

___SPEEDBOOK

CL600-2D24 CF34-8C5

WARNING - TAKEOFF SPEEDS PRESENTED IN THIS BOOK ARE BASED ON A $\text{V}_{\text{1}}/\text{V}_{\text{R}}$ RATIO EQUAL TO ONE, AND NOT A BALANCED FIELD CONDITION.

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CCN #9910005

Version	Date	Changes
1	7/10/14	Original
2	3/18/16	Updated 1.5G Buffet table.
3	8/13/18	Removed 1.3 G-LOAD Buffet Boundaries tables.
4	8/19/19	Removed Landing Distance table.
5	4/15/21	Updated the Altitude Capability - Mach 0.74 table to match QRH data.

Takeoff Speed Tables Instructions

- Use actual takeoff weight rounded to the nearest 1,000 lb increment for takeoff speed determination. For takeoff weights below 55,000 lb, use 55,000.
- Make V₁ & V_R density altitude adjustments from the table located on each page using the temperature at which thrust will be set (use the assumed temperature if making a reduced thrust takeoff).
- 3. Shaded $V_1 \& V_R$ speeds (Flaps 20 only) indicate that these speeds may be less than minimum. When shaded, compare the density altitude adjusted $V_1 \& V_R$ (step 2) to the minimum speed found on the appropriate weight page. If density altitude adjusted $V_1 \& V_R$ are less than the minimum speed, increase density altitude $V_1 \& V_R$ to equal the minimum speed. Increase V_2 by the same amount.
- 4. V₁ for takeoff is the lesser of the Speed Book V₁ or the Takeoff Analysis computed V₁ (MAX V₁) for the appropriate runway condition and aircraft configuration.

Landing Speeds

1. Use estimated landing weight rounded to the nearest 1,000 lb increment for $V_{\rm ref}$ determination. For landing weights below 55,000 lb, use 55,000.

TEMPERATURE CONVERSIONS

°C	°F	°C	°F	°C	°F
-34	-29	-7	19	20	68
-33	-27	-6	21	21	70
-32	-26	-5	23	22	72
-31	-24	-4	25	23	73
-30	-22	-3	27	24	75
-29	-20	-2	28	25	77
-28	-18	-1	30	26	79
-27	-17	0	32	27	81
-26	-15	1	34	28	82
-25	-13	2	36	29	84
-24	-11	3	37	30	86
-23	-9	4	39	31	88
-22	-8	5	41	32	90
-21	-6	6	43	33	91
-20	-4	7	45	34	93
-19	-2	8	46	35	95
-18	0	9	48	36	97
-17	1	10	50	37	99
-16	3	11	52	38	100
-15	5	12	54	39	102
-14	7	13	55	40	104
-13	9	14	57	41	106
-12	10	15	59	42	108
-11	12	16	61	43	109
-10	14	17	63	44	111
-9	16	18	64	45	113
-8	18	19	66	46	115

WIND COMPONENTS

Kts					С	rossv	vind (Degre	ees O	ff No	se/Ta	il)				
1110	10	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90
4	1	1	2	2	2	3	3	3	3	3	4	4	4	4	4	4
8	1	3	3	4	5	5	6	6	7	7	7	8	8	8	8	8
10	2	3	4	5	6	6	7	8	8	9	9	9	10	10	10	10
12	2	4	5	6	7	8	8	9	10	10	11	11	12	12	12	12
14	2	5	6	7	8	9	10	11	11	12	13	13	14	14	14	14
16	3	5	7	8	9	10	11	12	13	14	15	15	15	16	16	16
18	3	6	8	9	10	12	13	14	15	16	16	17	17	18	18	18
20	3	7	8	10	11	13	14	15	16	17	18	19	19	20	20	20
22	4	8	9	11	13	14	16	17	18	19	20	21	21	22	22	22
24	4	8	10	12	14	15	17	18	20	21	22	23	23	24	24	24
26	5	9	11	13	15	17	18	20	21	23	24	24	25	26	26	26
28	5	10	12	14	16	18	20	21	23	24	25	26	27	28	28	28
30	5	10	13	15	17	19	21	23	25	26	27	28	29	30	30	30
32	6	11	14	16	18	21	23	25	26	28	29	30	31	32	32	32
34	6	12	14	17	20	22	24	26	28	29	31	32	33	33	34	34
36	6	12	15	18	21	23	25	28	29	31	33	34	35	35	36	36
38	7	13	16	19	22	24	27	29	31	33	34	36	37	37	38	38
40	7	14	17	20	23	26	28	31	33	35	36	38	39	39	40	40
Kts	100	110	115	120	125	130	135	140	145	150	155	160	165	170	175	180
						Tailwi	nd (D	egree	s Off	Nose	e)					
	80	70	65	60	55	50	45	40	35	30	25	20	15	10	5	0
					H	leadw	ind (E	Degre	es Of	f Nos	se)					

HIGH ALTITUDE LOW AND HIGH SPEED BUFFET BOUNDARIES

CL600-2D24 Conic

1.5 G-LOAD (48 degree BANK ANGLE)

WEIGI	HT	56,000	59,000	62,000	65,000	68,000
FL410	М	.691822	.713805	.741775		
	KIAS	202 - 244	208 - 237	217 - 228		
FL390	M	.650850	.672835	.693820	.714805	.739778
	KIAS	197 - 264	205 - 259	211 - 255	218 - 249	226 - 239
FL370	M	.613840	.633840	.652849	.672835	.692821
	KIAS	194 - 273	201 - 273	208 - 276	214 - 272	222 - 267
FL350	M	.577840	.597840	.615840	.633840	.651850
	KIAS	190 - 286	198 - 286	204 - 286	210 - 286	217 - 289
FL330	M	.543850	.562850	.580850	.598850	.614850
	KIAS	188 - 304	195 - 304	201 - 304	207 - 304	214 - 304
FL310	M	.513843	.530843	.546843	.563843	.580843
	KIAS	185 - 314	191 - 314	197 - 314	204 - 314	210 - 314
FL290	M	.486811	.501811	.516811	.531811	.547811
	KIAS	183 - 315	188 - 315	194 - 315	201 - 315	206 - 315
FL280	M	.476800	.488800	.502800	.517800	.532800
	KIAS	183 - 317	188 - 317	194 - 317	199 - 317	205 - 317
FL270	M	.461800	.475800	.489800	.503800	.517800
	KIAS	182 - 323	187 - 323	192 - 323	199 - 323	204 - 323
FL260	M	.450800	.463800	.477800	.490800	.503800
	KIAS	180 - 330	186 - 330	191 - 330	197 - 330	203 - 330
FL250	M	.436795	.452795	.465795	.477795	.490795
	KIAS	178 - 335	185 - 335	190 - 335	196 - 335	201 - 335

