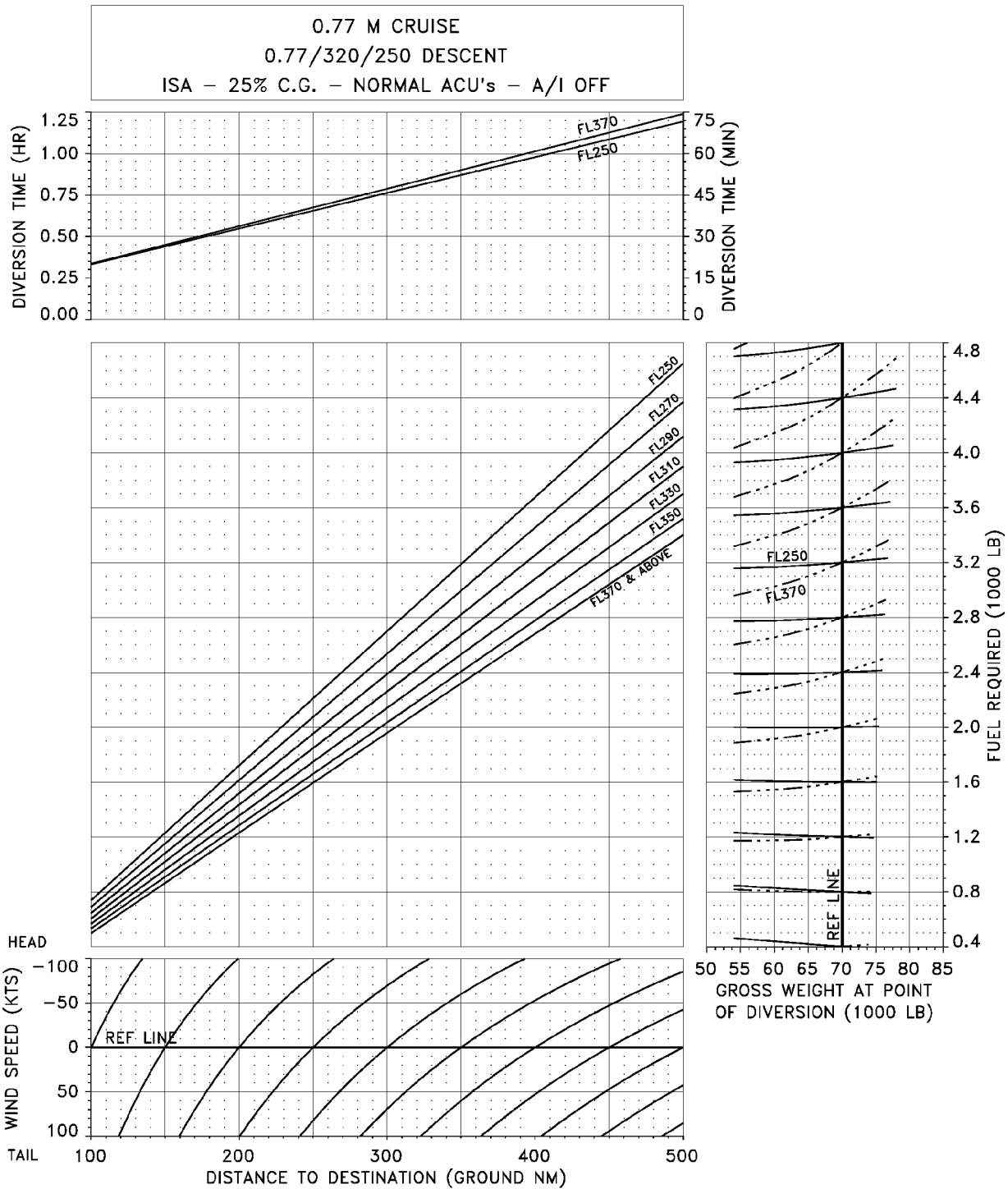
In-Cruise Quick Check - 0.77 M (Page 2 of 6)
Figure 04-11-2

