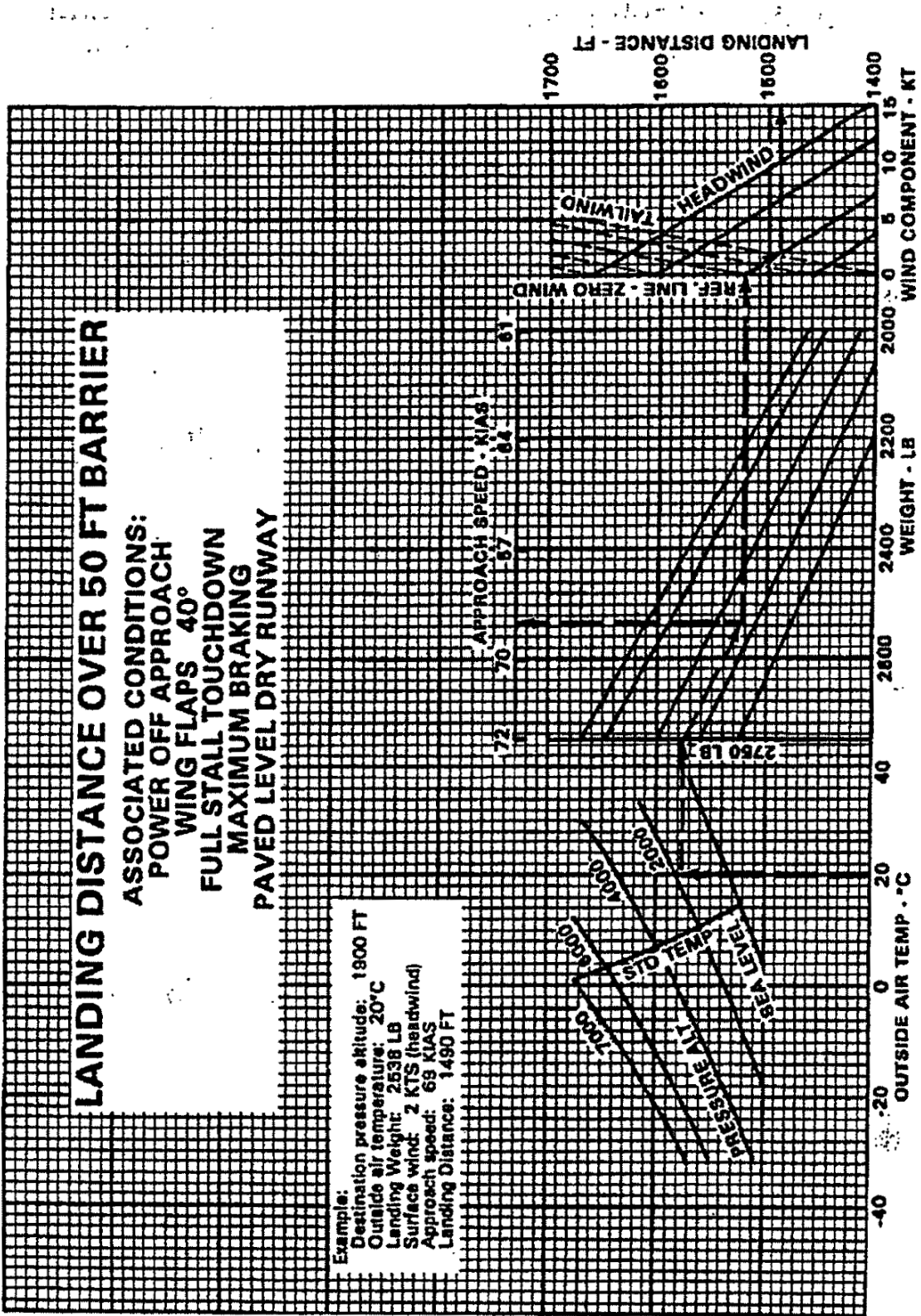


Weights	
Maximum AUW	2750 lbs
Fuel	Maximum 77 USG 296 Litres
Fuel, Usable	Maximum 72 USG

Speeds (IAS)	
V _{ne}	183 KIAS
V _{no}	146 KIAS
V _a	118 KIAS MAX AUW
V _{fe}	103 KIAS
V _{lo} (extension)	129 KIAS
V _{le}	129 KIAS
V _{lo} (retraction)	107 KIAS
V _x	78 KIAS
V _y	90 KIAS
V _s	60 KIAS
V _{so}	55 KIAS
Best Glide	79 KIAS
Maximum Crosswind Limit	17 kts