HIGH ALTITUDE LOW AND HIGH SPEED BUFFET BOUNDARIES

CL600-2D24 Conic

1.5 G-LOAD (48 degree BANK ANGLE)

WEIGH	-IT	71,000	74,000	77,000	80,000	83,000
FL410	М					
	KIAS					
FL390	М					
	KIAS					
FL370	М	.710808	.732787			
	KIAS	227 - 262	235 - 254			
FL350	М	.669837	.687825	.704812	.721800	.743772
	KIAS	223 - 285	229 - 280	236 - 277	242 - 271	250 - 261
FL330	М	.631850	.647853	.663841	.680830	.695819
	KIAS	220 - 304	226 - 305	232 - 301	240 - 296	243 - 291
FL310	М	.596843	.611843	.626843	.641857	.656846
	KIAS	217 - 314	222 - 314	227 - 314	234 - 320	239 - 316
FL290	M	.562811	.577811	.593811	.607811	.620811
	KIAS	213 - 315	219 - 315	225 - 315	230 - 315	236 - 315
FL280	М	.546800	.561800	.575800	.590800	.604800
	KIAS	211 - 317	217 - 317	223 - 317	229 - 317	235 - 317
FL270	М	.531800	.545800	.559800	.573800	.587800
	KIAS	210 - 323	215 - 323	221 - 323	227 - 323	232 - 323
FL260	М	.517800	.530800	.544800	.557800	.570800
	KIAS	208 - 330	214 - 330	219 - 330	224 - 330	230 - 330
FL250	М	.503795	.516795	.529795	.542795	.554795
	KIAS	208 - 330	212 - 335	217 - 335	224 - 335	229 - 335

ALTITUDE CAPABILITY - MACH 0.74

	500 fp	500 fpm Rate of Climb 300 fpm Rate of Climb									
Weight At			eviation F	rom ISA (°C	C)						
Altitude	ISA + 10			ISA + 10							
	and	ISA + 15	ISA + 20	and	ISA + 15	ISA + 20					
(lb)	below			below							
	Pressure Altitude (ft)										
63000	40900	40200	39300	41000	41000	40700					
65000	40400	39700	38800	40500	40500	40200					
67000	39800	39100	38300	39800	39800	39700					
69000	39200	38600	37800	39200	39200	39100					
71000	38600	38100	37300	38600	38600	38600					
73000	38100	37600	36800	38100	38100	38100					
75000	37500	37100	36300	37500	37500	37500					
77000	36900	36600	36000	36900	36900	36900					
79000	36400	36100	35400	36400	36400	36400					
81000	35900	35900	34700	35900	35900	35900					
83000	35400	35200	34000	35400	35400	35400					
85000	34900	34600	33200	34900	34900	34900					
	If airplane	CG is forwa	rd from the	nominal 25	% MAC pos	ition,					
	increase ai	rplane gros	s weight by	280 lb for e	very 1% MA	AC forward					
	of nominal	CG position	١.		-						

NOTES

The data are assuming anti-ice off and 25% MAC CG.

Altitude capability values ensure that the following considerations are met:

- 1. Rate of climb available is not less than minimum specified value, for a climb speed schedule of 290 KCAS/0.74M.
- 2. 0.74M can be maintained with not more than maximum cruise thrust.
- 3. 0.74M is not less than minimum drag speed.

MAXIMUM LANDING WEIGHT - CLIMB LIMIT Bleeds Closed Flaps 45

				W	eight (I	b)								
				Temp	erature	e (°C)								
P.A.	-18													
8000	84390	84360	84330	84310	84260	84200	84180	83600	82650					
7000	86910	86890	86860	86830	86780	86730	86690	86380	85660					
6000	88180	88180	88180	88180	88180	88180	88180	88180	88180					
5000	88180	88180	88180	88180	88180	88180	88180	88180	88180					
4000	88180	88180	88180	88180	88180	88180	88180	88180	88180					
3000	88180	88180	88180	88180	88180	88180	88180	88180	88180					
2000	88180	88180	88180	88180	88180	88180	88180	88180	88180					
1000	88180	88180	88180	88180	88180	88180	88180	88180	88180					
0	88180	88180	88180	88180	88180	88180	88180	88180	88180					

Adjustments: Engine Anti-ice ON: - 3350 lb*

Engine and Wing Anti-ice ON: - 10230 lb*

Enroute Icing : - 8820 lb Bleeds OPEN : - 2090 lb APU ON : - 750 lb

Gear Down : - 10580 lb

Slats or Flaps Halfspeed : - 3500 lb *Anti-ice penalties include Bleeds OPEN

MAXIMUM LANDING WEIGHT - CLIMB LIMIT Bleeds Closed

Flaps 45

				W	eight (I	b)								
				Temp	erature	e (°C)								
	18													
8000	81710	79940	77810	75230	72450									
7000	84820	83140	81010	78420	75510									
6000	87940	86350	84220	81600	78570	75160								
5000	88180	88180	87670	84950	81760	78180								
4000	88180	88180	88180	88180	84950	81200	77230							
3000	88180	88180	88180	88180	88180	84350	80300							
2000	88180	88180	88180	88180	88180	87500	83370	79340						
1000	88180	88180	88180	88180	88180	88180	86670	82420						
0	88180	88180	88180	88180	88180	88180	88180	85500	81020					