0.77 M CRUISE
0.74/290/250 DESCENT
ISA - 25% C.G. - NORMAL ACU's - A/I OFF



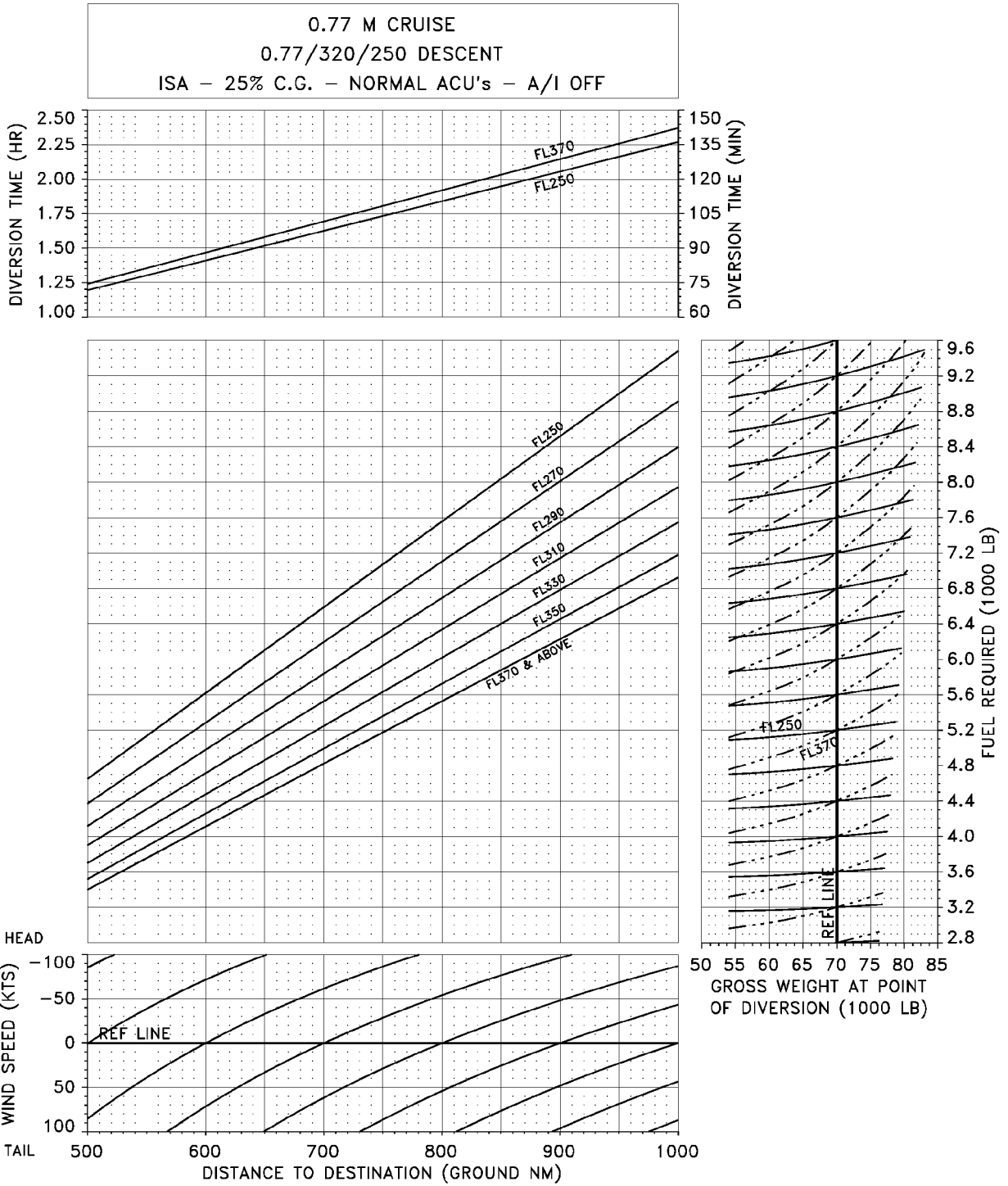
CRJ900_IF_C077LN3.PS - 18/10/2002

In-Cruise Quick Check - 0.77 M (Page 3 of 6)
Figure 04-11-2



crj900_jf_cq771_H1_PS - 18/10/2002

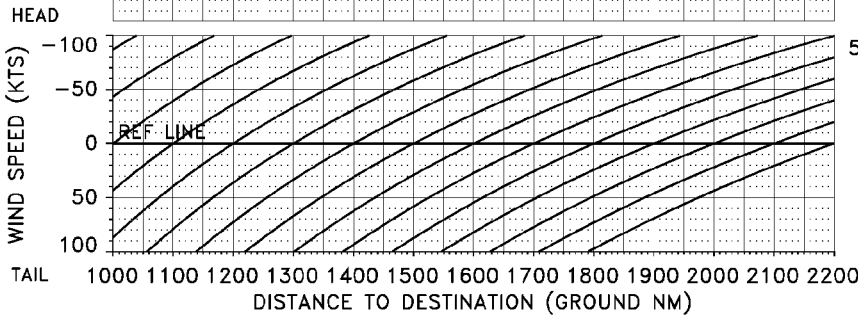
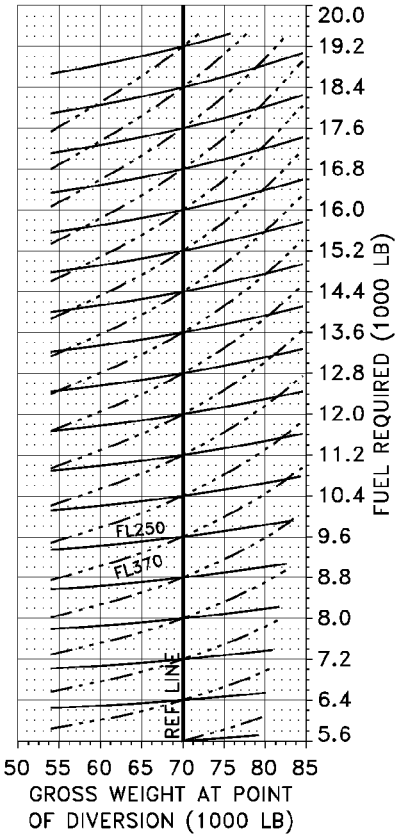
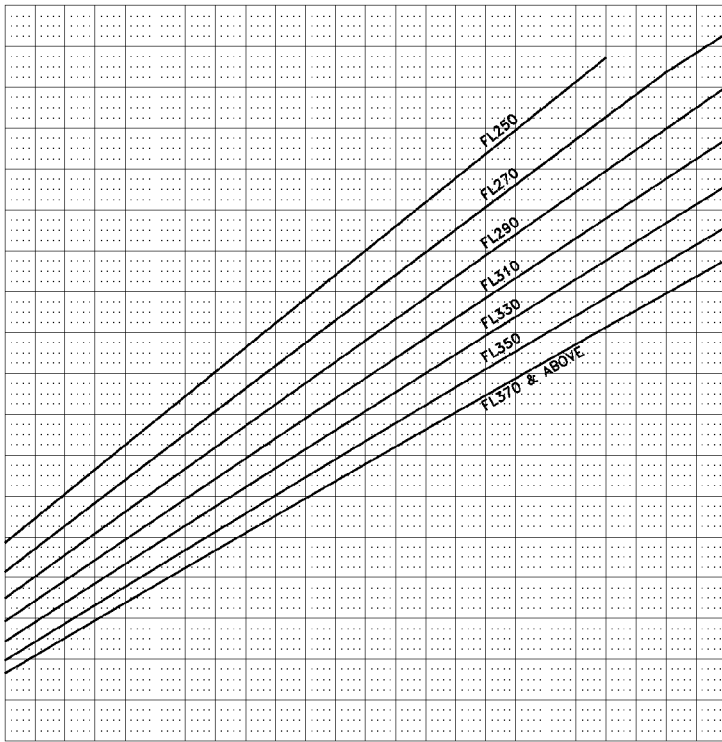
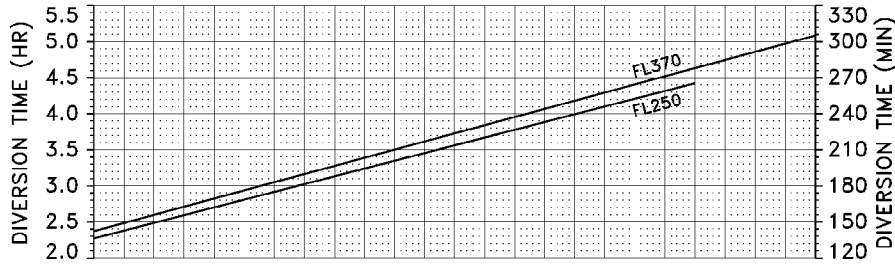
In-Cruise Quick Check - 0.77 M (Page 4 of 6)
Figure 04-11-2