Recommended Speed/Power Combinations	
V _r (0° flap)	Refer Graph 5-13
Climb to 5000'	90 kts - 25"/2500
Cruise Climb	104 kts – 25"/2500
V _x	78kts – 25"/2500
Cruise (Best Econ 65%)	120 kts – 22"/2400
Circuit	100 kts – 18-20"/2500
Bad Wx CCT (25° flap)	90 kts – 14-18"/2500

Final Approach	Approach	V _{REF}
Power Approach (40° flap)	Vref + 10	Refer graph 5-39
Best Glide	79 KIAS	Refer graph 5-39
Flapless	85 KIAS	c 15" / MAX



LANDING DISTANCE OVER 50 FOOT BARRIER

Figure 5-39

**Power Setting Table for Lycoming Model IO-360-C1C6
Engine as Installed in PA-28R-201 Arrow Best Power Mixture**

Pressure Altitude	ISA Temperature		55% power 110 BHP @ Prop Mixture Peak EGT + 100° F RPM and Manifold Press.		65% power 130 BHP @ Prop Mixture Peak EGT + 100° F RPM and Manifold Press.		75% power 150 BHP @ Prop Mixture Peak EGT + 100° F RPM and Manifold Press.		Pressure Altitude
	°F	°C	2200 RPM	2500 RPM	2200 RPM	2500 RPM	2200 RPM	2500 RPM	
Feet									Feet
S.L.	59	15	23.7	21.7	26.1	24.1	28.3	26.3	S.L.
1000	55	13	23.4	21.4	25.8	23.7	28.0	28.0	1000
2000	52	11	23.0	21.1	25.4	23.4	25.6	25.6	2000
3000	48	9	22.6	20.8	25.1	23.1	25.3	25.3	3000
4000	45	7	22.3	20.5	24.7	22.8	24.9	24.9	4000
5000	41	5	21.9	20.2	24.3	22.4	24.6	24.6	5000
6000	38	3	21.6	19.9	24.0	22.1	24.3	24.3	6000
6800	35	2	21.3	19.7	23.7	21.9	F.T.	F.T.	6800
7000	34	1	21.2	19.6	23.6	21.8			7000
7500	32	0	21.0	19.4	F.T.	21.6			7500
8000	30	-1	20.8	19.3		21.5			8000
9000	27	-3	20.5	19.0		21.1			9000
9400	25	-4	20.3	18.9		F.T.			9400
10000	23	-5	F.T.	18.7					10000
11000	19	-7		18.4					11000
12000	16	-9		18.1					12000
13000	12	-11		17.8					13000
14000	9	-13		17.5					14000

Note: To maintain constant power, correct manifold pressure approximately 0.16" Hg for each 10° F (5.5° C) variation in inlet air temperature from standard altitude temperature. Add manifold pressure for air temperatures above standard; subtract for temperatures below standard. Full throttle manifold pressure values may not be obtainable when atmospheric conditions are non-standard.

POWER SETTING TABLE (Best Power)

Figure 5-23

ALTIMETER SETTING PROCEDURES

Principle

- No. 1 Altimeter Set to Primary Reference Datum for that stage of flight
- No. 2 Altimeter Set for terrain clearance (QNH or Regional Pressure Setting)

VFR	No. 1 ALTIMETER	No. 2 ALTIMETER
Circuits	QNH	QNH
VFR Departure	QNH	QNH
Local Area	QNH	QNH

EN-ROUTE	No. 1 ALTIMETER	No. 2 ALTIMETER
At, or below Transition Altitude	Regional Pressure Setting	Regional Pressure Setting
Transiting ATZ/MATZ	QNH	Regional Pressure Setting
Within Control Zones	QNH	QNH
Within Control Area	QNH	QNH
Above Transition Altitude	1013 Mb	Regional Pressure Setting

IFR	No. 1 ALTIMETER	No. 2 ALTIMETER
Take-off/Departure/Missed App	QNH	QNH

At Or Below Transition Altitude	No. 1 ALTIMETER	No. 2 ALTIMETER
Departure or Terminal Phase	QNH	QNH
En-route	Regional Pressure Setting	Regional Pressure Setting

Above Transition Altitude	No. 1 ALTIMETER	No. 2 ALTIMETER
Departure or Terminal Phase	1013	QNH
En-route	1013	Regional Pressure Setting

Descent Below Transition Level	No. 1 ALTIMETER	No. 2 ALTIMETER
En-route	Regional Pressure Setting	Regional Pressure Setting
Terminal	QNH	QNH

TERMINAL APPROACH	QNH	QNH
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FINAL APPROACH/LANDING	QFE/QNH	QNH
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