Adjustments: Engine Anti-ice ON: - 3350 lb*

Engine and Wing Anti-ice ON: - 10230 lb*

Enroute Icing: - 8820 lb Bleeds OPEN: - 2090 lb APU ON: - 750 lb

Gear Down : - 10580 lb

Slats or Flaps Halfspeed : - 3500 lb *Anti-ice penalties include Bleeds OPEN

Maximum Quick Turnaround Weight

BTMS Inoperative: If landing weight exceeds maximum quick turnaround landing weight, a minimum brake cooling period of 60 minutes is required, followed by an inspection of the wheel fuse plugs. A longer waiting period may be necessary prior to taxi-out (refer to AFM Take-off Performance – Maximum Allowable Brake Temperature For Take-off, Chapter 6).

MAXIMUM QUICK TURNAROUND WEIGHT

Flaps 45

				,	Weight	į								
			T	emper	ature (Celsius	s)							
P.A.	-40													
8000	86670	84870	83110	81440	79900	78460	77060	75730	75460					
7000	88180	86720	84970	83290	81700	80180	78740	77380	77100					
6000	88180	88180	86830	85150	83510	81900	80420	79020	78750					
5000	88180	88180	88180	86910	85250	83620	82090	80650	80370					
4000	88180	88180	88180	88180	87000	85340	83770	82280	81990					
3000	88180	88180	88180	88180	88180	87040	85470	83970	83680					
2000	88180	88180	88180	88180	88180	88180	87170	85660	85370					
1000	88180	88180	88180	88180	88180	88180	88180	87300	87010					
0	88180	88180	88180	88180	88180	88180	88180	88180	88180					

Adjustments Headwind : 0 lb per kt

Tailwind: - 890 lb per kt Upslope: 0 lb per 1% Downslope: - 940 lb per 1%

MAXIMUM QUICK TURNAROUND WEIGHT

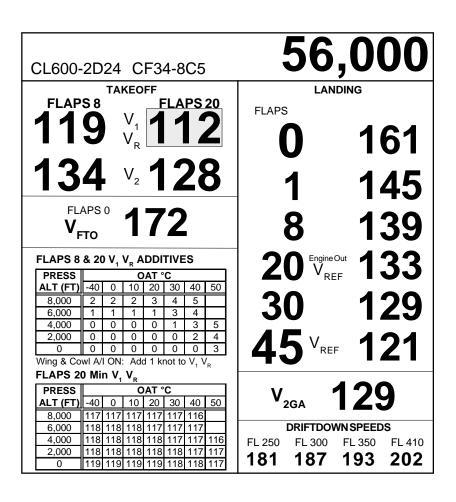
Flaps 45

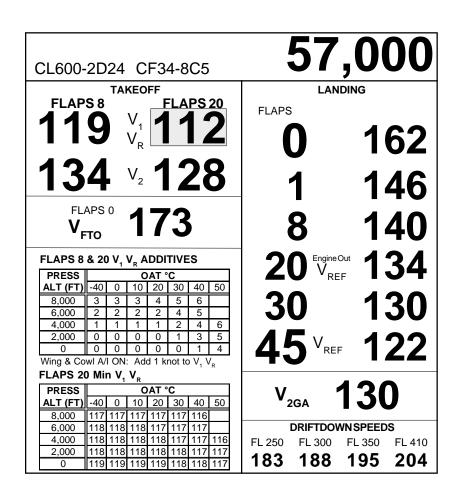
				,	Weight									
		Temperature (Celsius)												
P.A.	34													
8000	75190													
7000	76830	76560												
6000	78470	78190	77910											
5000	80090	79810	79530	79260										
4000	81700	81420	81150	80880	80610									
3000	83390	83100	82820	82540	82260	81980								
2000	85080	84780	84490	84200	83910	83620	83330							
1000	86730	86440	86160	85870	85570	85270	84980	84710						
0	88180	88100	87820	87540	87230	86920	86640	86380	86120					

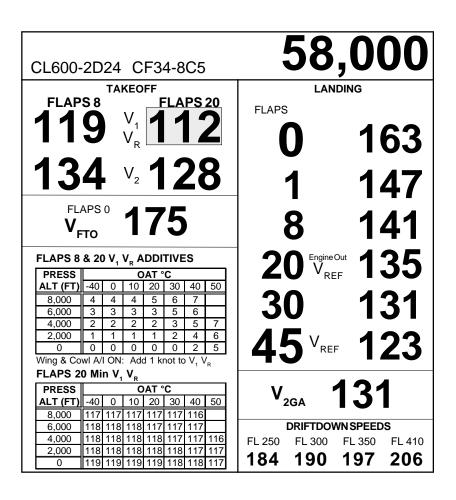
Adjustments Headwind : 0 lb per kt

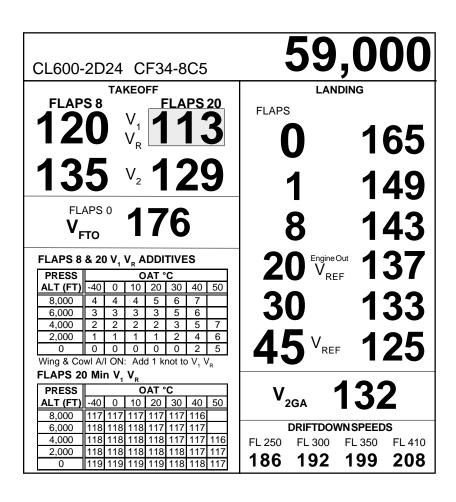
Tailwind: - 890 lb per kt Upslope: 0 lb per 1% Downslope: - 940 lb per 1%