crj900_if_cq77LH2.PS - 18/10/2002

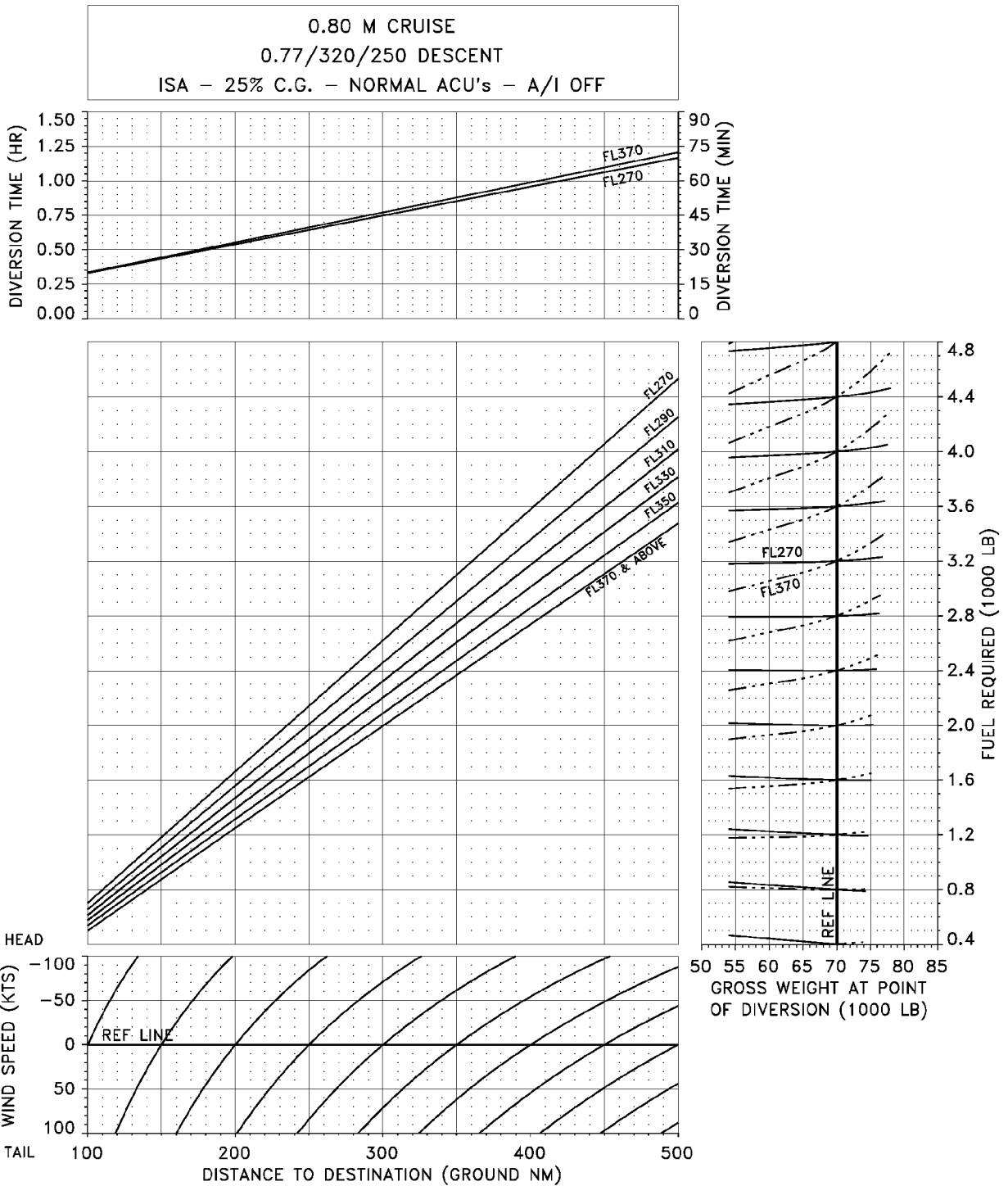
In-Cruise Quick Check - 0.77 M (Page 5 of 6)
Figure 04-11-2