CL600-	-2D24	CF	-34-8	3C5	5		<u>55</u>	,0	00
FLAP		KEOF	-	DC	20		LAN	IDING	
FLAP	38	\ / [FLA	4 4	20	FLAPS	3		
11	4	V ₁	1′	1 1		4		4	CO
		V_R [1 4		U		60	
40	4		4		`		-		
13	4	V_2	1 2	/	X		4	4	44
								_ I	44
FL	APS 0	4 .	70	\			^	4	00
V.	то	1	70				8	1	38
			_	,			_		
								_	
FLAPS 8		V _R AD	DITIVE	ES		2	Engine	_	
FLAPS 8	& 20 V ₁	OA	\T °C			2	O V _{RE}	_	
FLAPS 8 PRESS ALT (FT)	& 20 V ₁	OA	AT °C 20 30	40	50		O Engine V	Out	32
FLAPS 8 PRESS ALT (FT) 8,000	& 20 V ₁	10 2	AT °C 20 30 2 3	40	50			Out	32
FLAPS 8 PRESS ALT (FT) 8,000 6,000	& 20 V ₁ ' -40 0	10 2 1 0	AT °C 20 30 2 3 0 2	40 4 3			D Engine V RE	Out	
FLAPS 8 PRESS ALT (FT) 8,000 6,000 4,000	& 20 V ₁	10 2	AT °C 20 30 2 3	40	50	3	0	Out 1	32 28
FLAPS 8 PRESS ALT (FT) 8,000 6,000 4,000 2,000 0	& 20 V ₁ -40 0 1 1 1 0 0 0 0 0 0 0 0 0 0	0 A 1 0 C C C C C C C C C C C C C C C C C C	AT °C 20 30 2 3 0 2 0 0 0 0 0 0	40 4 3 2 1 0	4 3 2	3	0	Out 1	32 28
FLAPS 8 PRESS ALT (FT) 8,000 6,000 4,000 2,000	& 20 V ₁ -40 0 1 1 1 0 0 0 0 0 0 0 0 0 0	0 A 1 0 C C C C C C C C C C C C C C C C C C	AT °C 20 30 2 3 0 2 0 0 0 0 0 0	40 4 3 2 1 0	4 3 2	3		Out 1	32
FLAPS 8 PRESS ALT (FT) 8,000 6,000 4,000 2,000 0	& 20 V ₁ -40 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 wi A/I ON:	0 A 1 0 0 0 0 0 0 C Add	AT °C 20 30 2 3 0 2 0 0 0 0 0 0	40 4 3 2 1 0	4 3 2	3	0 5 V _{RE}	Out 1	32 28 20
FLAPS 8 PRESS ALT (FT) 8,000 6,000 4,000 2,000 0 Wing & Co FLAPS 20 PRESS	& 20 V ₁ -40 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 Min V ₁	0 A 10 2 1 0 0 0 0 0 0 1 Add V _R OA	AT °C 20 30 2 3 0 2 0 0 0 0 1 knot to	40 4 3 2 1 0 0 V ₁ V	4 3 2 V _R	3(4)	0 5 V _{RE}	Out 1	32 28 20
FLAPS 8 PRESS ALT (FT) 8,000 6,000 4,000 2,000 0 Wing & Co FLAPS 20 PRESS ALT (FT)	& 20 V ₁ -40 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 Min V ₁	0 A 10 2 1 0 0 0 0 0 0 0 Add V _R 0 A	AT °C 20 30 2 3 0 2 0 0 0 0 1 knot to	40 4 3 2 1 0 0 V ₁ V	4 3 2 V _R	3(4)	0 5 V _{RE}	Out 1	32 28 20
FLAPS 8 PRESS ALT (FT) 8,000 6,000 4,000 2,000 0 Wing & Co FLAPS 20 PRESS ALT (FT) 8,000	& 20 V ₁ -40 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 Min V ₁	0 A 10 2 1 0 0 0 0 0 0 0 C Add V _R 0 A 10 2 117 1	AT °C 20 30 2 3 0 2 3 0 0 0 0 0 0 1 knot to	40 4 3 2 1 0 0 V ₁ V	4 3 2 V _R	30 44 v,	0 5 V RE 2GA	Out 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	32 28 20 7
FLAPS 8 PRESS ALT (FT) 8,000 6,000 4,000 2,000 0 Wing & Co FLAPS 20 PRESS ALT (FT) 8,000 6,000	& 20 V ₁ -40 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 Min V ₁ -40 0 117 117 118 118	0 A 10 3 1	AT °C 20 30 2 3 0 2 0 0 0 0 0 0 1 knot to AT °C 20 30 117 117 117 117	40 4 3 2 1 0 0 V ₁ V	4 3 2 V _R	30 43 v,	5 V _{RE}	Out 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	32 28 20 7
FLAPS 8 PRESS ALT (FT) 8,000 6,000 4,000 2,000 0 Wing & Co FLAPS 20 PRESS ALT (FT) 8,000	& 20 V ₁ -40 0 1 1 1 0 0 0 0 0 0 0 0 0 0 0 Min V ₁ -40 0 117 117 118 118 118 118	0 A 10 3 1	AT °C 20 30 2 3 0 2 0 0 0 0 0 0 1 knot to AT °C 20 30 117 117 117 117	40 4 3 2 1 0 0 V ₁ V 40 116 117	4 3 2 V _R	30 44 v,	D V _{RE} 2GA DRIFTDON FL 300	Out 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	32 28 20 7