0.77 M CRUISE
0.77/320/250 DESCENT
ISA - 25% C.G. - NORMAL ACU's - A/I OFF



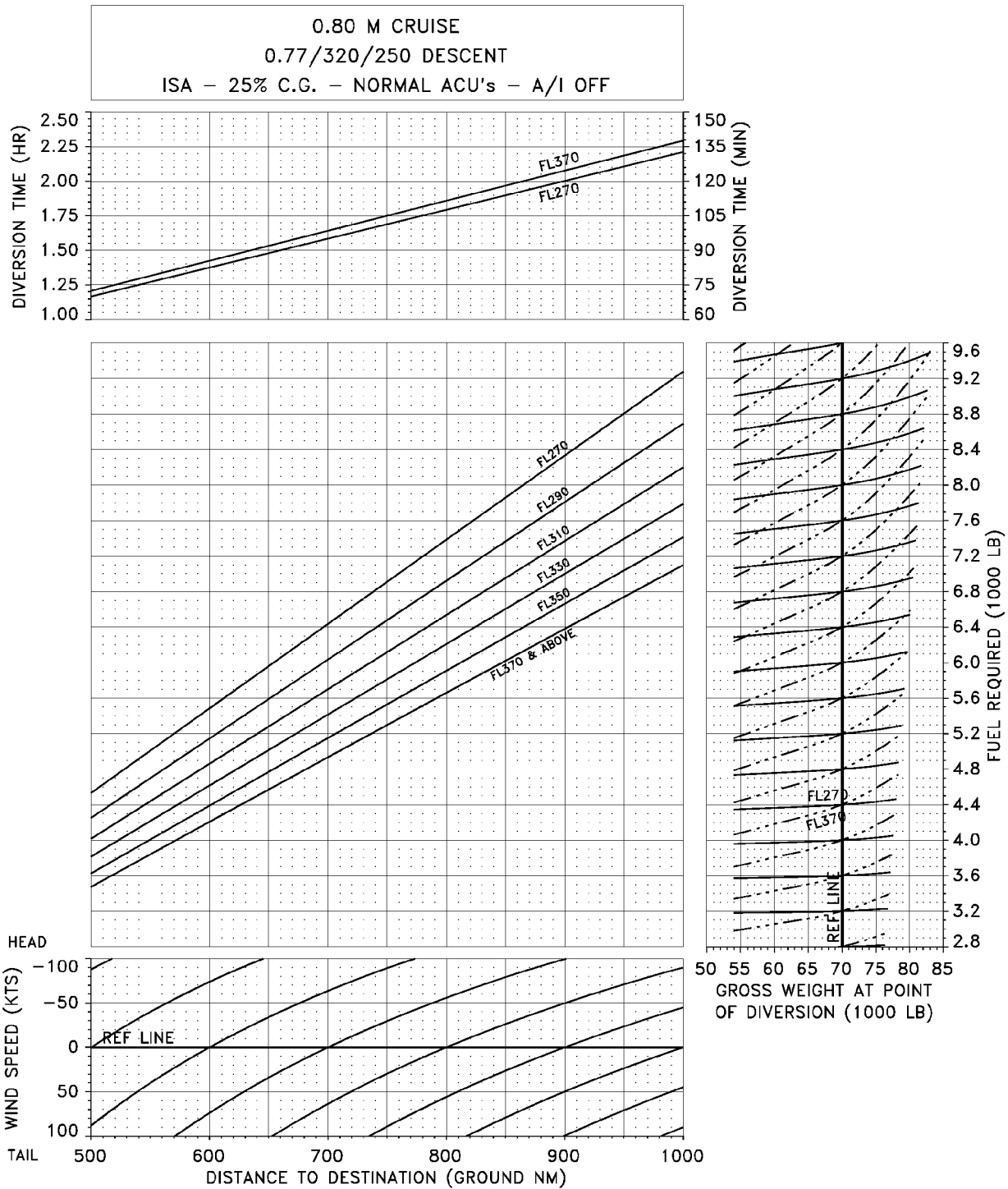
In-Cruise Quick Check - 0.77 M (Page 6 of 6)
Figure 04-11-2

erj900_if_cq77LH3.PS - 15/10/2002



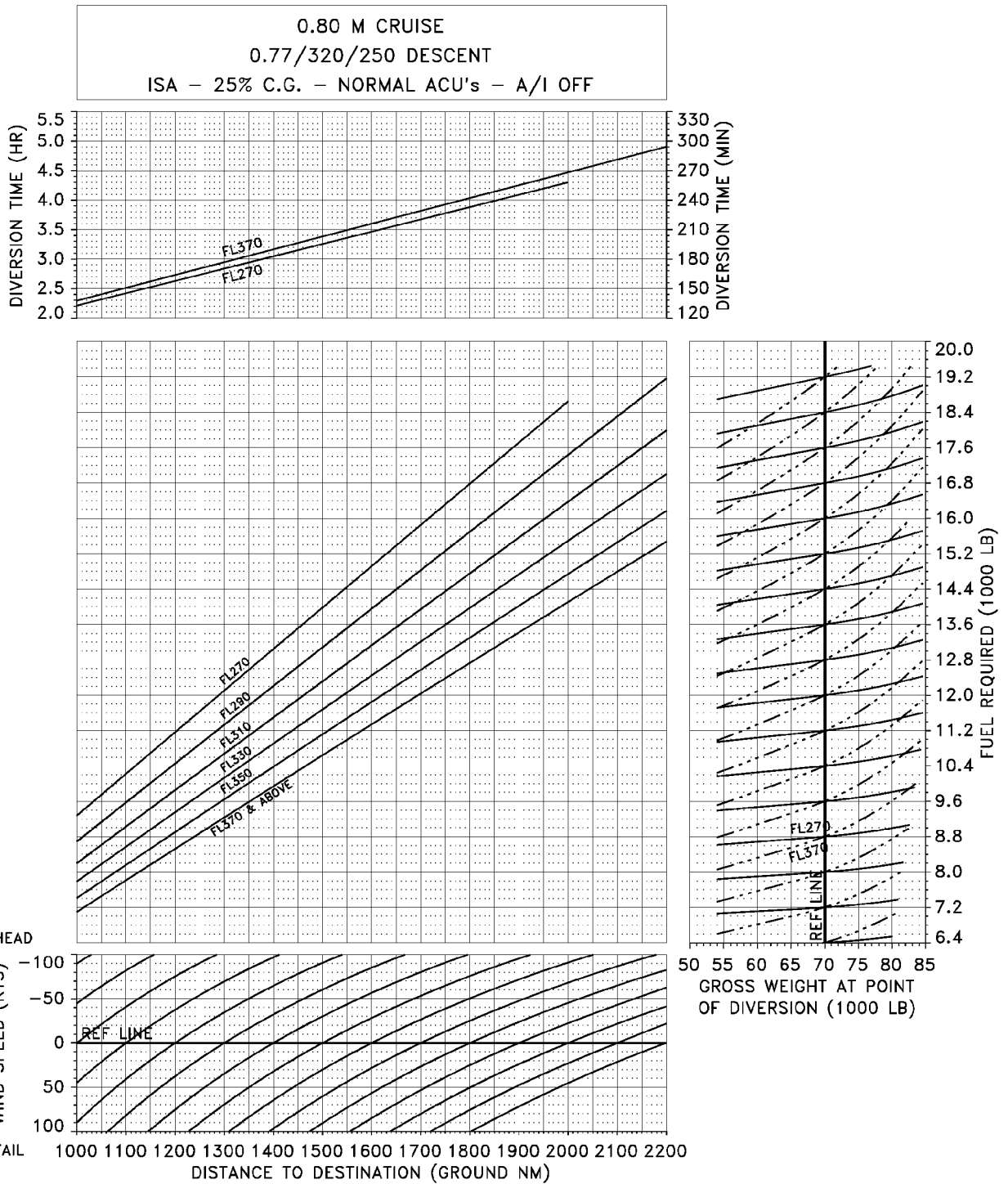
CRJ900_IF_C080L_H1.PS - 18/10/2002

In-Cruise Quick Check - 0.80 M (Page 1 of 3)
Figure 04-11-3



CRJ900_JF_C0801_H2.PS - 18/10/2002

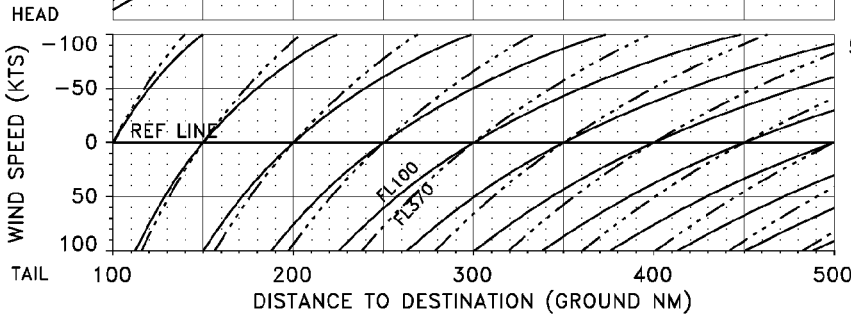
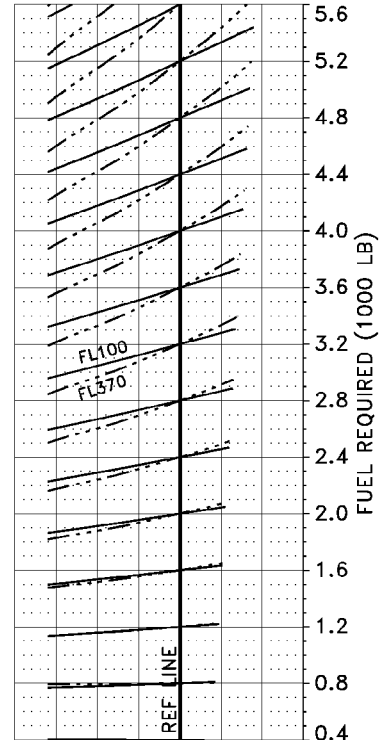
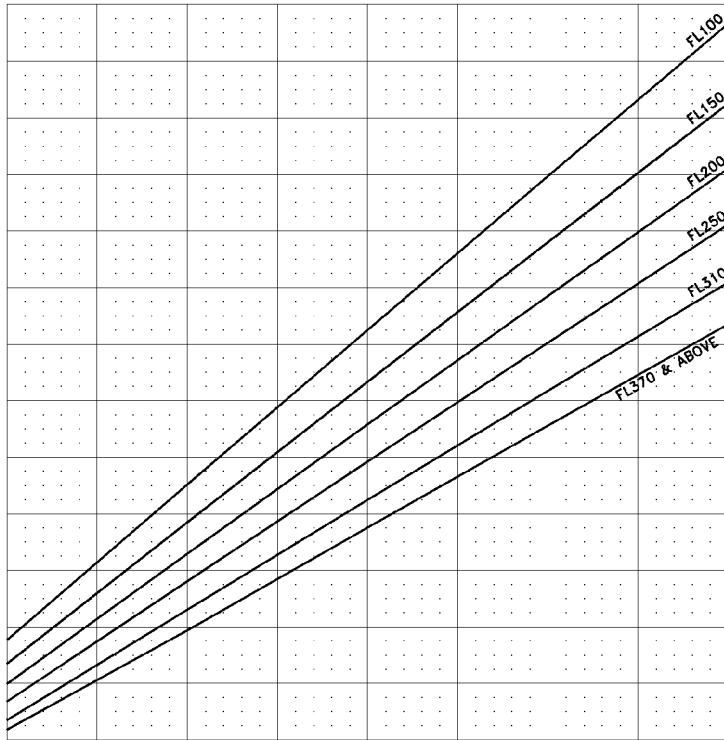
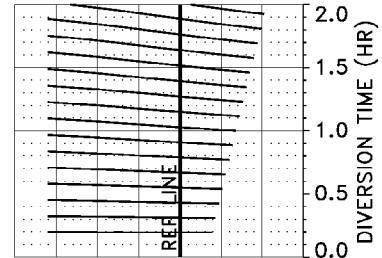
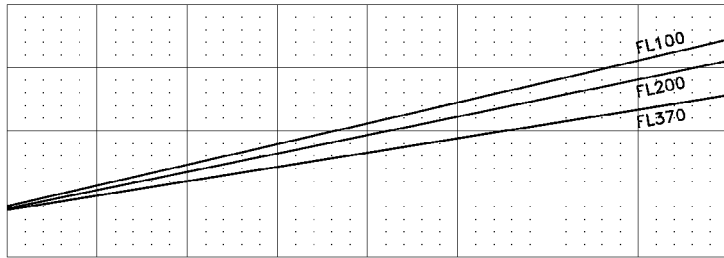