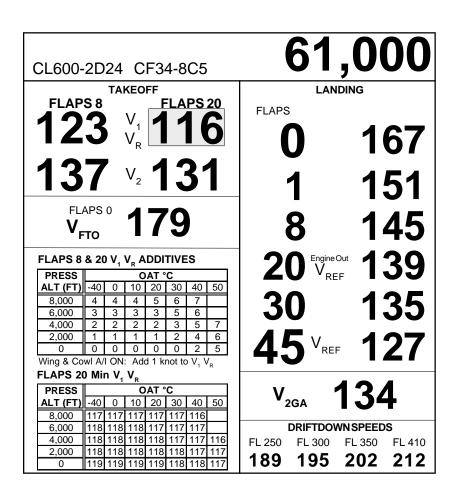








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CI coo	2024	CE2	4.0	○E			60	- U(UU
CL600-	·2D24	CF3	4-8	Co				, 	
		KEOFF					LAN	DING	
FLAP	S 8		FLA	PS	20	FLAPS			
49	4	V.				FLAPS) _		
12	,	V_{R}		2		1 1		4	CC
- —		V _R L						66	
40		4		•	`		_		
13	h	V_2	_	KI		A	4		
1 9	U	2				1		50	
Г	APS 0							•	
		17	'Q	1			0	4	$\boldsymbol{\Lambda} \boldsymbol{\Lambda}$
V _F	то	1 /	O)		(8	_ I (44
						_	_	-	
FLAPS 8	& 20 V ₁ V	V _R ADDI	TIVE	S		1 2	O V _{RE}	Out 🖊	38
PRESS		OAT	°C				$oldsymbol{V}_{RE}$	F I	JO
ALT (FT)	-40 0	10 20	30	40	50			_	
8,000	4 4	4 5	6	7		7	0	1	34
6,000	3 3	3 3	5	6		J	U	•	J 4
4,000	2 2	2 2	3	5	7			_	
2,000	0 0	1 1	0	2	5	$oxed{\square}$	5 V _{REI}	_ 1 '	26
Wing & Co			-		•	4	J KEI		Z U
FLAPS 2				1 '	R				
PRESS	<u>-1</u>	OAT	°C			\ \	1	191	
ALT (FT)	-40 0	10 20	30	40	50	V	2GA	133	5
8,000		117 117						- •	
6,000	118 118	118 117	117	117			DRIFTDOV	VNSPEED	S
4,000	118 118		_		116	FL 250	FL 300	FL 350	FL 410
2,000	118 118		_		117	188	194	200	210
0	119 119	119 119	118	118	117	100	134	200	210



CL600-	·2D24 C	F34-8C5	62,000
TAKEOFF FLAPS 20 124 V _R 118			FLAPS
13	K	131	0 168 1 152
	APS 0	81	1 152 8 146
FLAPS 8	& 20 V ₁ V _R A	OAT °C	20 NREF 140
8,000 6,000 4,000	4 4 4 3 3 3 2 2 2	5 6 7 3 5 6 2 3 5 7	30 136
	1 1 1 0 0 0 wl A/I ON: Ad 0 Min V ₁ V _R	1 2 4 6 0 0 2 5 d 1 knot to V ₁ V _R	45 VREF 128
PRESS ALT (FT) 8,000 6,000			V _{2GA} 135
4,000 2,000 0	118 118 118 118 118 118	118 117 117 116 118 118 117 117 119 118 118 117	FL 250 FL 300 FL 350 FL 410 191 197 204 214

CL600-	2D24 C	F34-8C5	63,000
12	58 V ₁ V _R	FLAPS 20	FLAPS 169
13	9 V ₂	132	1 153
V _F	APS 0 TO & 20 V, V _R /	82 ADDITIVES	8 147 20 Engine Out 141
PRESS ALT (FT) 8,000		OAT °C	20 V _{REF} 141 30 137
6,000 4,000 2,000 0 Wing & Co	3 3 3 2 2 2 1 1 1 1 0 0 0 0 wl A/I ON: Ac	3 5 6 2 3 5 7 1 2 4 6 0 0 2 5	45 VREF 129
		i k	V _{2GA} 137
			FL 250 FL 300 FL 350 FL 410 193 199 206 216

CL600-2D24 CF34-8C5	64,000
126 V _R 120	FLAPS 170
140 V ₂ 133 FLAPS 0 V _{FTO} 184 FLAPS 8 & 20 V ₁ V _R ADDITIVES	1 154 8 148 20 VREF 142
PRESS ALT (FT) -40 0 10 20 30 40 50 8,000 4 4 4 5 6 7 6,000 3 3 3 5 6 -4,000 2 2 2 2 3 5 7 -2,000 1 1 1 1 2 4 6 0 0 0 0 0 0 2 5 5 5 7 -2,000 0 0 0 0 0 0 0 2 5 5 6 0 0 0 0 0 0 2 5 5 0 <th>20 V_{REF} 142 30 138 45 V_{REF} 130</th>	20 V _{REF} 142 30 138 45 V _{REF} 130
Wing & Cowl A/I ON: Add 1 knot to V ₁ V _R	V _{2GA} 138 DRIFTDOWNSPEEDS FL 250 FL 300 FL 350 FL 410 194 200 207 218

	CE OOO
CL600-2D24 CF34-8C5	65,000
TAKEOFF	LANDING
FLAPS 8 FLAPS 20	FLAPS
127 V ₁ 121	0 474
V _R	0 171
141 v ₂ 134	4 455
171 2137	1 155
FLAPS 0 A O E	0 440
v _{FTO} 185	8 149
ELABOR 20 V V ADDITIVES	O Fraine Out 4 4 9
FLAPS 8 & 20 V ₁ V _R ADDITIVES PRESS OAT °C	20 NREF 143
ALT (FT) -40 0 10 20 30 40 50	
8,000 4 4 4 5 6 7 6,000 3 3 3 3 5 6	30 139
4,000 2 2 2 2 3 5 7 2,000 1 1 1 1 2 4 6	
0 0 0 0 0 0 2 5	45 VREF 131
Wing & Cowl A/I ON: Add 1 knot to V ₁ V _R	70 .0.
	V _{2GA} 139
	V _{2GA} 139
	DRIFTDOWNSPEEDS
	FL 250 FL 300 FL 350 FL 410
	196 202 209 220