In-Cruise Quick Check - 0.80 M (Page 2 of 3)
Figure 04-11-3



CRJ900_JF_C080L_H3.PS - 18/10/2002

In-Cruise Quick Check - 0.80 M (Page 3 of 3)
Figure 04-11-3

LRC CRUISE
0.70/250 DESCENT
ISA - 25% C.G. - NORMAL ACU's - A/I OFF

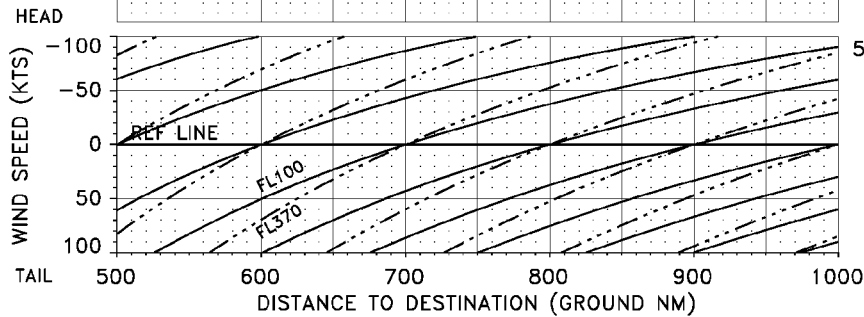
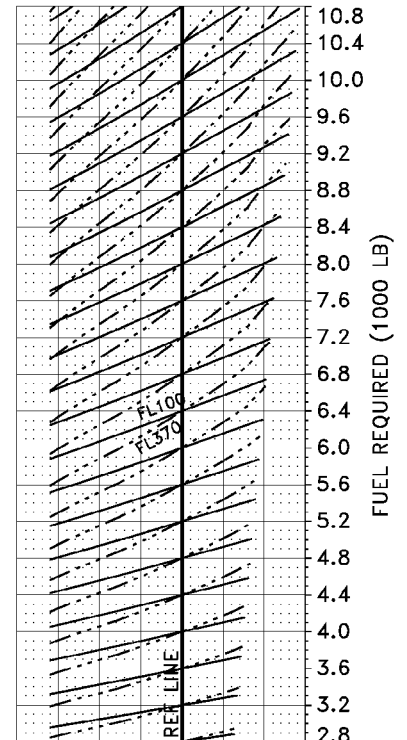
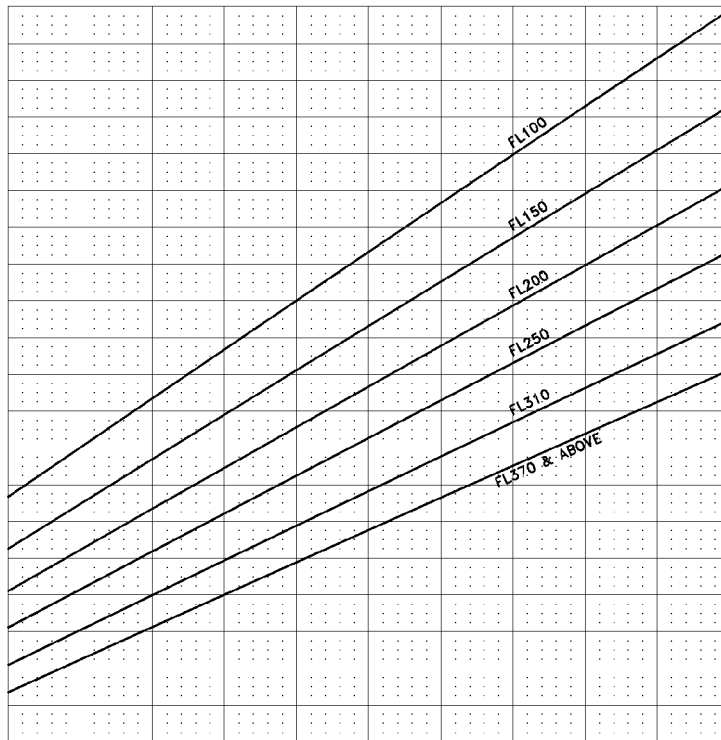
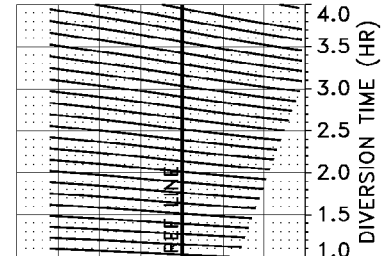
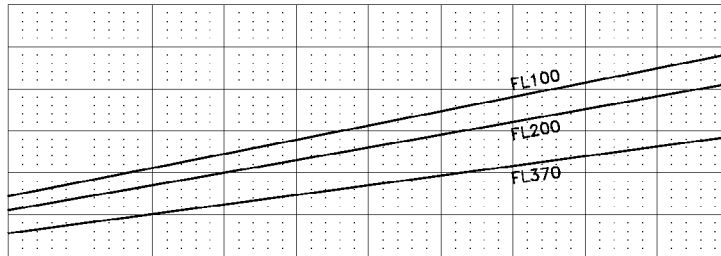


50 55 60 65 70 75 80 85
GROSS WEIGHT AT POINT
OF DIVERSION (1000 LB)

CRJ900_JF_CQLRCI_1.1.PS - 18/10/2002

In-Cruise Quick Check - LRC (Page 1 of 3)
Figure 04-11-4

LRC CRUISE
0.70/250 DESCENT
ISA - 25% C.G. - NORMAL ACU's - A/I OFF

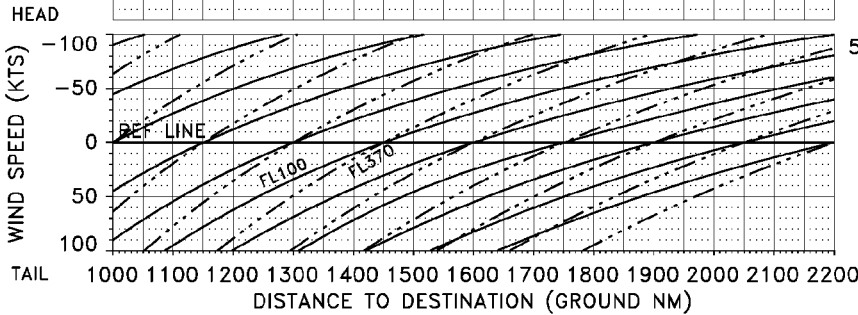
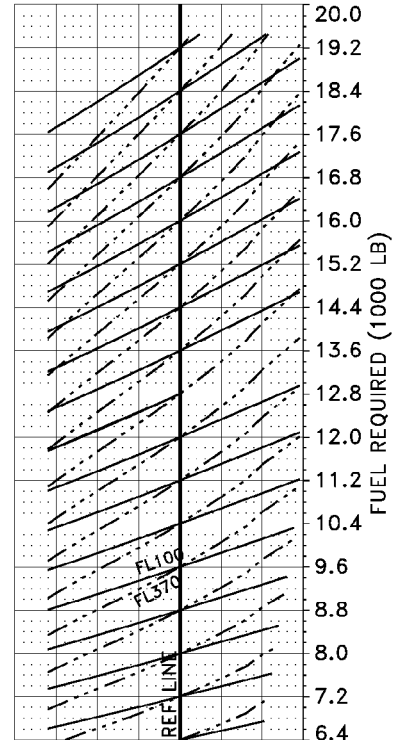
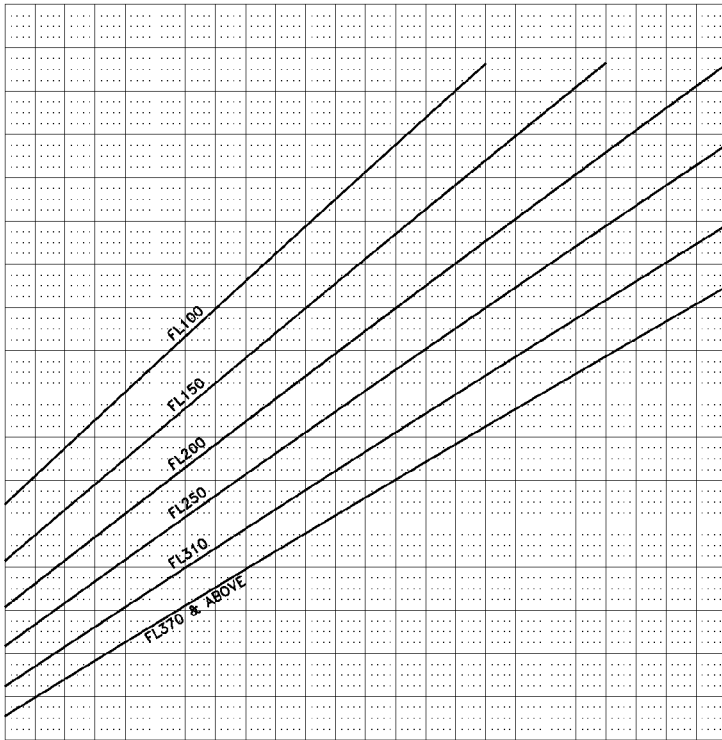
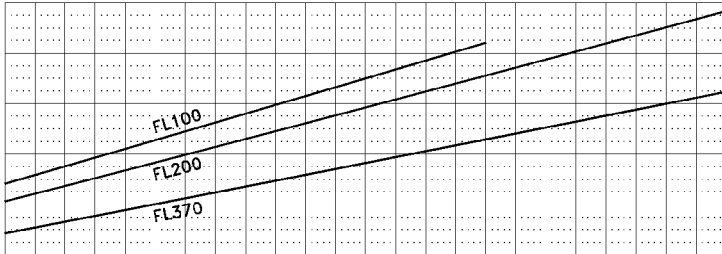