CL600-2D24 CF34-8C5	66,000
129 V _R 122 142 V ₂ 134	1 1 156
FLAPS 0 V TO 186 FLAPS 8 & 20 V, V ADDITIVES PRESS OAT °C ALT (FT) -40 0 10 20 30 40 50 8,000 4 4 4 5 6 7 6,000 3 3 3 3 5 6 6 4,000 2 2 2 2 2 3 3 5 7	8 150 20 V _{REF} 144 30 140
4,000 2 2 2 2 3 3 7 7 2,000 1 1 1 1 1 2 4 6 0 0 0 0 0 0 0 2 5 Wing & Cowl A/I ON: Add 1 knot to V ₁ V _R	45 VREF 132 V2GA 140 DRIFTDOWN SPEEDS FL 250 FL 300 FL 350 FL 410 197 204 211 222

CL600-2D24 CF34-8C5	67,000
TAKEOFF	LANDING
FLAPS 8 FLAPS 20	 FLAPS
130 V ₁ 123	1 LAI 3
	0 173
	U 1/3
1117 v 195	
143 ^v ₂ 135	1 157
	1 13 <i>1</i>
FLAPS 0 1 0 0	0 454
V _{FTO} 188	8 151
F10 - 0 0	
FLAPS 8 & 20 V ₁ V _R ADDITIVES	20 N _{REF} 145
PRESS OAT °C	ZU V _{REF} 143
ALT (FT) -40 0 10 20 30 40 50	
8,000 4 4 4 5 6 7 6,000 3 3 3 3 5 6	30 141
4,000 2 2 2 2 3 5 7	00 17
2,000 1 1 1 1 2 4 6	15 V 100
0 0 0 0 0 0 2 5	45 VREF 133
Wing & Cowl A/I ON: Add 1 knot to V ₁ V _R	10 100
	444
	V _{2GA} 141
	2GA
	DRIFTDOWNSPEEDS
	FL 250 FL 300 FL 350 FL 410
	199 205 213 224

CL600-2D24 CF34-8C5	68,000
FLAPS 8 FLAPS 20 131 V _R 125	FLAPS 174
144 V ₂ 136 V _{FTO} 189	1 158 8 152
FLAPS 8 & 20 V ₁ V _R ADDITIVES PRESS OAT °C ALT (FT) -40 0 10 20 30 40 50 8,000 4 4 4 5 6 7 6,000 3 3 3 5 6 4,000 2 2 2 2 3 5 7	20 V _{REF} 146 30 142
2,000	45 VREF 134 V2GA 142
	DRIFTDOWNSPEEDS FL 250 FL 300 FL 350 FL 410 201 207 214 225

CL600-2D24 CF34-8C5	69,000
132 V ₁ 126 145 V ₂ 137	FLAPS 175
V _{FTO} 191 FLAPS 8 & 20 V, V _R ADDITIVES	1 159 8 153 20 V _{REF} 147
PRESS ALT (FT) -40 0 10 20 30 40 50	30 143 45 VREF 135
	V _{2GA} 143 DRIFTDOWNSPEEDS FL 250 FL 300 FL 350 FL 410 202 208 216 227

CL600-2D24 CF34-8C5	70,000
134 V ₁ 127 146 V ₂ 138	176 1 160
FLAPS 0 192 FLAPS 8 & 20 V ₁ V _R ADDITIVES PRESS OAT °C ALT (FT) -40 0 10 20 30 40 50	8 154 20 V _{REF} 148
8,000 4 4 4 5 6 7 6,000 3 3 3 3 5 6 4,000 2 2 2 2 2 3 5 7 2,000 1 1 1 1 1 2 4 6 0 0 0 0 0 2 5 Wing & Cowl A/I ON: Add 1 knot to V ₁ V _R	30 144 45 VREF 136
	V _{2GA} 144 DRIFTDOWNSPEEDS FL 250 FL 300 FL 350 FL 410 204 210 218 229

CL600-	2D24	CF3	34-8C	5	ı	71	,00	00
FLAP	S 8		FLAPS	FLAPS		IDING		
13	5	V_R	12	8		0	1	77
14	7	V_2	13		1	1	61	
FL/ V _F	APS 0	19	13			8	_	55
FLAPS 8						O Engine	_	49
PRESS	40 0	OAT	_	1.50		V RE	F	TJ
8,000	-40 0 4 4	10 20 4 5	30 40		2	lack	4	4 -
6,000	3 3	4 5 3 3	5 6		-5	0	1	45
4,000	2 2	2 2	3 5				•	
2,000	1 1	1 1	2 4		<i>A</i>	- v	4	27
0 \\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	0 0	0 0	0 2		4 ;	5 V _{REI}	F,	J/
Wing & Co	WI A/I ON	: Add T i	knot to V	V _R				
					V,	2GA	14	5
						DRIFTDO	WNSPEED	s
					FL 250	FL 300	FL 350	FL 410
					205	212	219	231

CL600-2D24 CF34-8C5	72,000
136 V _R 129 148 V ₂ 140	LANDING FLAPS 0 178 1 162
FLAPS 0 V TO 195 FLAPS 8 & 20 V, V, ADDITIVES PRESS OAT °C ALT (FT) -40 0 10 20 30 40 50	8 156 20 V _{REF} 150
8,000 4 4 4 5 6 7 6,000 3 3 3 3 5 6 4,000 2 2 2 2 2 3 5 7 2,000 1 1 1 1 1 2 4 6 0 0 0 0 0 0 2 5 Wing & Cowl A/I ON: Add 1 knot to V ₁ V _R	30 146 45 VREF 138
	V _{2GA} 146 DRIFTDOWN SPEEDS FL 250 FL 300 FL 350 FL 410 207 213 221 233

CL600-2D24 CF34-8C5	73,000
137 V _R 131 149 V ₂ 140	LANDING FLAPS 179
FLAPS 0 V, V, ADDITIVES PRESS OAT °C	1 163 8 157 20 ^{Engine Out} 151
ALT (FT) -40 0 10 20 30 40 50 8,000 4 4 4 5 6 7 6,000 3 3 3 3 5 6 4,000 2 2 2 2 2 3 5 7 2,000 1 1 1 1 1 2 4 6 0 0 0 0 0 0 2 5 Wing & Cowl A/I ON: Add 1 knot to V ₁ V _R	30 147 45 VREF 139
	V _{2GA} 147 DRIFTDOWNSPEEDS FL 250 FL 300 FL 350 FL 410 208 215 223 235