50 55 60 65 70 75 80 85
GROSS WEIGHT AT POINT
OF DIVERSION (1000 LB)

CRJ900_JF_CQ/LRC_I.1.2.PS - 18/10/2002

In-Cruise Quick Check - LRC (Page 2 of 3)
Figure 04-11-4

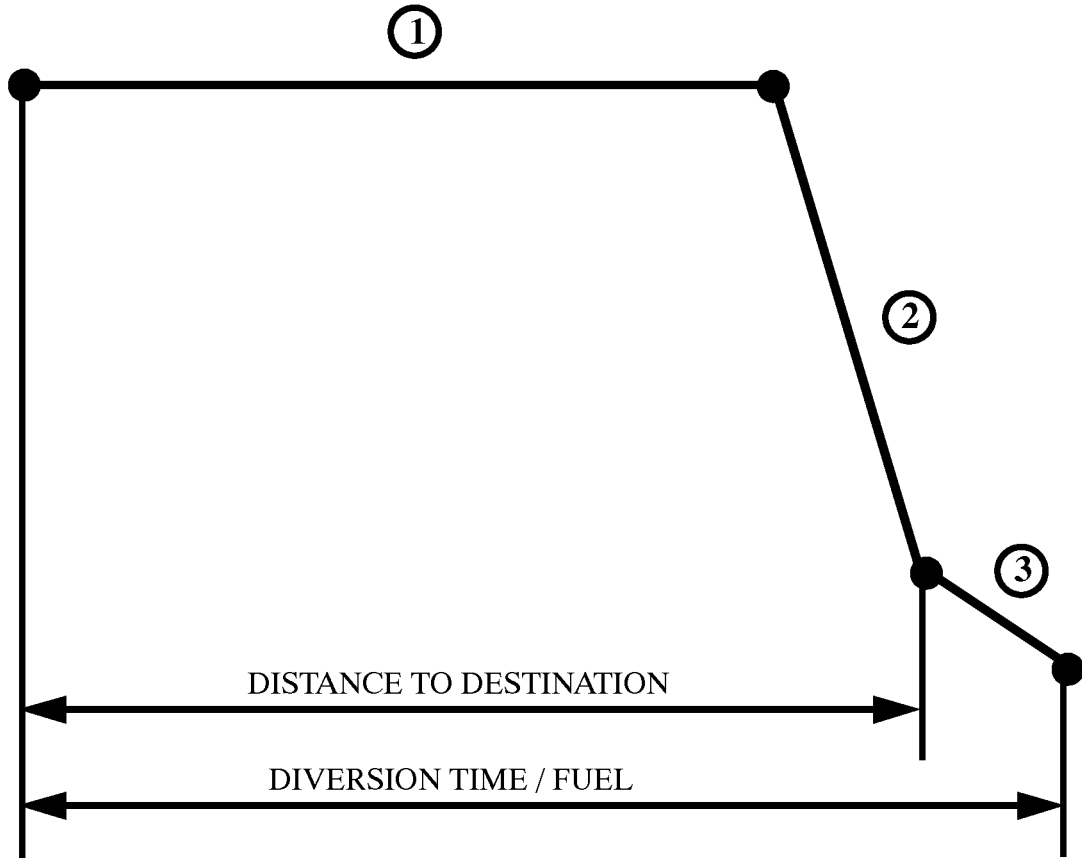
LRC CRUISE
0.70/250 DESCENT
ISA - 25% C.G. - NORMAL ACU's - A/I OFF



50 55 60 65 70 75 80 85
GROSS WEIGHT AT POINT
OF DIVERSION (1000 LB)

CRJ900_JF_CQLRCI_1.3.PS - 18/10/2002

In-Cruise Quick Check - LRC (Page 3 of 3)
Figure 04-11-4



LEGEND:

- ① CRUISE
- ② DESCENT
- ③ APPROACH & LANDING (FROM 1500 FT)

NOTE: APU Fuel Burn, Taxi and Reserves NOT INCLUDED in Diversion Fuel

In-Cruise Quick Check - Standard Mission Profile
Figure 04-11-5



**IN-FLIGHT PERFORMANCE
In-Cruise Quick Check**

04-11-18

Sep 09/02

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