CL600-2D24 CF34-8C5	74,000
139 V _R 132	FLAPS 180
150 V ₂ 141 V _{FTO} 198	1 164 8 158
FLAPS 8 & 20 V ₁ V _R ADDITIVES PRESS OAT °C ALT (FT) -40 0 10 20 30 40 50 8,000 4 4 4 4 5 6 7 6,000 3 3 3 3 5 6 4,000 2 2 2 2 2 3 5 7 2,000 1 1 1 1 1 1 2 4 6 0 0 0 0 0 0 0 0 2 5	20 V _{REF} 152 30 148 45 V _{REF} 140
Wing & Cowl A/I ON: Add 1 knot to V ₁ V _R	V _{2GA} 148 DRIFTDOWN SPEEDS FL 250 FL 300 FL 350 FL 410 209 216 225 237

	75,000
CL600-2D24 CF34-8C5	10,000
TAKEOFF	MAXIMUM LANDING WT
FLAPS 8 FLAPS 20	FLAPS
140 ^V ₂ 133	
140 ^{V1} ₂ 133	0 181
	0 101
151 v ₂ 142	4 4CE
101 114	1 165
FLAPS 0	
V _{FTO} 199	8 159
FTO TO	
FLAPS 8 & 20 V, V, ADDITIVES	20 V _{REF} 153
PRESS OAT °C	ZU V _{REF} 133
ALT (FT) -40 0 10 20 30 40 50	00 440
8,000 4 4 4 5 6 7 6,000 3 3 3 3 5 6	30 149
4,000 2 2 2 2 3 5 7	
2,000 1 1 1 1 2 4 6 0 0 0 0 0 2 5	45 V _{REF} 141
Wing & Cowl A/I ON: Add 1 knot to $V_1 V_R$	4J REF 141
	V _{2GA} 149
	2GA T
	DRIFTDOWNSPEEDS
	FL 250 FL 300 FL 350 FL 410
	211 218 226 238

	76,000
CL600-2D24 CF34-8C5	10,000
TAKEOFF	OVERWEIGHT LANDING
FLAPS 8 FLAPS 20	FLAPS
141 ^V ₁ 134	100
I I I V _R I •	0 182
152 v ₂ 143	4 400
132 2 143	1 166
FLAPS 0	
V _{FTO} 200	8 160
F10 — C C	
FLAPS 8 & 20 V ₁ V _R ADDITIVES	20 V _{REF} 154
PRESS OAT °C	REF - U -
8,000 4 4 4 5 6 7	30 150
6,000 3 3 3 3 5 6 4,000 2 2 2 2 3 5 7	
2,000	45 VREF 142
Wing & Cowl A/I ON: Add 1 knot to $V_1 V_R$	40 REF 142
	450
	V _{2GA} 150
	DRIFTDOWN SPEEDS FL 250 FL 300 FL 350 FL 410
	212 219 228 240
	212 219 220 240

					•	77	O	00
CL600-	2D24	CF3	4-8C	5			, •	
	TAK	EOFF		0	VERWEIG	HT LAND	ING	
FLAP	S 8	F	LAPS	<u> 20</u>	FLAPS	<u>.</u>		
111	7 '	V_1	2	5	LAIC	_	_	
14		/ _	J	J			1	83
	_		_	_		J		UJ
 15	2 、	,		Λ		_	_	
	J	v ₂	4	4	'	1	1	67
			_		1			U I
	APS 0	20	17		(0	4	64
V _F	то 4	Z U			(8		61
						•	. 4	
FLAPS 8	& 20 V₁ V				 7 ($egin{pmatrix} {\sf Engine} \ {\sf V}_{\sf RE} \end{bmatrix}$	Out	カカ
PRESS ALT (FT)	-40 0	OAT 3	C 30 40	50		V RE	F ■	
8,000	4 4	4 5	6 7	1	2	\cap	4	51
6,000	3 3	3 3	5 6		J	0		J I
4,000	2 2	2 2	3 5	7		_	_	4.0
2,000	0 0	0 0	0 2		LA	5 V _{REI}	. 1 .	43
Wing & Co	wl A/I ON:	Add 1 k	not to V ₁	V _R	7,			TU
					l V	2GA	15′	1
					- 2	2GA		
						DRIFTDO	WNSPEED	S
					FL 250	FL 300	FL 350	FL 410
					214	221	229	242

								78	O	00
CL600-	2D24	4 C	F3	4-8	C5	,		10	, \mathbf{v}	UU
	TAKEOFF							VERWEIG	HT LAND	ING
FLAP	S 8		F	LA	FLAPS	3				
14	3	V_1	1		21	5			4	04
17	J	V_R			יע	J			1	84
4 6	4		4		4 1	_	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \		•	•
15	4	V_2		Z	1			1	4	68
			_				1			UO
FL/	APS 0	7		2)			0	4	00
V_{F}	APS 0		U	J				8	1	62
							1	• Fraince	0	
FLAPS 8	& 20 V		AT °		5		2	O V _{RE}	Out	56
ALT (FT)	-40 0		20	30	40	50	_	_	_	
8,000	4 4		5	6	7		3	0	1	52
6,000 4.000	3 3		3	5	6 5	7	J	U		JZ
2,000	1 1		1	2	4	6	A	5 \/	4	AA
0	0 0	-	0	0	2	5	4:	$5^{ m V_{RE}}$	F	44
Wing & Co	wi A/i O	N: Add	зткі	not to) V ₁ \	R				
							l v	2GA	15	2
							v :	2GA	13/	
								DRIFTDO	NN SPEE	ns
								FL 300		FL 410
								223		-
							213		201	

CL600-2D24 CF34-8C5	79,000
TAKEOFF	OVERWEIGHT LANDING
FLAPS 8 FLAPS 20	FLAPS
1 <i> 1 </i>	
144 ^{V₁} 137	0 185
1	
155 v ₂ 145	4 400
	1 169
FLAPS 0	
V _{FTO} 204	8 163
FTO — U	0 103
FLAPS 8 & 20 V, V, ADDITIVES	OO Engine Out 457
PRESS OAT °C	20 Engine Out VREF 157
ALT (FT) -40 0 10 20 30 40 50	
8,000 4 4 4 5 6 7 6,000 3 3 3 3 5 6	30 153
4,000 2 2 2 2 3 5 7	
2,000 1 1 1 1 2 4 6	45 VREF 145
0 0 0 0 0 0 2 5 Wing & Cowl A/I ON: Add 1 knot to V, V _B	43 REF 143
Timing a domination radial radiation to the radiation of the radiation radia	
	V _{2GA} 153
	2GA JJ
	DRIFTDOWNSPEEDS
	FL 250 FL 300 FL 350 FL 410
	217 224 233 245

	80,000
CL600-2D24 CF34-8C5	00,000
TAKEOFF	OVERWEIGHT LANDING
FLAPS 8 FLAPS 20	FLAPS
146 ^{V₁} 138	0 400
ITO V _R IJO	0 186
450440	
156 v ₂ 146	1 170
V _{ETO} 206	0 464
V _{FTO} ZUO	8 164
FLAPS 8 & 20 V ₁ V _R ADDITIVES	On Engine Out 4 FO
PRESS OAT °C	20 V _{REF} 158
ALT (FT) -40 0 10 20 30 40 50	
8,000 4 4 4 5 6 7 6,000 3 3 3 3 5 6	30 154
4,000 2 2 2 2 3 5 7	<u></u>
2,000	45 VREF 146
Wing & Cowl A/I ON: Add 1 knot to $V_1 V_R$	4
	4 = 4
	V _{2GA} 154
	DDIETDOWN CREEDS
	DRIFTDOWN SPEEDS FL 250 FL 300 FL 350 FL 410
	218 226 234 247
	210 220 234 241

CL600-2D24 CF34-8C5	81,000
TAKEOFF	OVERWEIGHT LANDING
FLAPS 8 FLAPS 20	
147 ^{V₁} 139	FLAPS
14 <i>1</i> v' 139	0 186
R - C - V _R - C - C	U 100
157 v ₂ 147	
131 ^{v2} 141	1 170
51.450.0	1 170
V _{ETO} 207	8 164
V _{FTO} ZU/	8 164
FLADO O 8 20 V V ADDITIVES	OO Fooing Out 4 FO
FLAPS 8 & 20 V ₁ V _R ADDITIVES PRESS OAT °C	20 Engine Out VREF 158
ALT (FT) -40 0 10 20 30 40 50	
8,000 4 4 4 5 6 7	30 154
6,000 3 3 3 3 5 6 4,000 2 2 2 2 3 5 7	30 134
2,000 1 1 1 1 2 4 6	4 E v 4 4 C
0 0 0 0 0 0 2 5	45 V _{REF} 146
Wing & Cowl A/I ON: Add 1 knot to V ₁ V _R	
	v AEE
	V _{2GA} 155
	DRIFTDOWNSPEEDS
	FL 250 FL 300 FL 350 FL 410
	220 227 236 249

CL600-	2D24	CF34	4-8C5	,		82		
14	8 \	/ ₁ 1		FLAPS	VERWEIGI S		87	
		½ <u>1</u> 20		8		1 8	_	71 65
	& 20 V ₁ V -40 0 4 4 3 3	OAT °C 10 20 4 5 3 3	30 40 6 7 5 6	50	2	D Engine V RE	Out	59 55
4,000 2,000 0 Wing & Co	1 1	2 2 1 1 0 0 Add 1 kn	3 5 2 4 0 2 not to V ₁ \	7 6 5		5 V _{REF}	1	47
					FL 250	DRIFTDOV FL 300 228	VN SPEED FL 350	S FL 410

CL600-2D24 CF34-8C5	83,000
TAKEOFF	OVERWEIGHT LANDING
FLAPS 8 FLAPS 20	
440 444	FLAPS
149 V _R 142	100
V _R	0 188
150 7110	
159 v ₂ 149	1 172
	<i> </i>
V _{FF0} 210	0 400
V _{FTO} ZIU	8 166
FLAPS 8 & 20 V ₁ V _R ADDITIVES	20 V _{REF} 160
PRESS OAT °C ALT (FT) -40 0 10 20 30 40 50	ZO VREF IOO
8,000 4 4 4 5 6 7	20 456
6,000 3 3 3 3 5 6	30 156
4,000 2 2 2 2 3 5 7 2,000 1 1 1 1 2 4 6	
0 0 0 0 0 0 2 5	45 V _{REF} 148
Wing & Cowl A/I ON: Add 1 knot to V ₁ V _R	TO TO
	4
	V _{2GA} 157
	2GA 0
	DRIFTDOWNSPEEDS
	FL 250 FL 300 FL 350 FL 410
	223 230 239 252

CL600-2D24 CF34-8C5	84,000
150 V ₁ 143 160 V ₂ 150	OVERWEIGHT LANDING FLAPS 0 189 1 173
FLAPS 0 211 FLAPS 8 & 20 V, V, ADDITIVES PRESS OAT °C ALT (FT) -40 0 10 20 30 40 50	8 167 20 V _{REF} 161
8,000 4 4 4 5 6 7 6,000 3 3 3 3 5 6 7 4,000 2 2 2 2 2 3 5 7 2,000 1 1 1 1 2 4 6 0 0 0 0 0 2 5 5 Wing & Cowl A/I ON: Add 1 knot to V ₁ V _R	30 157 45 VREF 149
	V _{2GA} 158 DRIFTDOWN SPEEDS FL 250 FL 300 FL 350 FL 410 224 231 241 254